



NOTHING BUT ice and water are where the south wing of the city port's petroleum facility used to be. The steel catwalk, which was recovered from the icy water, was attached to the platform slightly to the left of the post at the far right of the photograph. (Daily News photo)

## ICE AND TIDE

# City's Petroleum Dock Put Out of Commission

It came as no surprise to port workers yesterday when they showed up for work to find part of the city's temporary petroleum facility had disappeared, putting the facility out of action for the winter.

The engineers had predicted that the temporary structure, put in following the earthquake as an emergency measure, would probably not withstand the rigors of the ice and tide during an Alaskan winter.

The south dolphin, a cluster of 21 wooden piles, was apparently knocked over by the action of the tide and ice sometime early yesterday morning. There were no witnesses, according to Port Director A.E. Harned.

IT IS NOT known whether the dolphin was sheared off by the ice or merely knocked over.

Three tankers were scheduled to unload at the petroleum facility during the remainder of this year. They will now be forced to unload at the City Dock, risking a possible conflict with Sea-Land Service, Inc., which has priority rights two days a week at the dock.

The steel catwalk which led out to the dolphin was salvaged

yesterday morning by the specially equipped tug "Milton II," which is operating at the port under contract to Sea-Land.

HARNED SAID members of the Port Commission viewed the damage and tentatively concluded that the dolphin would have to be re-installed.

An off the cuff cost estimate secured by Harned was \$30,000.

He said he expected a flood of tankers after breakup next spring to replenish the tank farms which have sprung up in the port area since the earthquake is about a year old.

The proposed 1965 City Budget includes a bond issue of \$2.25 million to finance a permanent city petroleum facility which would not be subject to ice damage.

2 — Anchorage Daily News, Friday, January 15, 1965

# Military Shipping Traffic Exceeds 923,000 Tons

Military sponsored ocean traffic between the continental United States and Alaska exceeded 923,000 tons during 1964, Lt. Gen. Raymond J. Reeves, Commander in Chief, Alaska, announced today.

General Reeves, in commenting on the figures, pointed out that military traffic comprises a significant part of the overall activity of the Port of Anchorage, since military cargo passing through the port represents 45 per cent of the total dry cargo traffic recently reported by the Anchorage Port, and 22 per cent of the petroleum traffic. He said these totals did not include civil contractor sponsored ocean traffic moved into Alaska in support of the 1964 military construction program.

2 Anchorage Daily Times Tuesday, Dec. 1, 1964

# Port Director Feels Dock Is Repairable

A. E. Harned, Anchorage port director, said today he feels the city's temporary petroleum dock, damaged by ice, can be put back into service next spring.

Ice carried away the dolphin supporting the dock's south walkway and swept off a log raft designed to divert incoming ice from the facility this past weekend.

Replacing the dolphin pilings during the winter would be difficult and expensive, Harned said.

He said water has been turned on the dock's main platform where tankers unload. The water, as it freezes, will turn the dock "into a solid block of ice," Harned said.

It is hoped that freezing the dock solid will protect it from water borne ice, he said.

The \$500,000 facility is considered a temporary dock. The port is asking for \$2.25 million in bonding with part of this total earmarked for construction of a permanent petroleum unloading facility.

Three oil tankers, due in December, will unload at the municipal terminal.

Two Standard Oil Co. of California tankers are due to arrive next week. Some rescheduling is necessary so that the weekly Sea-Land cargo vessel will have cleared the dock by the time the tankers arrive.

Union Oil Co. of California will send a third tanker into Anchorage in late December.

There is no timing conflict involved.

Sea-Land's weekly cargo vessel arrived at the dock Monday night, escorted by the Milton II icebreaker, Harned said.

The port director said the Milton II, operated by Albin Towing Co., would be in the inlet this winter. Concern had been voiced that ice could cause a hazard to winter operation unless an icebreaker was available.

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Anchorage Daily Times Monday, Jan. 4, 1965

# Port Day Is Under Way In Anchorage

Officials Predict A Bright Future; Bonding Vote Slated

A cargo ship, which was loaded while in a Seattle drydock for repairs, put into the Port of Anchorage this morning to get today's Port of Anchorage Day off to a good start.

The freighter, Sea-Land's Seattle, tied up at the municipal terminal at 8:30 a.m.

One of two cargo ships serving the weekly Seattle-Anchorage run, the Seattle went into drydock in her home port after her last trip north. A broken rudder mount had to be repaired. Sea-Land unloaded her south-bound cargo and loaded Alaska freight on the Seattle while she was still in drydock.

Optimistic port officials today hailed the future of the four-year-old city facility which

operated at a profit for the first time last year.

While citing the port's "firm foundation," they cited need for immediate expansion.

A \$2.25 million general obligation port bond issue will go to voters March 9.

Bond funds are earmarked to build a permanent petroleum dock to replace a temporary facility erected on an emergency basis just after the earthquake and to enlarge facilities for handling dry cargo.

A. E. Harned, port director, said petroleum products pay for half of the cost of port operation with dry cargo meeting the remainder.

Although increased revenues are seen from the expansion, under the port trust agreement now in effect, all revenues must be used to retire the original \$6.2 million bonding for port construction.

For this reason, the expansion program is proposed on a general obligation bonding basis.

## Port Records Its First Profitable Year In '64

The Port of Anchorage recorded its first profitable year in 1964, members of the Greater Anchorage Chamber of Commerce were told today.

Port Director A. E. Harned and Robert Baum, vice chair-

man of the port commission, in prepared remarks, discussed port activities at the weekly chamber luncheon.

"This is the first year that we operated in the black," Harned said.

"We have some \$30,000 left over after we set aside the Feb. 15 payments due on our bonds and the payment of back bills," Harned explained.

"Also, 1964 was a big year because we became the number one port in Alaska for inbound tonnage," said Harned.

Harned cited a 643,000 ton increase in 1964 over 1963, putting tonnage for 1964 to 840,000 tons.

"We anticipate over 900,000 tons in 1965," he said.

Baum explained the mechanics of the port commission and pointed out the important roles of the oil industry, Sea-Land Inc. and the state ferry system in building an active dock facility.

Baum and Harned pressed for approval of the March 9 bond issue in order to build a new petroleum dock and a 150-foot north extension to the main dock.

Harned paid tribute to past and present port commissioners and especially Harold Strandberg, the original chairman. "All success and expansion plans we have in mind are directly attributable to the many hours of thought and study by this commission," he said.

A new informational brochure on the Port of Anchorage was to be distributed for the first time at the luncheon.

Anchorage Daily Times Saturday, Jan. 16, 1965

# Port Here Is Used Heavily By Military

Anchorage was far ahead of all other Southcentral Alaska ports in its share of nearly a million tons in military-sponsored ocean traffic shipped between the continental United States and Alaska during 1964.

Lt. Gen. Raymond J. Reeves, commander in chief, Alaska, announced that a total of 923,726 tons was shipped by the military during the year. This included 145,268 tons in dry cargo and 758,516 tons of petroleum products.

Anchorage had a tonnage total of 216,051, including 71,651 tons of dry cargo and 144,400 tons of bulk petroleum products. This total was only exceeded by the port of Haines, starting point of the military's Haines-Fairbanks pipeline, which had an annual total of 395,400 tons — all in petroleum products.

Figures for other Alaska ports included:

Whittier, 41,796 tons of dry cargo and 19,510 tons of petroleum, for a total of 61,306 tons. Adak, 24,572 tons of dry cargo and 56,490 tons of petroleum, for a total of 81,062 tons. Kodiak, 11,823 tons of dry cargo and 44,670 tons of petroleum for a total of 56,493 tons.

Also: Seward, 5,971 tons of dry cargo and no petroleum. Remote sites, in annual re-supply program, 9,395 tons of dry cargo and 98,048 tons of bulk petroleum for a total of 107,443 tons.

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6 Anchorage Daily Times Monday, Jan. 11, 1965

# Port Pacts Given Okay

The Federal Maritime Commission has approved City of Anchorage contracts with Sea-Land Service, Inc., Robert Baum, vice-chairman of the city's Port Commission, said today.

Baum said the city was informed today that the commission had approved two contracts with Sea-Land last Thursday.

One contract is for Sea-Land's industrial park subdivision lease. The second is Sea-Land's preferential agreement for use of the port municipal terminal. It has been amended to permit the Military Sea Transport Service to make use of the municipal terminal on a first come, first serve basis in an emergency.

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SEA-LAND SERVICE INC.  
Anchorage - BR 6-6151 Fairbanks GL 6-7775

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2 — Anchorage Daily News, Tuesday, January 5, 1965

# Port Officials Discuss Plans at Chamber Meet

The vice chairman of the Anchorage Port Commission and the municipal dock's director entered strong pitches at the Chamber of Commerce luncheon yesterday for expansion of the port this year.

COMMISSIONER Robert Baum and Director A. E. Harned spoke to the group at the Idle Hour Restaurant in Spennard, as Mayor Elmer Rasmuson proclaimed yesterday "Port of Anchorage Day."

The port commission and administration is pushing for voter approval of a \$2.25 million general obligation bond issue to finance the port expansion. Residents will make their decision at a special election March 9.

Contemplated is a permanent petroleum unloading facility, expected to cost about \$1.75 million, and a 150-foot extension to the dry cargo dock, to cost about \$500,000.

Noting that the port operated "in the black" for the first time last year, Baum said, "These two projects will insure a continuing of our operation in the black and will be a basis for the accommodation of increased business."

HARNED said the petroleum facility "was conceived before the quake." It was obvious to the port commission that the installation was "necessary," he explained.

And due to the shifting of oil concerns' operations to Anchorage, "The earthquake made it mandatory," Harned said.

The proposed bonds would cost the taxpayer 12 mills at 70 per cent valuation in taxes, Harned said.

"UNFORTUNATELY," he said, the trust agreement concerning the port's present bonded indebtedness, "precludes using additional revenue for the new bonds."

The original bond sinking fund will be built up and should allow refinancing within a few years, Harned continued. "This will possibly enable us to reduce our present interest rate from 6 per cent to 4 per cent at a saving of \$100,000 a year," Harned said.

# Group Studies Port Future

Impact of a possible petroleum pipeline from Whittier to Anchorage on the Port of Anchorage will be discussed when the Anchorage Port Commission meets in the City Council Chamber at 7:30 p.m. today.

The question of a possible pipeline between Whittier and Anchorage first was raised when the port and the military were negotiating port costs for handling military fuel.

During 1964, the port handled 144,400 tons of military bulk petroleum, according to the Alaska Command.

A total of 19,510 tons of military bulk petroleum entered the state through the Port of Whittier.

Al Renk, representing trucking firms which would be using the planned north extension of the dock, will meet with the commission to outline these firms' needs. The 150-foot north extension is included in the port's \$2.25 million bond issue which goes to voters March 9.

Other matters on the meeting