

Coast Guard Boosts Dry Dock Proposal

Ship Repair Facility Gets New Backing

State Gives Plan Cool Reception; Firms Study Idea

By ALLAN ADASIAK
Times Staff Writer

The proposed dry dock at the Port of Anchorage was hailed today as "highly useful to all marine interests that have to send their ships to Seattle."

Rear Adm. George Synon, commanding officer of the 17th Coast Guard District, Juneau, made the remark, adding that the Coast Guard would be "very interested in having such a facility here."

Synon's enthusiasm was equal to that of Superior Machine and Welding Company, which a spokesman said today was "most enthusiastic" over the proposal.

The dry dock would increase the number of jobs the company could bid on, the spokesman said.

More cautious interest was shown by Al Swalling of Swalling Construction Co., who said he would be "interested in considering such a plan in detail."

The Coast Guard officer said he favored a dry dock facility here "providing such work could be done economically."

"There are smaller marinas here in Alaska but none for any of our larger ships," Synon said.

A dry dock in Anchorage would "save the long steaming time it takes to Seattle," he said.

In Juneau, Public Works Commissioner Richard A. Downing said a dry dock facility at Anchorage would be advantageous for emergency repairs to the State Ferries Tustumena and Chilkat, which operate in adjacent waters.

He questioned the use of such a facility for normal winter dry docking, however, noting that heavy ice conditions exist yearly in Cook Inlet during the Oct. 15-April 15 vessel layup period.

Tourist traffic would prohibit normal drydocking during other periods of the year.

Bob Logan, who made the dry dock, said today the state ferries could get into Anchorage "any time in October for drydocking."

Downing said no funds were spent in Seattle for repairs to the five state ferries this year.

He said normal winter dry docking costs this winter will run only some \$40,000 for the five ships.

"The actual figures Downing gave me were \$250,000 for last year," Logan said. That includes repair costs, he said.

Downing also disclaimed knowledge of plans for a bond issue to increase the state ferry fleet by three ships.

Anchorage Daily News, Thursday, December 9, 1965 —

Dock Facility Permit Sought At Nikishka

Arness Terminal, Inc., has asked for a Department of Army permit to build extensions of docks and a breakwater and maintain completed facilities at Nikishka on Cook Inlet.

Three liberty ships would be used for unloading docks or breakwaters. Any comments on the proposal should be made in writing, submitted in time to meet a deadline of Dec. 23 to the U. S. Army Engineer District, Alaska, P. O. Box 7002, Anchorage, Alaska.

Anchorage Daily Times 3
Wednesday, Dec. 8, 1965

PIPELINE OPPOSITION BLAMED FOR F102 CUT

Anderson Claims Anchorage's Position Weakened By Port Commission's Stand

Opposition to military plans for a fuel pipeline to the Port of Anchorage weakens Anchorage's position in retaining the 700-man Air Force F102 fighter-interceptor squadron at Elmendorf, according to Jack Anderson of the Greater Anchorage Chamber of Commerce.

"I feel the decision of the Anchorage Port Commission to oppose the pipeline was ill-advised for two very important reasons," said Anderson, chairman of the chamber's military affairs committee for 10 years and state military liaison executive under former Gov. Mike Stepovich.

"First, Anchorage did not reach its position as a distribution and marketing center by following a policy of containment."

The Port of Anchorage is a fine facility, but it has no franchise on all the freight to Interior Alaska," said Anderson.

"Secondly, if Elmendorf is to grow or even hold its own it must have unlimited fuel capacity. The Port of Anchorage is operating at capacity now."

"The announcement of the deactivation of the F102 squadron by Defense Secretary McNamara is a real blow to Anchorage, especially coming at a time when Elmendorf could be expanding to meet a real need as a staging area to Viet Nam."

"As many as 400 flights a day could be coming through Elmendorf, but by opposing a \$4 million military pipeline we put that possibility in jeopardy," said Anderson.

Anchorage Daily Times
Tuesday, Dec. 7, 1965

FERRY SCHEDULE HERE CONFIRMED BY STATE

JUNEAU (AP) — The state ferry Tustumena will operate on a schedule during the 1966 summer months which again will include Anchorage. Public Works Commissioner Richard A. Downing said today.

State plans for return of the Tustumena to the Anchorage run were reported last month by The Anchorage Times.

The Tustumena, operating between Kodiak Island and the Kenai Peninsula, ran into Anchorage during the summer of 1964, but, because of docking space problems, omitted Anchorage this past summer.

Downing said Port Lions, on Afognak Island, will also be served by the Tustumena this coming summer, along with Kodiak, Homer, Seldovia, Seward and Anchorage.

The Tustumena will also serve the Prince William Sound ports of Valdez and Cordova once a week next summer, augmenting the service of the smaller state ferry Chilkat, which will make two round trips a week between those two ports.

The Tustumena's summer schedule, starting May 31, provides for 10 p.m. Monday departures from Seward to Valdez, Cordova, Valdez and back to Seward at 1 p.m. on Wednesdays.

It will leave Seward at 5:30 p.m. on Wednesdays for Port Lions, Kodiak, Seldovia, Homer and Anchorage, arriving at Anchorage at 1:30 p.m. on Fridays.

It will round out its weekly schedule by leaving Anchorage at 5 p.m. Fridays for Seward, with stops at Homer, Seldovia and Kodiak before arriving back at Seward at 9 a.m. on Sundays.

Effective April 1, the Chilkat will sail from Valdez to Cordova on Saturdays and Mondays and from Cordova to Valdez on Sundays and Tuesdays.

On May 31, the Chilkat's schedule will be changed to provide for sailings from Valdez on Saturdays and Mondays and from Cordova on Fridays and Sundays.

Anchorage Daily News, Tuesday, December 7, 1965 — 7

Port Commission Votes To Oppose Military Fuel Pipeline To Whittier

Opposition to construction of the Whittier to Anchorage military pipeline has been voiced by the Anchorage Port Commission.

The commission, by a four to one vote, last night threw its support against building the line to supply petroleum products to Anchorage's military bases.

Commissioner Larry Landry cast the dissenting vote.

A YEAR ago, the commission voted neither to support nor oppose construction of the proposed pipeline.

Noting that little new information has been presented to the commission in the interval, William Besser moved that the commission oppose construction of the facility.

Besser's motion was amended to include only "economic," not "military," considerations.

THE MILITARY has consistently maintained that the pipeline must be built if its fuel supply position is to remain flexible.

Commissioners indicated they felt the military has not justified its position.

Landry told the commission that two alternatives must be considered. The military operation now based in Anchorage could be moved perhaps to Eielson Air Force Base, or a private concern could build the line and offer it both to military and commercial petroleum suppliers.

"WE COULD spread this sort of story all day long," Commission chairman Wallace Martens replied. "It sounds like a threat to the commission."

Col. James Shaver, military liaison officer to the commission,

said military fuel requirements of the area have increased 100 per cent in the past months.

He said neither tankers or the Alaska Railroad can meet the military needs as cheaply or effectively as can the pipeline.

"TRYING to resupply the military via rail is like trying to fill a bathtub with a teaspoon," Shaver told the commission.

He said the pipeline could supply fuel at less than half the cost per barrel — admitted he was considering operating costs only.

"The cost of building the pipeline is part of the total cost. The military is overlooking that cost in its figures per barrel," Robert Baum, a commission member, replied.

IN OTHER action, the commission:

Agreed to the hiring of Douglas Fryer of Seattle as legal counsel to the city in its efforts to collect earthquake insurance on the port terminal.

Heard that the city manager has already interviewed two candidates for the new post of assistant port director and that the city's claim against Dullen Steel has been settled for the original \$6,500 bill.

Proposed that local youngsters be asked to choose a name for the port's new large crane.

Anchorage Daily Times 9
Tuesday, Dec. 7, 1965

Port Board Will Oppose Pipeline

The Anchorage Port Commission has voted to formally oppose the building of a military fuel pipeline from Whittier to Anchorage on the grounds that economics do not warrant it.

Commissioner William Besser, in a motion which passed Monday night with one dissenting

vote, said that the information the commission has received from the military regarding the need for the pipeline was not sufficient to warrant approval by commissioners.

The motion later was amended to state that the decision was based on economic considerations only, not military. Commissioner Larry Landry voted against the entire measure.

Col. James Shaver, military liaison officer to the commission, in presenting his case for the pipeline, said that with a 100 per cent increase in military fuel requirements, the port and railroad do not offer a "continuous and reliable source of supply."

Shaver mentioned that ice conditions and depth of the dredge at the Port of Anchorage, and the sometimes severe snow conditions at Whittier, make both water and rail shipping unfeasible during the winter months.

"And trying to ship our supply by rail," he said, "is like trying to fill a bathtub with a teaspoon."

In other action, commissioners decided to proceed with an agreement between the city and Sea-Land Service, Inc., regarding bond payment and rental fees for the new crane for containerized vans which is to be built at the port at Sea-Land's expense.

The agreement states that Sea-Land would pay to the city "as hire for preferential right" of the use of the crane nine per cent of the total installed crane costs. This is in addition to the total reimbursement of the bond with interest, which amounts to more than \$1,125,000.

The agreement is subject to final review by the city attorney, and must be submitted to the Federal Maritime Commission for approval before it is enacted.

Commissioners agreed to let city attorney Karl Walter proceed with the hiring of Seattle attorney Douglas M. Fryer to assist in proof of loss in the earthquake damage of the port. The loss amounts to about \$5 million, which is near the value of the entire dock.

William Akers, 1000 Brown St., appeared before the commissioners to question why present city employees apparently are not being considered for the newly-formed position of assistant port director. Without naming specific persons, Akers said that city employees with experience in the workings of the port should be moved up in position rather than hiring an outsider.

Commission chairman Wallace Martens told Akers that the city manager was instructed to interview all city employees for the position, and that the applications are available to anyone who wants them. Several applications have already been received for the position.

Anchorage Daily News, Friday, December 24, 1965 — 9

Stockton New Deputy Port Chief Here

Perry R. Stockton, 41, former mayor of Seward, has been named to Anchorage's newly created assistant port director post. He will take over the job about Feb. 1.

Stockton is now vice president and general manager of a Seward stevedoring firm. He has been active in borough and city government and served on several state advisory boards.

Anchorage Daily Times 1
Thursday, Dec. 23, 1965



PERRY STOCKTON

Seward Man Gets Port Job

Perry R. Stockton of Seward has been named to the newly created position of assistant port director for the Port of Anchorage. City Manager Robert Oldland said today.

Stockton, 41, is presently vice president and general manager of Northern Stevedoring and Handling Corporation in Seward. He will begin work at the port around Feb. 1, 1966.

Stockton has been "involved in associated port-water transportation and general transportation activities since 1949, Oldland said.

Currently a member of Gov. William A. Egan's task force on emergency resources in Alaska, Stockton has also served as mayor of Seward and Borough Assemblyman. In addition, he has been a member of several state advisory boards, the city manager said.

Stockton attended the University of Wyoming.

Anchorage Daily Times
Monday, Dec. 13, 1965

Chamber Unit Opposes Line

The port committee of the Greater Anchorage Area Chamber of Commerce has unanimously voted to oppose the proposed military fuel pipeline which would carry fuel from Whittier to Anchorage.

George Jackson, port committee chairman, said that the pipeline was opposed strictly for economic reasons, not military.

"If the military can justify the need for the pipeline for defensive purposes," said Jackson, "then naturally we will be for it. But as it is, we feel that it is not economically justified."

The Anchorage Port Commission last week also voted to oppose the pipeline. By use of the pipeline, fuel transportation through the port and by rail would be reduced to a minimum, although they would be used as alternate modes of shipping.

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Fuel Capacity Is Inadequate Claim Military

Military fuel requirements such fuel needs could be met to meet an anticipated increase by tankers during "open season" of Military Air Transon.

The military is urging "through Elmendorf Air Force Base construction of a Whittier-to-Anchorage petroleum pipeline. The pipeline probably cannot be met through existing facilities, a Daily capacity of the proposed eight-inch pipeline is Command said last night. 24,000 barrels or 756,000 gallons.

LT. GEN. Raymond J. Ions, Reeves, commander in chief, Alaska, had announced that MATS C-141 Starlifter transport airplanes began operating through Elmendorf the first of this month.

The planes supply Southeast Asia.

By mid-1967, it is estimated, more than 432,000 gallons of aircraft fuel could be required daily if the need to fly supplies to Southeast Asia continues.

THERE IS some question, according to the military, that

LOCAL military tankage capacity figures "have not been released," a spokesman said. Local fuel storage can be replenished either by tanker or by the proposed pipeline or both.

The military has repeatedly cited need for additional fuel in its arguments in favor of building the Whittier-to-Anchorage pipeline.

Local groups which oppose construction of the pipeline have maintained that the military's claim has not been "justified."

Anchorage Daily Times
Thursday, Dec. 23, 1965

Study Funds For Dry Dock

Possible Federal Aid Spurs Interest Here

Possible federal assistance in building a dry dock at the Port of Anchorage was scheduled to be examined today at a meeting of port, state and federal officials.

Port Director A. E. Harned said today that "two meetings with local entrepreneurs have shown interest in building a ship repair facility at the port, especially if we got a lift from the federal government."

He declined to name the local businessmen.

Being considered is a pier with a lift at the end which could raise cargo or ships, Harned said. Ships could be "placed on a rail" and taken to shops planned for the port industrial park.

Interest has been expressed in leasing industrial park land to build the shops, "if we got this lift," Harned said.

Issuing general obligation bonds to cover part of the project would only be considered "if the lease is sufficient to pay debt service on the bonds," he said.

Such an arrangement would cause no tax burden to city residents, Harned said.

In October voters approved a \$1.125 million general obligation bond to finance purchase of the crane, Sea-Land pays both principal and interest on the bond.

The pier and marine lift under consideration would be "similar" to that proposed to the Port Commission in November by marine surveyor Robert Logan, Harned said.