

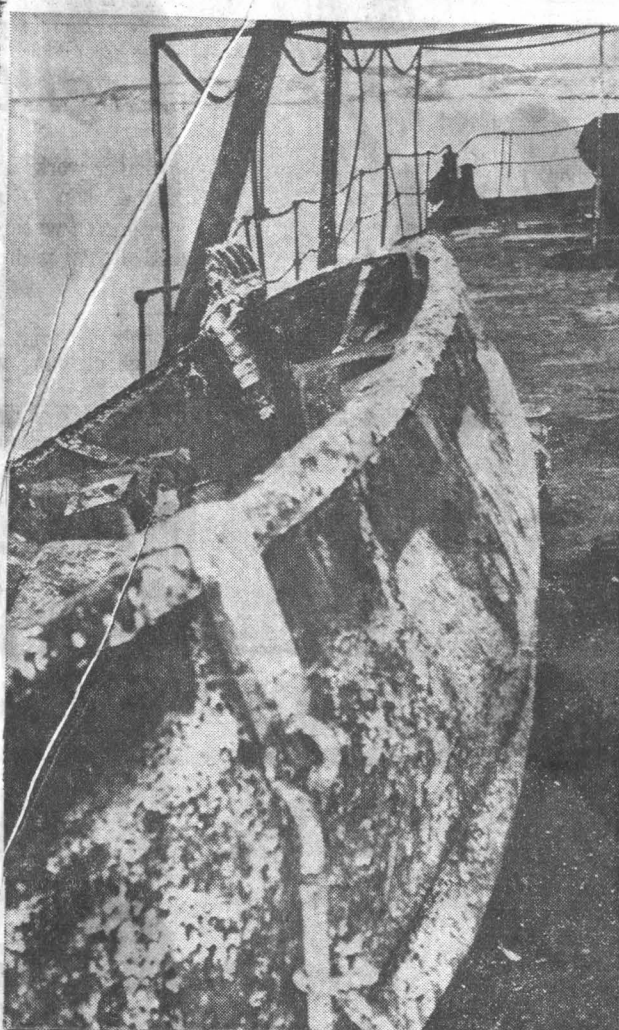
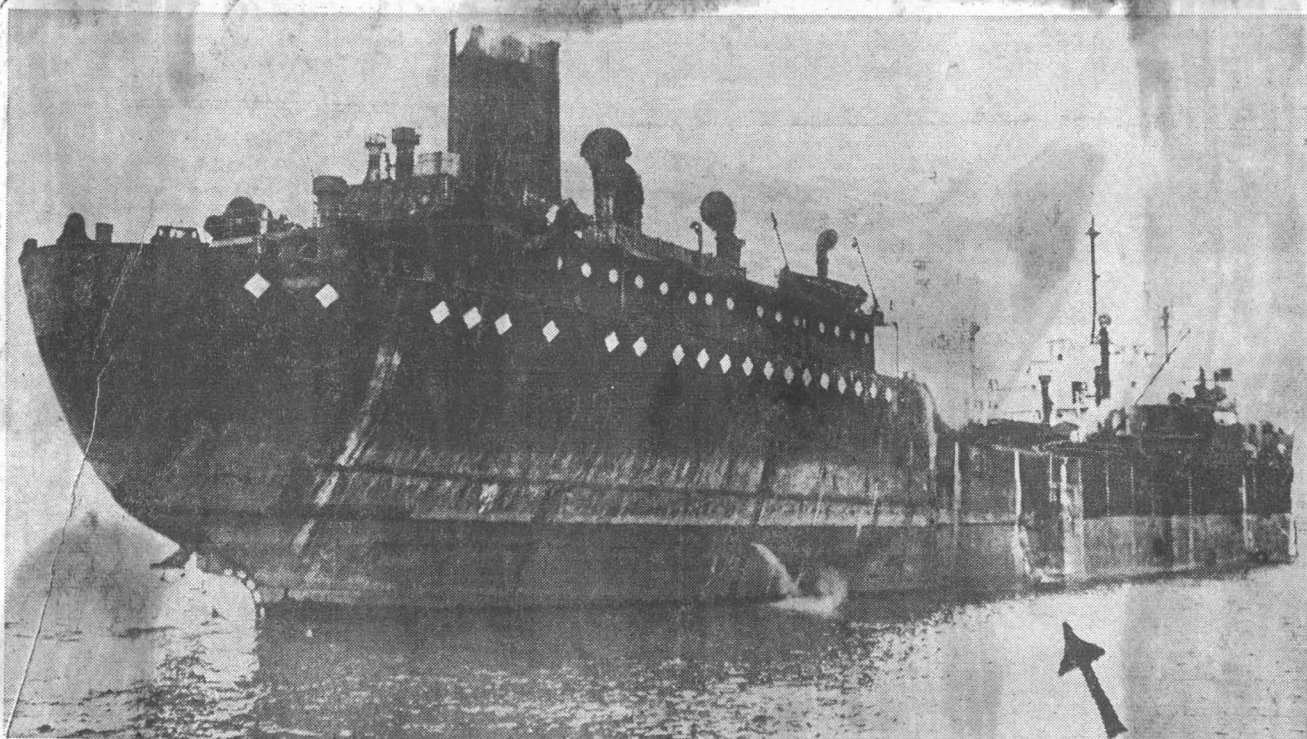
Marine Digest Nov. 21, 1964



Dutch Tanker Suffers Broken Nose

ANCHORAGE — Broken nose! The Dutch tanker Sirrah, involved in a Cook Inlet collision with the tanker Santa Maria, is pictured at Anchorage with gashed bow. The tug Arctic Wind pictured in center, is one of the vessels owned by Cook Inlet Tug and Barge that participated in the heroic rescue of the Santa Maria's crew. The Santa Maria, although badly burned, stayed afloat and 90 per cent of her cargo was salvaged. The latter vessel is being towed to Seattle by Foss tugs, to be repaired.

Heading To Dry Dock



TANKER IS EN ROUTE TO DRY DOCK

The tanker Santa Maria, badly damaged when a portion of its fuel cargo burned after it collided in Cook Inlet Oct. 19 with the tanker Sirrah, is now being towed to a Seattle dry dock by two Foss tugs. An emergency crew of six is aboard the vessel. Power for heat and lights is supplied by a portable generator. In top photo, the arrow points to the impact area where hull plates were bent by the collision. The fire burned in the stern portion (to the left of

the impact area). The light triangle spots are markers for an auxiliary towline which is wrapped around the ship. In photo above, left, is a scorched lifeboat. In background can be seen plates and railing bent by heat. In photo above, right, Capt. Darrell L. Povey, marine manager for Union Oil Co. of California, inspects damage at the impact area. One seaman was lost from the Union Oil-chartered Santa Maria in the mishap.

Local Port Insurance Rates Upped

Insurance rates for the Port of Anchorage have been raised nearly 40 per cent since the March 27 earthquake, it was revealed at last night's Port Commission meeting.

Commission chairman Wallace E. Martens also reported to the meeting that the deductible amount of the port's earthquake insurance policy had been jumped from \$100,000 to \$250,000.

Martens said he had been notified of the premium increases one day before they went into effect.

THE RATES and revision cover the year beginning Oct. 25.

The commission voted to request the city administration to provide a full report on the in-

surance position of the port facility.

* The increased premiums are on the port's marine all-risk policy. The estimated cost for the coming fiscal year is \$20,000, compared to about \$12,100 for the same insurance coverage last year.

THE COMMISSION also approved a revision in the preferential berthing agreement with Sea-Land Service, Inc.

The revision was a condition to secure withdrawal of the Military Sea Transport Service objection to the Sea-Land agreement.

Under the new contract Sea-Land will give up its preferential berthing rights to MSTs tankers in the event the port's petroleum-oil lubricant facility is put out of operation.

WITH THE POL facility in operation, MSTs has no preference rights and in no way affects Sea-Land vessels, which use the port's dry cargo space.

The revision must be approved by the City Council.

The commission, authorized negotiations with Sea-Land for the lease of eight acres behind the dock and adjacent to Sea-Land's present five-acre tract in the industrial park.

The commission also directed a letter requesting the Coast Guard to station an icebreaker at Homer to be sent to Coast Guard 17th District headquarters.

DAILY COMMERCIAL NEWS November 23, 1964



National Guardsmen fire a welcoming salute at Anchorage as the Alaska State Ferry Tustumena arrives at the Alaskan port on her inaugural voyage.

She plies between Anchorage and Kodiak, carrying passengers and autos.

ALASKAN PORT BOUNCES BACK

The spring shipping season at the Port of Anchorage started with a mighty jolt as the worst recorded earthquake in history struck South Central Alaska on March 21. Although damage to the Municipal Terminal was in excess of \$1,500,000, the Corps of Engineers and federal, city and state agencies working in close cooperation with local construction and electrical companies, within 96 hours made the roadways passable, resumed telephone communications, effected temporary dock repairs and emergency generators were supplying power—and most important of all, the City Dock was receiving freight!

Of the Port's four level luffing gantry cranes, which looked as if a giant hand had played jackstraws with them, three were made operational and were bailing cargo in a week.

The City Dock, since the big shake, had handled in excess of 130,000 tons of general cargo and 440,000 tons of bulk POL products. This is in sharp contrast with 99,716 tons of general cargo in 1963 and 93,500 tons of POL products.

Accounting for the large increase in general cargo was the advent of three day cargo service from Seattle to Anchorage by Sea-Land Service, Inc. This is the first and only regular direct weekly steamship service to and from the Port

of Anchorage. Sea-Land operates two C-4 vessels and provides door-to-door containerized freight delivering service.

Huge increases in bulk POL products were the result of the City Dock being the only operational pier in South Central Alaska. Ocean Dock at Anchorage, the Whittier and Seward Docks, as well as the tank farms at those locations were destroyed by the Good Friday earthquake. City Dock's POL manifold installed by Shell Oil Co. was used until the Corps of Engineers could erect a temporary POL Dock which, was complete in July. The \$450,000 structure is located immediately south of City Dock and is operated by the Port.

The loss of tank farms at Seward and Whittier resulted in Standard Oil and Union Oil initiating expansion plans for their Anchorage plants, adding in excess of 200,000,000 gallons capacity. Texaco located in the newly created Port of Anchorage Industrial Park, and lease negotiations were completed in early July and construction commenced on a 300,000 barrel plant. With an accelerated schedule Texaco received its first product in late October from the tanker California.

The State of Alaska, in early August, initiated service for Southwestern Alaska with the Ferry Tustumena, who is now a regular

visitor at the Port of Anchorage. The ferry received a hearty welcome on her inaugural voyage to Seward, Kodiak, Seldovia, Homer and Anchorage, her regular ports of call.

Increased ship arrivals have resulted in delays to carriers, and the Anchorage Port Commission recognizing the need, has proposed a \$215 million dock expansion program.

Tuesday, November 3, 1964 Anchorage Daily Times 5

COMMISSION STUDIES 2 MORE PORT LEASES

"Is there any land left unleased down there?" asked Wallace Martens, chairman of the Anchorage Port Commission at Monday night's meeting.

The rapidity with which port lands are being leased brought forth the chairman's comment. The commission Monday night considered applications for two more leases. Sea-Land Service, Inc., sought to lease approximately eight acres in the port's industrial area adjacent to its present holdings and Cook Inlet Tug and Barge requested a lease on approximately three acres of tidelands adjacent to its present tidelands holdings.

The city's general policy for leasing port lands, recently drawn up, also was discussed. The Commission approved an amendment to its original agreement with Sea-Land Service, Inc. submitted by Sea-Land. It provides that the preferential berthing given to Sea-Land will be forfeited if and when a military tanker arrives and the petroleum dock facility is out of operation. It would be a first-come, first-serve arrangement.

The amendment must now be approved by the City Council. Insurance rates on the dock were raised from 22 cents to 36.6 cents per \$100. It was announced. The dock carries \$5.5 million insurance. They also raised the earthquake deduct-

ible from \$100,000 to \$200,000," said Martens.

"I was given two days notice of these changes. We had no choice but to accept this offer," said Martens.

The Commission requested a full report on insurance covering the port. "There will be a Port letter to the city manager on this matter," Martens said.

The Commission discussed the possibility of having a fire boat stationed at the dock. The cost of such a boat was between \$120,000 and \$180,000. "The annual cost to the city of Houston, Texas, is \$145,000," said Don Walters, acting port director.

A motion passed to have no further consideration of a fire boat due to the impossibility of financing it.

The Commission voted to send a letter to the Coast Guard requesting that a Coast Guard icebreaker be stationed at Homer.

Tours of the dock facilities were recommended and are pending a check of the docks liability.

The majority of the meeting's time was spent discussing applications for leasing land in the port area.

Expansion Of Port Given Board Okay

The Anchorage Port Commission Friday night approved a proposed \$2.25 million bonding program which would see a permanent petroleum dock and a 150-foot dock extension added to the port facilities.

The proposed general obligation bonding will now go to the Anchorage City Council as part of the 1965 city budget.

Wally Martens, commission chairman, had suggested the commission approve a \$3 million bonding program which would allow for a 300-foot north extension to the dock.

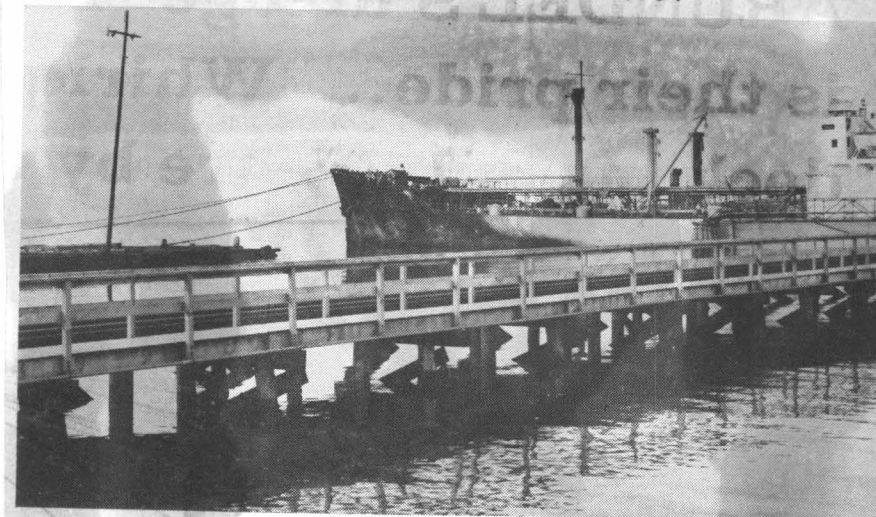
Noting that \$3 million was "a pretty healthy package," City Manager Robert Oldland suggested that the commission set the top figure if it felt was realistic, then inform engineers that port expansion design must fall within that figure.

A feasibility report from the city's port engineering firm had set the \$2.25 million figure. This allows for \$1,750,000 to be spent for the petroleum dock and \$500,000 for the extension.

Jim Bell, city finance director, suggested that the commission determine if the port trustees and bond holders would consider allowing some of the increased revenues which would result from improved facilities to be made available for the expansion program.

In other action, commissioners approved a proposal that the city's engineering consulting firm and insurance advisor outline a detailed program as to how and when the city should file claims to obtain maximum return from its earthquake insurance on the port.

World Ports & Marine News - November 1964



The Dutch Tanker "Sirrah," with burned bow is pictured discharging 116,408 BBLs of Aviation Turbine Fuel at Port of Anchorage. The "Sirrah" was involved in a collision in Cook Inlet with the Tanker "Santa Maria," which can be seen in the left background. The "Santa Maria's" stern was badly burned; however, more than 90% of her cargo was salvaged and lightered ashore. The "Sirrah" upon completion of discharge, proceeded under her own power to Wilmington for repairs.