

Business At City's Port Booming Now

Business is booming at the terminal, port records show. A total of 46,040 tons of general cargo and 242,653 barrels of petroleum products were handled at the port the first quarter of this year. There were no cargoes for the first quarter of 1964.

Estimated ship arrivals for the entire year show 83 cargo vessels and 57 tankers now expected.

Due to this weekend is the Military Sea Transport Service tanker Schuyllkill.

Port officials said the military vessel will exercise its emergency preferential berthing rights with Sea-Land's Seattle, due Sunday night, standing by, due Sunday night, standing by, reflect this condition.

City's Dock Faces Delay

Concern has been expressed by Port of Anchorage officials that a strike at Kaiser Steel in Napa, Calif., will delay delivery of steel pilings for the city's new petroleum dock.

According to a report from the Associated Press, this firm is one of 53 plants in northern California involved in a wage contract dispute strike of boilermakers against the California Metal Trades Association.

The plant reportedly has been closed for a week and there is no indication of when it will reopen.

Union members reportedly are willing to return to work if contract benefits are made retroactive to April 1.

Around 800 men are idled at Napa in the strike.

City voters approved \$1,750,000 in bonding early last month to build the petroleum dock, at that time expected to be completed late this year.

PORTLAND — Sea-Land Service, Inc., has announced the commencement of a direct all-water service between Portland and Anchorage beginning April 27.

C. I. Hiltzheimer, general manager of Sea-Land's Alaska division headquartered in Seattle, said the SS Summit will sail northbound on alternate Tuesdays, stopping at Seattle en route to Anchorage. She will discharge cargo in Anchorage the following Wednesday. Hiltzheimer said there would be a slight rate differential between Portland and Anchorage over Seattle-Anchorage rates based on all-water service. The Summit will depart Anchorage southbound on Fridays.

Also announced by Sea-Land from Oakland — Henry Gilbertson, general manager of Sea-Land's Pacific Coast division, said that the company had leased barge 207 and the ocean-going tug Henry Foss, to operate between Oakland and Portland, replacing Sea-Land's trailer barge Columbia which sank Feb. 27, off Long Beach, Wash., in a storm.

The Henry Foss is the most powerful tugboat in the U. S. She is 149 feet long and powered by two 2,500 hp Nordberg diesel engines. She was built on the hull of a former Army LT tug. The barge will have a capacity of 95 Sea-Land trailers on a lift-on, lift-off basis. First sailing will be

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ANCHORAGE — Anchorage voters March 9 approved a \$2.5 million general obligation bond referendum for financing construction of a tanker berth and a 150-foot extension to Anchorage City Dock.

The petroleum dock will replace a temporary wood dock created on an emergency basis after last year's earthquake. Winter tides and ice have completely demolished the wood dolphins and catwalk on the temporary dock.

Even as construction plans move rapidly ahead, the Port of Anchorage looks forward to a busy year with both dry cargo vessels and tankers unloading at the 600-foot city dock. Port Director A. E. Harned, said "we expect a minimum of 52 tankers and 48 dry cargo ships during the next seven months. That is an average of over three ships per week at our single berth facility."

The port, in efforts to expedite 1965 vessel movement, has salvaged lines off the rapidly deteriorating temporary petroleum dock and will install them permanently on city dock. A contract to be awarded March 23 will provide for this installation consisting of four 12-inch petroleum lines. Standard Oil Co. will install an additional line for black oil and asphalt.

In efforts to start construction as early as possible, piling for the permanent petroleum dock was bid prior to the election and the contract was awarded March 12 to Kaiser Steel at Oakland. The general construction contract will be awarded April 6, and construction is scheduled to start April 12. The engineers, Tippetts-Abbett-McCarthy & Stratton, designed the petroleum dock and will supervise construction.

The Anchorage Port Commission is now negotiating with local engineers for the design of the 150-foot dry cargo extension. This berth is to accommodate the Alaska State Ferry and small vessels serving offshore oil wells in Cook Inlet. Although not officially determined by the port commission at this time, construction on this three-quarter million dollar project probably will not commence until the spring of 1966.

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ANCHORAGE DROPPED AS FERRY PORT OF CALL

A new summer schedule for the state's ferry Tustumena which eliminates Anchorage as a regular port of call and adds weekly trips to Valdez and Cordova will go into effect May 15.

The state Marine Transportation Division announced the new schedule today for the big ferry which links the Kenai Peninsula and Kodiak Island.

Elimination of Anchorage as a regular stop on the summer schedule came as a result of notification by the Port of Anchorage that due to increased port traffic it could not guarantee berthing for the Tustumena.

The 240-foot Tustumena, which went into service last August, had made a regular weekly call at Anchorage during the summer months. That portion of the route was suspended during the winter due to icing conditions in Cook Inlet.

Early this March the port informed the state that due to a heavier load of traffic scheduled at the port this coming summer — including the start of service by a third Sea-Land vessel — berthing for the Tustumena could not be assured on a regular basis.

"We did this after a long period of careful study," Capt. A. E. Harned, port director, said. "We regretted we had to inform them of this condition."

Harned said there should be occasion during the summer when berthing for the Tustumena could be assured at a specified time and he is hopeful that special trips can be arranged into Anchorage.

"We should know this a week or two in advance and would notify all concerned and cooperate in bringing in a special trip," Harned said.

The Tustumena's new route to Valdez and Cordova will give those communities stepped-up ferry service. At present they are linked only by the far smaller, older and slower state ferry Chilkat.

When the new schedule goes into effect May 15 the Chilkat will continue making two trips

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BARTLETT ASKS DELAY OF WHITTIER PIPELINE

Opposition to a proposed Whittier to Anchorage military pipeline has been voiced by Sen. E. L. Bartlett, D-Alaska.

Bartlett, in a letter to the Senate Armed Services Committee, has asked that a \$5 million appropriation for the pipeline be deferred for a year.

The senator said, "I have asked some questions on this item and the information which I have uncovered is disturbing. . . . For this reason, I would appreciate your committee giving consideration to the deferring of this item for a year to allow a full study of the true costs involved."

A military spokesman, Col. V. M. Witter, assistant chief of

staff for supply and logistics for the Alaskan Command, several weeks ago said the military considered the Port of Anchorage a part-time port and that the proposed pipeline is needed to provide an alternate means of supply to Elmendorf Air Force Base and Ft. Richardson.

Witter also cited figures claiming the pipeline would pay for itself in seven years.

Bartlett, however, in his letter to the Armed Services Committee, disputed figures claiming the pipeline would lower fuel costs.

According to Bartlett's figures, the military could move Elmendorf and Ft. Richardson fuel needs through the Anchorage port and via the Alaska Railroad from Whittier at a yearly cost of \$36,525. This figure assumes two-thirds of the fuel would move through the Anchorage port and a third through the Whittier port.

Bartlett said he could not obtain pipeline costs from the military since such costs are "classified." He said, however, a large commercial pipeline operating company estimated yearly costs of a Whittier to Anchorage pipeline, including depreciation, would be \$395,000 per year.

In answer to the military's declaration that an alternate source of supply is needed, the Alaska senator declared an alternate route is already in existence in the form of the military pipeline from Haines to Fairbanks.

The Alaska Railroad can backhaul fuels from that pipeline to Anchorage, he stated. He reminded senators that the military, when it obtained from the 82nd Congress an appropriation for the Haines to Fairbanks pipeline, declared "national security" required that the military bases in Anchorage and Fairbanks not be dependent upon fuel shipped across the open waters of the Gulf of Alaska.

Ferry System To Drop Anchorage

JUNEAU — Anchorage will be dropped from call ports of the ferries of the Alaska State Southwestern Division of Marine Transportation this summer. Instead, the system will add Cordova and Valdez to the schedule of the motor ferry Tustumena.

Public Works Commissioner Richard A. Downing and Director Greg Mangan of the Marine Transportation Division said Anchorage was being dropped because of increased shipping there which will tie up the port dock.

Downing and Mangan said the Tustumena will make one round

voyage between Cordova and Valdez each week with the ferry Chilkat making two other round trips each week between the Prince William Sound communities. The new schedule will go in effect May 15 and will permit travelers to drive to Homer or Seward, ferry to Valdez and return north via the Richardson and Glenn highways.

The new schedule calls for the Tustumena to leave Seward for Prince William Sound late each Wednesday, calling at both Valdez and Cordova on Thursday. The Chilkat will sail from Cordova to Valdez each Friday and Sunday and make the trip from Valdez to Cordova each Saturday and Monday.

New Design Adding To City Port Size

Anchorage taxpayers who approved a \$750,000 bond issue for the Port of Anchorage municipal terminal extension probably will get more than they bargained for when the project is completed this November.

The engineering firm which is designing the structure says that savings through the use of pre-stressed, pre-cast concrete will allow the addition to be built 10 per cent longer and 20 per cent larger in total area of the deck.

Harvey Pittelko of the engineering firm of Lounsbury, Sleavin and Kelly told the Port Commission Monday night that although the original specifications called for a 150-foot long addition with a total square

footage of 12,500, plans now call for a 166-foot long extension of 15,500 square feet.

He termed the pre-cast concrete "every bit as strong as conventional on-site construction."

Original plans called for conventional on-site construction used in building the present facilities.

The engineer said local firms were entirely capable of making the pre-stressed, pre-cast piling which will support the structure. He said this would result in savings since shipping costs would be reduced.

John J. Sleavin told the commission his engineering firm planned to seek bids on the piling starting today. Bids for the contract will be opened May 4. The piling is to be available in early July.

He said the fact some of the piling will be sheathed in steel as a buffer to the pressures of the ice floes would not prevent local firms from bidding on the contract.



NEW CARGO VESSEL ARRIVES

Capt. Robert J. Sutter of Sea-Land's Summit, left, talks over details of the vessel's first trip into Anchorage with A. E. Harned, Port of Anchorage director, in the midst of unloading operations this morning. The Summit, which joins Sea-Land's Anchorage

and Seattle to the Seattle to Anchorage run, will call at Anchorage every other Wednesday. The Summit, a 523-foot long former tanker converted to van cargo, was fully loaded with 196 cargo vans on its first trip. It will leave Anchorage Friday.