10 Anchorage Daily Times Saturday, April 10, 1965

Business At City's Port Booming Now

Business is booming at the terminal, port records show. A total of 46,040 tons of gen-terminal, port records show. Port of Anchorage municipal of petroleum products were During the past week, 7,129 handled at the port the first tons of general cargo and 230,- quarter of this year. There 909 barrels of petroleum prod- were no cargoes for the first quarter of 196 ucts crossed the dock.

This compares with 3,778 tons Estimated ship arrivals for of general cargo and 87,226 bar-rels of petroleum products for vessels and 57 tankers now exthis period last year. Shipments pected. were high last year as the port, Due this weekend is the Mili-

as the only operating facility, tary Sea Transport Service received cargoes for the entire tanker Schuylkill. area after the earthquake. Port officials said the military

For the first time this year, vessel will exercise its emerthe port was open through the gency preferential berthin, winter. rights with Sea-Land's Seattle.

Reports for the first quarter 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.

APRIL 17, 1965 **Portland-Alaska Run Set By S-L** PORTLAND - Sea-Land Serv-

ice, 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 allwater 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, liftoff basis. First sailing will be Continued on page 42

ANCHORAGE - Anchorage voters March 9 approved a \$2.5 million general obligation bond referendum for financing construction of a tanker berth and a 150foot 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." at that

Expedite Ships 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 award-ed March 23 will provide for this installation consisting of four 12inch petroleum lines. Standard Oil Co. will install an additional line for black oil and asphalt. In efforts to start construction as early as possibles 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 150foot 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.

MARINE DIGEST

April, 1965

INTERNATIONAL NEWS LETTER

Anchorage Voters Approve Port Expansion

Anchorage, March:--The City of Anchorage voters 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.

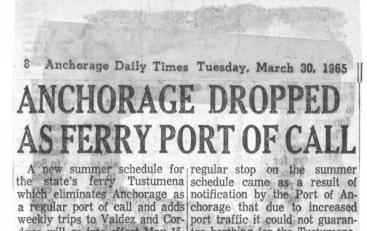
The Petroleum Dock will replace a temporary wood dock erected on an emergency basis after last year's earthquake. Winter tides and ice have completely demolished the wood dolphins and catwalk on the temporary dock.

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The Anchorage Port Commission is now negotiating with local engineers for the design of the 150foot dry cargo extension. This (Continued on Page 6)



dova will go into effect May 15. The state Marine Transporta-tion Division announced the new schedule today for the big fer-view with the big fer-tion double to the service last August, had made a regular ry which links the Kenai Penin-sula and Kodiak Island. Elimination of Anchorage as a pended during the winter due

to icing conditions in Cook In-Early this March the port in-

formed the state that due to a heavier load of traffic scheduled at the port this coming summer - including the star 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 Tustu-mena 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 small-er, older and slower state ferry Chilkat. When the new schedule goes

into effect May 15 the Chilkat will continue making two trips (Continued to Page 2)

Anchorage Daily Times 15 Tuesday, April 6, 1965 A third new - and larger - | each carry 166 truck trailers

Sea-Land Service cargo vessel The new Summit, a 523-foot conis due to arrive at the Port of verted T-2 tanker, will carry Anchorage Wednesday on its 196 of the 35-foot trailers.

Anchorage Daily Times Wednesday, April 14, 1965

BARTLETT ASKS DELAY OF WHITTIER PIPELINE

Opposition to a proposed Whit- staff for supply and logistics tier to Anchorage military pipe- for the Alaskan Command, sev-terminal at the Gulf of Alaska Line has been voiced by Sen. E. L. Bartlett, D-Alaska. E. L. Bartlett, D-Alaska.

Bartlett, in a letter to the Senate Armed Services Com-mittee, has asked that a \$5 mil-needed to provide an alternate lion appropriation for the pipe-line be deferred for a year. Air Force Base and Ft. Richline be deferred for a year. The senator said, "I have ardson.

The senator said, "I have asked some questions on this item and the information which for itself in seven years." three means of supplying fuel to Anchorage area bases, Bart-lett said — through use of the . . . For this reason, I would Bartlett, however, in his letappreciate your committee giv-ing consideration to the defer-mittee, disputed figures claimring of this item for a year to ing the pipeline would lower allow a full study of the true fuel costs.

According to Bartlett's figcosts involved." A military spokesman, Col. V. M. Witter, assistant chief of V. M. Witter, assistant chief of

Congress to the 89th Congress," the senator said.

Haines pipeline, the Port of Whittier or the Port of Anchor-

In closing, Bartlett said, "I cannot quarrel with military necessity, and I am not quali-

age port and via the Alaska Railroad from Whittier at a Yearly cost of \$386,525. This figure assumes two-thirds of the fuel would move through the Jan. 27 that it was asking \$4.99 controversy ever since the De-Anchorage port and a third million for the pipeline. Anchorage port and a tinter through the Whittier port. Bartlett said he could not ob-tain pipeline costs from the military since such costs are for the said however. The Anchorage City Council has a sked for "additional study," the Anchorage Port Commission has taken "no "classified." He said, however, stand," and Mayor Elmer Rasa large commercial pipeline muson has said the military operating company estimated yearly costs of a Whittier to would save money by shipping through the city port. Anchorage pipeline, including depreciation, would be \$395,000 The Greater Anchorage Chamber of Commerce board 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 ex-istence in the form of the military pipeline from Haines to

The Alaska Railroad can backhaul fuels from that pipeline to Anchorage, he stated. the reminded senators that the military, when it obtained from the 82nd Congress an appropria-tion for the Haines to Fair-banks pipeline, declared, "na-tional security" required that the military bases in Anchor-age and Fairbanks not be deage and Fairbanks not be dependent upon fuel shipped across the open waters of the Gulf of Alaska.

Fairba

of directors has endorsed the proposed pipeline.

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 kat 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

voyage between Cordova and Val-

Chil

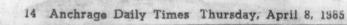
dez each week with the ferry

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

attle The Anchorage and Seattle attle. will continue to alternate in Sea-Land officials said the Thursday sailings from Seattle new vessel would add one more to Anchorage with Monday arridirect port of call to the com-pany's shipping schedule with north every other Saturday ar-direct sailing every other week riving here on Wednesday. Southbound the Anchorage to Portland, Ore. One her first sailing, the Sum-mit will go to Portland direct after leaving Anchorage, then return to Seattle. Addition of the new trailer-ship, the Summit, to Sea-Land's year-round Seattle - Anchorage run increases cargo capacity by 59 per cent, according to C. I. Hiltzheimer Alaska division 59 per cent, according to C. I. Hiltzheimer, Alaska division ned for the first arrival of the

Sea-Land has had two ships, new vessel, according to port the Anchorage and the Seattle, officials. providing weekly sailings. With

addition of the Summit the firm will have three sailings every two weeks. The Anchorage and Seattle





NEW CARGO VESSEL ARRIVES

Capt. Robert J. Sutter of Sea-Land's Summit, left, and Seattle on the Seattle to Anchorage run, will 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

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.

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tion." The engineering firm which Original plans called for con-

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.

the deck. Harvey Pittelko of the engi-neering firm of Lounsbury, Sleavin and Kelly told the Port Commission Monday night that although the original specifica-tions called for a 150-foot long addition with a total square

addition with a total square ings starting today. Bids for

contract.

the contract will be opened

May 4. The pilings are 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

completed this November.

the deck