

Resolution Would Urge City Act on Army Dock

Port commissioners took a resolution under study yesterday that urges the city to take immediate action on its plans to take over the Army Dock.

The commissioners indicated they would approve it before tomorrow so it could go to the City Council on Tuesday night.

The resolution calls for the city to make a study of berthing needs at the port and acquisition of the Army Dock, of course, will be a major step in meeting those needs.

THE COMMISSIONERS said the study must be made before the city can make a solid request for acquisition of the dock.

So far, the city has only announced its intention to apply for the dock. The most recent reaffirmation of that came at a joint council-commission meeting several weeks ago, but no further official action has been taken.

The resolution taken under study yesterday notes that the dock is becoming more crowded as far as dry cargo is concerned and that petroleum activity across the dock is steadily increasing.

IN OTHER action, Capt. A. E. Harned, port director, reported that an application for federal accelerated public works funds to build a petroleum facility at the municipal terminal had been filed with Seattle officials.

Standard Oil Co. and Shell Oil Co. have put up a total of \$200,000 for construction of the facility and the federal fund application is for another \$200,000.

Harned said it appears construction will start early next season if the application is approved.

Until the facility is completed, commissioners decided, the oil companies may use the present dock but on first-come, first-served basis. They granted permission to Standard to install petroleum lines on the dock for use until the facility is completed.

ON OTHER matters, the commission:

—Renewed its contract with TAMS for consulting engineering services required under the ports bonding agreements.

—Heard a report that seven acres of open-storage area has been filled and was ready for use.

—Delayed until next month a meeting with waterfront operators to discuss common problems. A definite date was not set.

Port Oil Facility May Be Snagged on Rates

Port commissioners decided yesterday the port couldn't meet one rate condition made by Standard Oil Co. in Standard's agreement to help build a petroleum facility at the Municipal Terminal.

In its conditions on the agreement, Standard required that it be allowed to use existing facilities and pay the rates set for the new facility.

The rates for the proposed new facility are lower than present ones.

Capt. A. E. Harned, port director, said he thought Standard would agree to drop the condition when informed of the commission's reasoning.

Commissioner Rodney L. Johnston pointed out that the new facility may not be completed for a year and said the new rates should not go into effect until it is.

Standard also required that it be allowed to install pipelines on the existing dry-cargo dock and make use of it immediately. The commission said this appeared satisfactory.

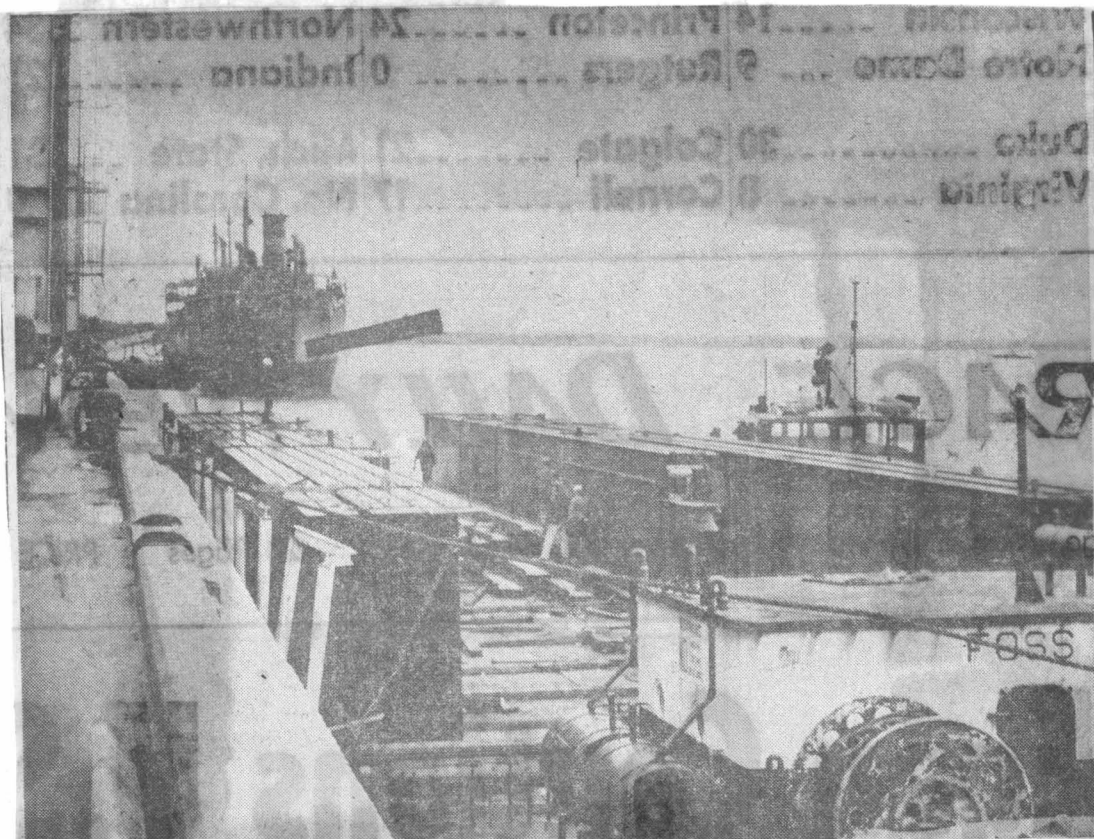
However, preferential docking provisions that will apply on the new facility likely cannot be met now, Harned said.

"If we took one of their large tankers once a month and the small ones, say once a week or three times a month, we'd have a madhouse here with existing facilities," Harned said.

In other action, the commission decided the port shouldn't go into the warehouse business but should encourage private development of warehouse space on port land.

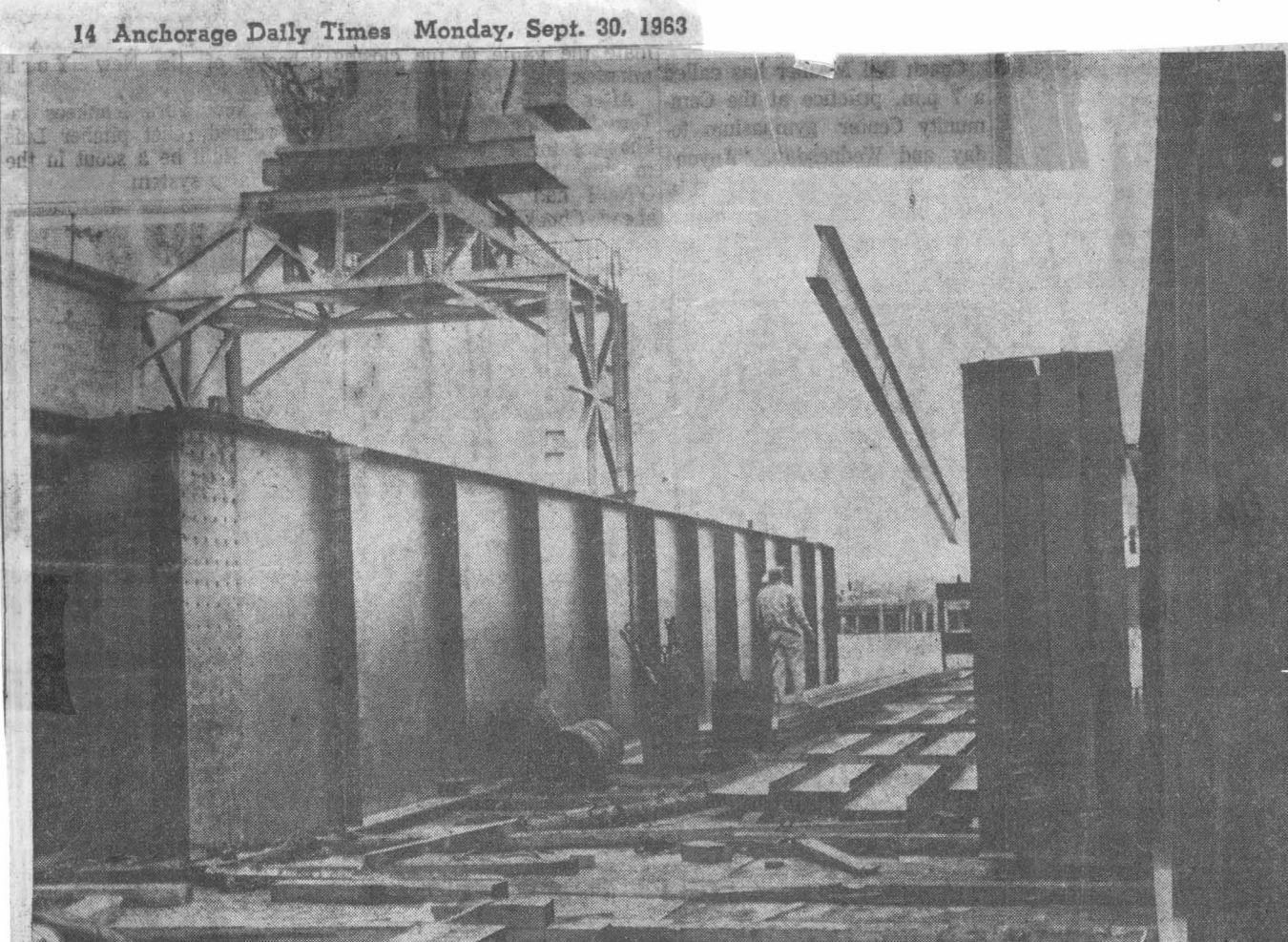
They decided to urge contractors and investors to contact the city or the port about the private development. The port would lease land for such construction.

(See Page 2, Col. 8)



BIG BRIDGE STEEL for the Knik and Matanuska river crossings in relocating part of the Glenn Highway was being unloaded yesterday at the Port of Anchorage Municipal Terminal after it was brought in on this

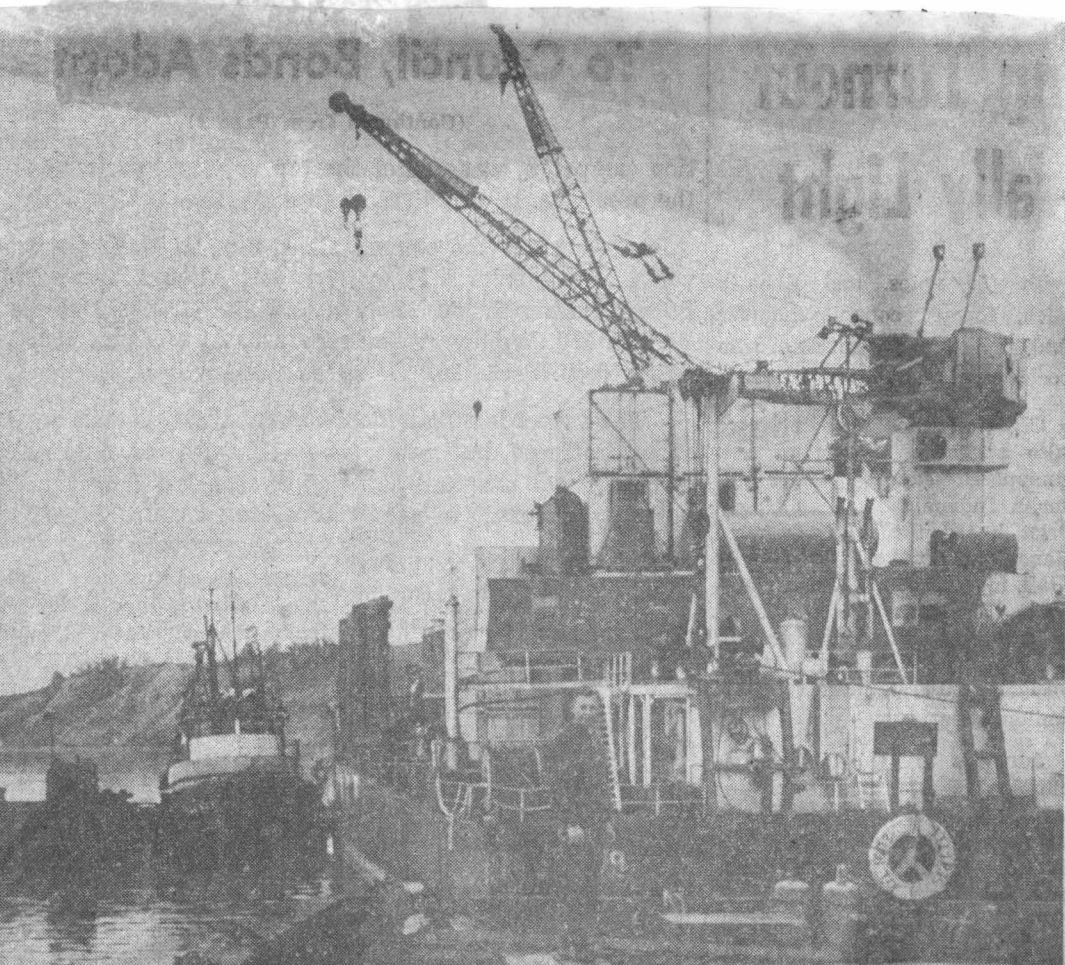
Foss barge. The huge beams standing on edge and towering above the heads of the workmen will be used in four bridges in the highway project. They are believed to be the biggest single items ever brought across the city dock. (Daily News photo)



BRIDGE GIRDERS DELIVERED TO PORT

Steel for the Susitna River bridge near Sunshine was delivered Friday to the Port of Anchorage municipal terminal. Here workmen swing a short girder from the Foss barge up onto the dock. Larger

beams loom behind workmen and to the right. The Susitna River bridge is located near Talkeetna on the Anchorage to Fairbanks highway being built by the State Department of Highways. (Anchorage Times Photo)



ON THE WAY BACK from the Arctic coastline, this big barge put in at the Port of Anchorage Municipal Terminal yesterday before going on to Seattle. The huge rig — towed and pushed by the tug to the left — had been in the Arctic since June supplying DEW Line sites. It has a 10,000 ton capacity, including tanks for three million gallons of

petroleum products. "You get in the wind, and it's a mighty big sail," said skipper Jack Waters (foreground). Because of its size and the rough beaches in the Arctic, the barge had to be anchored out in the ocean, and cargo hauled in on the small barge tied up to the left here. (Daily News photo)

0 Anchorage Daily Times Friday, October 4, 1963

CHAMBER MAY BACK PORT, AIRPORT JOBS

Anchorage International Airport and the Port of Anchorage municipal dock projects are being considered for inclusion in the Greater Anchorage Chamber of Commerce program for the coming year.

The possibility of developing a 100-acre industrial park in the port's backup area was recommended for study by Claire Banks, Chamber manager, at Friday's meeting of the executive board. Backfilling will be required to provide land which could then be surfaced,

Warehousing and office space also could be provided in the industrial park.

THE INDUSTRIAL park proposal is one of several suggested activities for the Chamber to undertake this year. Also included is upgrading at Anchorage International Airport with more office and cargo space provided. Banks suggested an exposition area at the airport could be considered for the state's centennial celebration.

Port Expansion Planned

ANCHORAGE — The Anchorage Port Commission has asked city co-operation in port expansion. Congestion and operational problems plague the port, according to Chairman Harold Strandberg. Crews must handle increasing cargoes and a growing number of vessels at the port's 600-foot wharves.

Cargo this year is expected to run in excess of 200,000 tons. This is five times that handled two years ago.

Other factors contribute to the port bursting its seams after 30 months of operation, according to Strandberg.

New offshore oil discoveries in Cook Inlet are expected to double the need for bulk shipping.

Anchorage Daily News Wednesday, August 23, 1963

City Seeks Port Funds

To Establish New Facility

The City Council approved two resolutions last night enabling the city to apply for federal funds to use in construction of a POL facility at the Port of Anchorage Municipal Terminal.

STANDARD OIL CO. and Shell Oil Co. have agreed to put up a total of \$200,000 for the facility. The city will be asking for another \$200,000 in matching funds from the federal government.

With the new facility, the terminal will be able to moor tankers and to handle various petroleum products. It doesn't have such a facility now.

The council delayed action a week on the proposed 1964-65 street and drainage improvement program in order to study the proposed work.

IN OTHER action, the council:

—Approved construction of a house at the water treatment plant for the chief plant operator. The chief operator, who is on 24-hour call, will live in the house rent free. The council tabled action on the matter last week after Councilman Joseph Yesenski asked if there would be other staff members at the plant around the clock. In a report last night, City Manager Robert Oldland said there would be one 8-hour period when no one was in the plant. Mayor George Sharrock said saving in wages there would be "several thousand dollars" a year by enabling the chief operator to be near the plant. The

house will cost about \$30,000.

—Authorized \$5,000 to take up option on 55 acres of property in the proposed Chester Creek park strip. The property belongs to Earl Hillstrand and the total estimated cost if it is bought is estimated at about \$200,000.

—AUTHORIZED the administration to apply for fee simple acquisition of railroad property north of Loop on Government Hill, including the old employees club building. Oldland said the building, now leased by the city for recreation purposes, is seldom used because of railroad restrictions. Damages by vandals have totaled almost \$8,500, he said. The plan is to tear down the building and use the entire plot of land for various recreational purposes.

—Approved a special promotional electric rate for apartment buildings. Roy Samson said the special rate would encourage use of more electricity and still would return a fair profit to the electric utility.

—Approved \$700 to repair a second-hand bookmobile the city can obtain from the state. The bookmobile will be used to take books to areas distant from the library downtown. A schedule of the places it will call is to be worked out.

—APPROVED payment of \$26,981.12 to Mel Snider Construction Co. for construction of an oil storage dike for the ML&P Department.

—Awarded a \$5,939 contract to Mt. McKinley Fence Co. for fencing at Goose Lake, at the Ninth Avenue and D Street playground and at the Dogwood Street park on Government Hill.

—Set Sept. 17 for a public hearing on proposed water improvements in Improvement District 250.

Anchorage Daily News Tuesday, August 27, 1963

Mizar Will Come Here

Ship to Get Auto Cargo

The military-cargo ship Mizar is due to put in here late tomorrow after off-loading her cargo at Seward to be hauled on up the Peninsula by railroad.

A SPOKESMAN of the Military Sea Transportation Service — which operates the Mizar — said she will pick up about 20 automobiles being sent to Seattle by servicemen, and some other cargo.

The Mizar, which had been operating to the Municipal Terminal here, was ordered into Seward for this trip — with the possibility that Seward might replace Anchorage as her permanent port-of-call. The Army, which contracts with MSTs on the Mizar, said it was making a cost-comparison study on operating to the two ports.

An Army spokesman said today he assumed the cargo was made up here for the Mizar before the switch to Seward was made and there wasn't enough time to take that cargo to Seward by railroad.

THE CHIEF MSTs officer was not available for comment, but another MSTs spokesman said, "It's just simpler to do it this way."

He said he didn't know whether the Mizar would continue coming on up to Anchorage for return cargo if Seward is made her port-of-call. That decision "will be made in Washington," he said.

The Army noted last week that sending the Mizar to Seward instead of Anchorage would cut 40 hours off her sailing time. The effect of this is a major factor to be studied in the cost-comparison, it said.

The decision to bring the Mizar on up to Anchorage was MSTs', the Army spokesman said today.

Anchorage Daily Times 5 Friday, Sept. 20, 1963

Times Paper Due In Port

A 500-ton shipment of newsprint, bound for the Anchorage Daily Times, is expected at the Port of Anchorage municipal dock the first of next month.

This is the second and final such shipment this year. The newsprint will be carried by an Alaska Steamship Company ship, believed to be the Coastal Nomad, according to a port spokesman.

Since the steamship firm does not have a tariff rate into the Anchorage terminal, the cargo is being carried under a special contract and regular dockage fees will be charged, according to Port Director A. E. Harned.