

THE RECORD OF ALASKA, 1963

TRANSPORTATION

A new era began for Alaska during 1963 with the start of the Marine Highway System of ferries from Prince Rupert, British Columbia, to Haines and Skagway via Ketchikan, Wrangell, Petersburg, Sitka and Juneau. The first of three new 352-foot passenger and vehicle ferries went into regular service in April, and by July traffic had passed preliminary estimates projected to 1966. During the winter, additional staterooms are being built on all three ships.

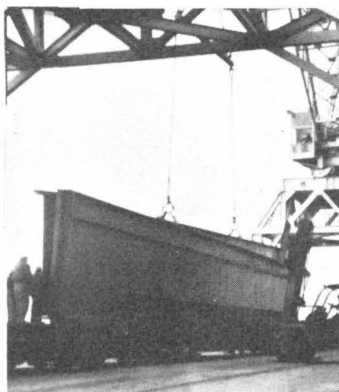
By the end of November, the new ferries had carried 78,883 passengers and 14,951 vehicles for first-year revenues close to \$1.6 million.

The ferry Chilkat, which formerly plied between Juneau, Haines and Skagway, now provides service between Valdez and Cordova for the first time. A fourth new ferry, launched in December, will begin regular service between Homer and Kodiak in mid-1964.

New developments in commercial shipping also took place. Puget Sound-Alaska Van Line launched two rail-car barges with a capacity of 72 rail cars to connect with the Alaska Railroad at Whittier. Alaska Steamship Co. announced plans to modify two of its freighters for motor vans exclusively. Each ship would carry 175 vans between Seattle, Seward and the Port of Anchorage.



Port of Anchorage handled 193,000 tons of cargo in 1963, its third year of operation.



20-ton steel beams for the new \$6.3 million Knik-Matanuska Bridge are unloaded at the Port of Anchorage.

New construction of \$14,309,552 was recorded, including 217 single family residences, 57 duplexes, 27 multi-family dwellings and an addition to the Anchorage-Westward Hotel.

U. S. Government expenditures for military construction in the area came to \$22 million with another \$2.3 million spent on various civil projects.

The Port of Anchorage marked a substantial increase in its third year of operation, handling 193,000 tons of cargo compared with 98,000 tons in 1962. One of the biggest jobs was unloading 314 tons of steel beams, some 120 feet long, for the new Knik-Matanuska Bridge whose \$6.3 million contract is the largest single road project the state has yet awarded. A study to determine the need for additional pier facilities is now being sought by port authorities.

Anchorage Daily Times Wednesday, Jan. 27, 1965

Mayor Asks Pipeline Study By Port Group

Mayor Elmer Rasmuson has requested that the Anchorage Port Commission prepare a report citing its stand on a proposed military petroleum pipeline between Whittier and Anchorage.

In past action, the city has indicated it would oppose such a project.

The Defense Department has included \$5 million to build the line in its request for authorization of \$30 million for military construction in Alaska, according to Sen. Frank Lautenberg, D-Alaska.

Bartlett said today the department's request is expected to go to Congress within two weeks.

Rasmuson asked that the commission's report be prepared for council study by next week. "If the (Defense Department) request is approved, naturally it will affect our operation here," Rasmuson said today.

The mayor termed the pipeline one of the most important matters to come to the commission's attention.

He suggested that the council take a stand on construction of the line after the commission's report has been reviewed.

Possible construction of a pipeline was cited last November during military commission negotiations over rates charged for handling military petroleum cargoes at the Port of Anchorage.

Army and Air Force representatives said at that time that if the commission did not agree to a reduction in fuel handling rates over port facilities, the fuel might be carried into the city by pipeline from Whittier rather than across the city dock. The port commission reluctantly agreed to reduce its petroleum handling rates to the military.

Commissioners were told in November that the military plans to ship 1,200,000 barrels of petroleum to Anchorage this year.

Anchorage Daily Times 21 Thursday, Jan. 28, 1965

Council Ups Bond Issue

One of five bond issue propositions which will go to voters March 9 has been upped from \$500,000 to \$750,000 by the Anchorage City Council.

The funds are sought for expansion of the dry cargo section of the Port of Anchorage municipal terminal.

The increase in the general obligation bonding proposal will allow for truck turnaround on a proposed 150-foot north extension of the port dock.

Of the five bond issues, two deal with the port. One is the increased \$750,000 for the north extension, the other, a \$1,750,000 general obligation bonding, is for construction of a permanent petroleum dock.

The other bond issues are for park uses, the fire department and the library.

March 9, in addition to being designated the day upon which voters will approve or turn down the five issues at the polls, is the day set by the Anchorage City Council for sale of \$4.4 million in bonds which voters already have approved.

These are general obligation issues for off-street parking, street improvements and sanitary sewers.

Anchorage Daily News, Wednesday, January 27, 1965

Dock Facility Bond Total Increased

The City Council last night approved a Port Commission recommendation to increase the proposed port expansion program by \$250,000.

The recommendation approved by the council provided for the additional funds to be applied to the planned north extension of the city dock. The funds would cover construction of a "turn around" for trucks.

The alteration in the expansion plan was requested by representatives of the trucking industry who said provisions for a "drive through" or turn around area were essential.

THE PORT expansion program calls for a \$1.75 million petroleum facility and \$750,000 for extension of the dry cargo dock.

Both items will be submitted to the voters on March 9, when the city will hold a bond election.

The council last night appointed the Seattle firm of Marshall and Meyer to act as financial consultant for the proposed \$4,660,000 bond sale, which combines the port, parking, street and sewer bond. A decision on a bond attorney for the sale was postponed until next Tuesday's meeting.

Monday, Jan. 25, 1965 Anchorage Daily Times 3



AFTERMATH OF PETROLEUM FIRE

Empty cans of concentrated fire fighting foam lay today amid the charred remains of the Standard Oil of California petroleum warehouse, center of the

half million dollar fire in port tank farm area Saturday. Use of 5,810 gallons of the foam concentrate was a key factor in controlling the blaze.

Better Fire Protection Is Being Planned For Industrial Area Within City's Port

Beefed up protection for the Port of Anchorage industrial park, scene of a disastrous warehouse fire Saturday, is on the drawing boards now, Fire Chief Victor Bernasconi said today.

Bernasconi said the city plans to purchase a pumper truck carrying foam equipment if voters approve a department bonding issue March 9.

"It was just a matter of timing," Bernasconi said. "We got the fire before we got the equipment."

Although city fire trucks carry fog equipment for fighting oil fires, Bernasconi said water pressures in the port area were too low to permit effective use of fog equipment in fighting the boiling blaze at the Standard Oil petroleum storage depot.

Foam equipment furnished by the military, the National Guard and International Airport departments was credited with containing the raging fuel-fed flames.

Bernasconi said the fire department was forced to sacrifice the huge 600-foot long Standard Oil Co. warehouse in order to save the tank farm.

The blaze, uncontrolled for three hours, spread a pall of black smoke over the city.

It was blamed on a broken pump casing which sprayed gasoline around part of the warehouse. A spark evidently ignited the fuel.

Unofficial estimates set damage at about \$400,000.

One fireman was injured. An industrial area fire inspection team, made up of volun-

teers working under Bryan Rowland, the city's deputy fire marshal, began operating early this month.

Bernasconi said the need for additional fire protection in the port industrial area has long been recognized.

The Port of Anchorage terminal, three-quarters of a mile from the tank farms, was not touched by the fire.

However, Sea-Land trucks and equipment were moved to the north end of the industrial park when the fire broke out.

A port official said there is little the port can do to protect itself in a disastrous fire except "fall on our knees and pray."

If a vessel had been at the dock during Saturday's fire, it would have been moved into

deep water away from the dock, he said.

There were no ships in the port Saturday afternoon.

He said port officials feel some hazard exists in undiked military fuel tanks on the hill above the port industrial park. The port requested dikes as an additional safety measure some time ago, he said.

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Anchorage Port Dispute Settled

Local Teamsters Union drivers will be back on the job at the Port of Anchorage today under terms of an agreement reached yesterday by Sea-Land Service, Inc., and the union.

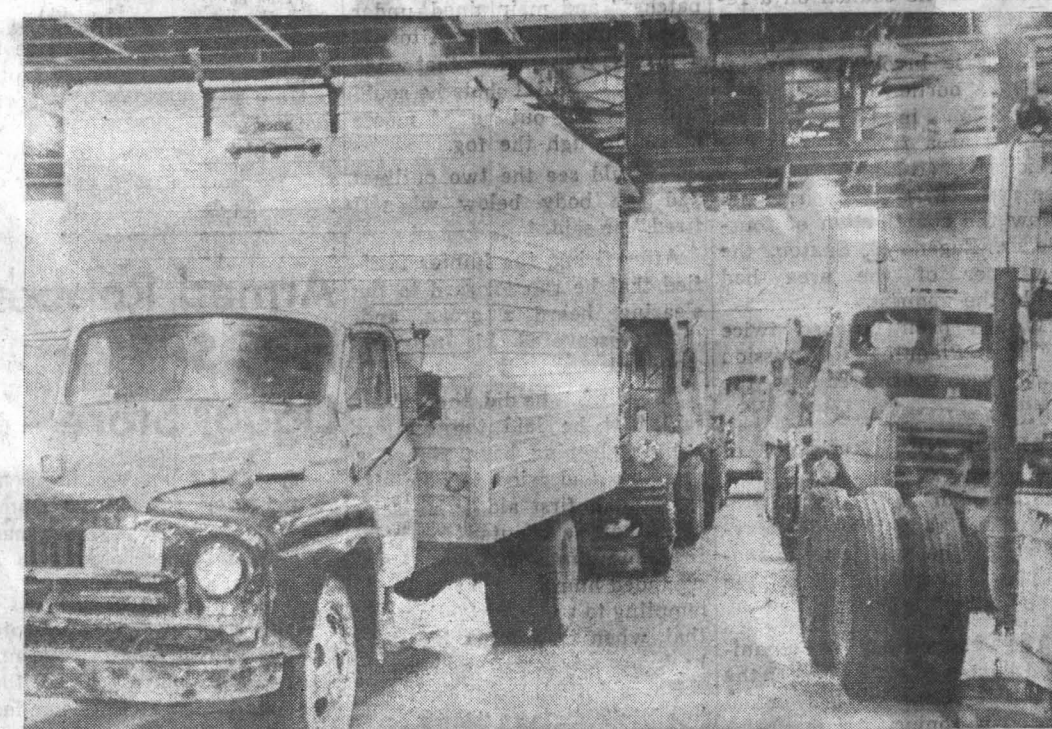
The return to work ends a two-day work stoppage which tied up unloading operations of Sea-Land's "SS Anchorage."

The agreement which sent roughly 55 Teamsters back to work was pounded out in a three-hour meeting between Jess Carr, secretary-treasurer of Local 959, and Charles L. Hiltzheimer, Sea-Land's Alaska division manager.

PART OF the delay in resolving the problem was an apparent inability of the two groups to agree on a meeting place. The final agreement was concluded at Teamsters' Hall.

Russ Foeck of Sea-Land said the agreement included a means of handling future problems to prevent a recurrence of the work stoppage.

(Continued on Page 2)



SEA-LAND'S trucks sit idle in the warehouse on the city dock while Teamsters and Sea-Land officials worked out an agreement to send the drivers back to work. They walked off the job early Monday morning, leaving the "SS Anchorage" tied to the pier, loaded with cargo destined for the Anchorage area and other points in Alaska.

(Daily News photo)