

THE LOSER, Sea-Land's "Anchorage," anchors in Knik Arm, about a half-mile from the Military Sea Transport tanker "Shuykill" after the two vessels had raced up

Cook Inlet for preferential docking at the Port of Anchorage. The Anchorage, with perishable goods aboard, probably will sit in the harbor until Tuesday.

(Daily News photo)

'Anchorage' Loses Its Race To 'Shuykill' for First Berth

Sea-Land's "Anchorage" was anchored in Knik Arm today waiting for its perishable cargo for the Military Sea Transport tanker "Shuykill" to complete unloading.

The "Shuykill" docked yesterday at 4:20 p.m. after it raced up Cook Inlet ahead of the Anchorage to win the right to unload first at the Port of Anchorage municipal terminal.

THE ANCHORAGE was in sight, rounding Turnagain Arm, as the Shuykill docked with its petroleum cargo. The Sea-Land vessel was about an hour behind the tanker.

The Anchorage was 20 hours behind the Shuykill when it left Seattle. However, Sea-Land officials reported they

hoped the Anchorage could overtake the tanker as the vessels moved up the inlet to port.

AN AGREEMENT to permit unloading of perishable cargoes of fresh milk and produce today was sought by Sea-Land from the Military Sea Transport Service in Washington. However, the Alaskan Command nixed the idea, terming the tanker's cargo "vital" to the Viet Nam war effort, according to Sea-Land.

According to dock workers, it will take approximately 24 to 30 hours to unload the 80,000 barrels of jet fuel and 50,000 barrels of gasoline off the Shuykill.

A Sea-Land spokesman said the Anchorage would not replace the tanker at the port until Tuesday morning. Sea-Land, however, will negotiate with the stevedores so the perishable goods can be unloaded as quickly as possible.

THE DELAY, which occurred when the Anchorage pulled out of its Seattle drydock a day late, probably will

mean grocery outlets here will receive produce and frozen foods a day later.

Another tanker, the "Anniken," carrying petroleum products for Standard Oil and Puget Sound Alaska Vapour Lines, was due today. Its unloading may not begin until Wednesday.

Port Transfer Request Withdrawn

Anchorage's Port Commission will seek withdrawal of its request that the borough take over the Port of Anchorage and operate it as a borough-wide port district. Earlier, the commission had asked that a borough-wide election be held as soon as possible to determine if voters wished to transfer the port operation from a city function to borough jurisdiction.

Last night, the commission unanimously asked the Anchorage City Council to withdraw its request.

ROBERT Baum, commission member, stressed what he called "lack of enthusiasm" for the proposal shown at a recent borough-city work session on the transfer question.

At the work session, held Thursday, assemblymen asked that they be provided with additional information on the port operation.

The borough port district question is scheduled to come to the assembly at its next Monday meeting, the commission was told.

Members of the commission said they planned to attend the borough session to answer any questions which might arise.

Noting that any delays in expanding port facilities could create a problem, the commission also agreed to ask the council to finance engineering, design and construction of a marine repair facility at the port.

"IF WE drag our feet," Commissioner William Besser said of the marine repair complex, "we may find this operation going to the Kenai Peninsula."

Commissioners agreed a need exists for services which would be offered by the estimated \$2.6 million facility which would include a marine elevator for raising vessels from the water and businesses geared to provide ship maintenance and repairs.

The commission asked that financing for the marine repair facility and a small boat harbor for Anchorage go to city voters in an early special election.

In other action, the commission

AGREED the port should intervene to back Sea-Land Freight Service, Inc., efforts to secure Interstate Commerce Commission approval of its purchase of Alaska Freight Lines, Inc. The purchase would represent between five and ten per cent of Sea-Land's land freight operation in Alaska, according to A. E. Harned, port director.

Approved port tariff revisions with the exception of a section dealing with berthing which will be discussed in a future work session.

Accepted first quarter 1966 budget review revisions for the port and the port industrial park.

Heard a report on the current status of port dredging which indicated the work would be completed by Aug. 1.

Anchorage Daily Times
Tuesday, May 24, 1966

Huge Crane Gets Name: 'Super Sam'

The new container crane down at the Port of Anchorage now has a name.

It's "Sea-Land Super Sam." Port Commissioners Monday night decided on the name after looking over nearly fifty ideas, sent in by junior and senior high school students. "Super Sam" won out over names like Skookum, Ichabod, Big Bertha, Cronky and Power Tower.

The winner of the contest is Penny Sue Silcock, 2207 Susitna Drive. She will receive a \$50 U.S. Savings Bond for her idea.

Commissioners turned down the name "Denali," advanced by Port Director A. E. Harned, on the grounds that "everything is named Denali around here." Commissioner William Besser moved to accept Sea-Land Super Sam.

Wednesday, April 27, 1966

Council Slows Down Move to Change Port Status; Meeting Urged

The Anchorage City Council has called for a work session on a proposal that the Port of Anchorage become a borough port district.

Richard Albers, who is also a member of the assembly, suggested that a work session be

held with members of the Greater Anchorage Area Borough Assembly, the council and the Anchorage port commission in attendance.

"I suggest we explore this proposal on a mutual basis," C. A. Hostetler suggested.

IF THERE is any objection from the borough assembly to putting the question of a borough-wide port district on the ballot, Hostetler suggested that "we let it lie."

He said he felt there could be some objection from the assembly.

The port commission had urged placing the port district proposal before voters as soon as possible.

THE COMMISSION also recommended that construction of a small boat harbor and a marine repair facility go on the ballot at the same time.

Wallace Martens, port commission chairman, said any delays could jeopardize the marine repair facility.

"We should not stop any programs we have going while we decide if the (port) ownership is to change," Albers replied.

HE SAID the city would have to keep expanding the port to meet the need.

Although the council decided to touch the brakes on the port through a long agenda.

THE COUNCIL:

Postponed any action on final adoption of a trailer ordinance revision until a full council is present. A number of trailer court owners were in the audience. They have requested a moratorium on spacing requirements which is not included in the revisions.

Agreed that new city structures should be reviewed with

an eye to building in additional fallout protection during construction and recommended that private builders also consider this feature in public and commercial buildings.

Approved travel authorization for Jack Harris, telephone utility manager, and Mayor Elmer Rasmussen to Washington, D.C., for hearings on disposal of the Alaska Communications System.

GRANTED a variance to Mrs. Goldie Tsakres permitting her to place an oversized building on a lot in the L Street slide area which is now too small but which may be replatted to a suitable size.

Directed the city administration to review a protest from area residents to operations of the National Car Rental, 527 Third Ave. Residents object to rental cars being parked in the streets.

Set up a street improvement district on Medtra Street from Fifth to 15th Avenue.

INSTRUCTED the city manager's office to conduct an intensive review of cab driver licensing.

Set over, until its first meeting in May, consideration of the Westchester urban renewal project.

Heard a long list of complaints from J. E. Anderson, 1032 West 23rd Ave., and referred him to the city manager.

Anchorage Daily Times Tuesday, May 24,

CITY PORT BOARD ASKS REPAIR FACILITY BONDS

If a special bond election is held in August, a proposal for \$2.6 million for the construction of a marine repair facility may be on the ballot.

The Port Commission favors such a proposition but have turned down, however, a move to place monies for a small boat harbor on the same ballot.

If bond monies for the repair facility are voted upon favorably, bids for construction could be opened as early as the middle of November, according to the port's consulting engineering firm of Lounsbury, Sleavin and Kelly. Construction would begin next March or April.

Commissioner Virgil Dean questioned the feasibility of the

project at Monday's meeting. Other commissioners said the feasibility "has already been established" and that the next step is to ask for a bond issue.

A request by Commissioner Robert Baum that bonds also be placed on the August ballot for the proposed \$1.2 million small boat harbor at the mouth of Ship Creek was turned down. William Besser and Dean cast "no" votes, primarily on the grounds that other plans already are under way. Under the present plans, the earliest possible date for completion of the harbor is 1972.

The special election and the port commission's proposal will be discussed at a meeting of the City Council on Thursday.

In other action, the commissioners approved a request by the consulting engineers that an additional \$4,799 in equipment be added to the construction of the crane at the dock. The equipment includes transformers, generator house, heating circuit, diesel cooling system, filter and oil bypass filters.

The additional amount is still within the monies made available for construction of the crane.

Anchorage Daily Times
Tuesday, May 24, 1966

Porter Named Replacement For Port Engineer

Bill Porter, a former Ketchikan chief of police and more recently an engineer with RCA in Anchorage, has been named maintenance supervisor for the Port of Anchorage.

Porter, 49, replaces Darrel Korman, port engineer, who recently resigned.

Porter first came to Alaska in 1940 with the Civil Aeronautics Authority, and later lived in Ketchikan from 1953-58. He then worked for RCA in Los Angeles, and was transferred here as installation and modification engineer in 1963.

He will be responsible for the maintenance of all port facilities, working under the direction of Port Director A. E. Harned.

Anchorage Daily Times
Monday, May 16, 1966

Panel To Air Port Switch

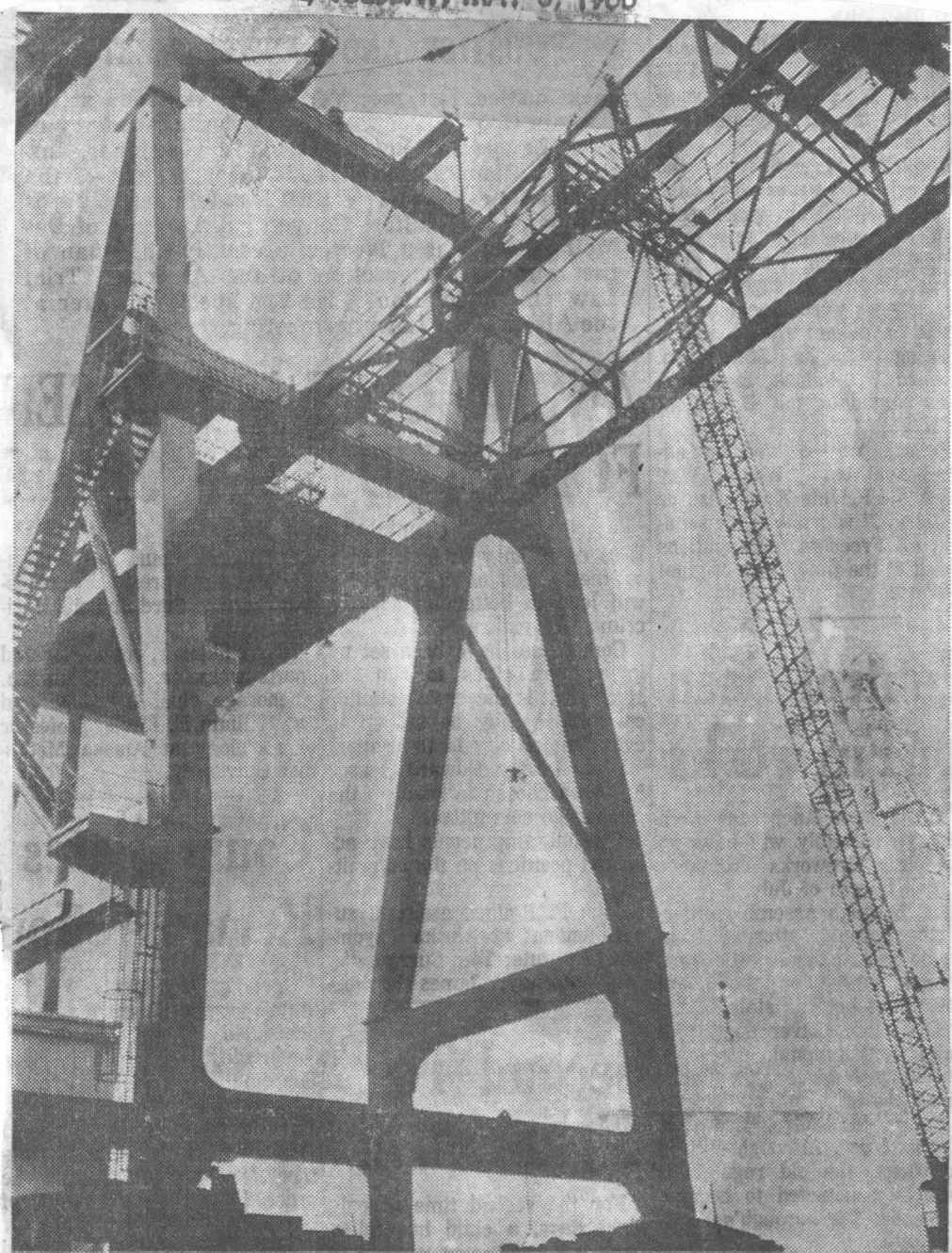
Formation of a committee to study the proposed transfer of the Port of Anchorage to control of the Greater Anchorage Area Borough will be discussed at tonight's Borough Assembly meeting.

The recommendation, from Borough Chairman John Asplund, was sent to the assembly over the weekend. It calls for an immediate feasibility study.

"If it proves economically feasible for the borough to assume the port authority, (I recommend) that this item be placed on the ballot at a general or special election," said Asplund.

The assembly, the Anchorage City Council and the Port Commission discussed the borough take-over recently, but the commission later asked to withdraw the proposal due to what was termed "borough coolness" to the plan. Several assemblymen said later that they supported the proposal, but wanted more facts before making a definite commitment.

Also on the agenda tonight are discussions of proposals for boroughwide police protection, ratification of a school board decision to purchase a 10-acre site for O'Malley School, and numerous reports and minutes from previous meetings.



SEA-LAND CRANE NEARS COMPLETION

The huge boom to the new containerization crane being erected at the Port of Anchorage was lifted from a barge and fitted into place today as the crane nears completion. The boom, shown jutting to the right of the picture, will load shipping containers from Sea-Land vessels to the dock.

Anchorage Daily Times Thursday, May 5, 1966

Port Dredge Work Slowed

Completion Date Remains Unchanged

By PHIL MASON
Times Staff Writer

Dredging work at the new petroleum dock at the Port of Anchorage will fall behind the schedule which port officials had hoped would be met by Pacific Marine Construction Co. of Seattle, but the company is well within the limits of its contract, the assistant port director said today.

The delay is due to difficulties in getting repair parts for the dredge, which presently is at Kodiak.

"We had hoped the dredging would begin as soon as the ice was gone," said Russ Painter, assistant port director. "Until dredging is completed, the petroleum terminal cannot be used."

Painter said the anticipated date to begin dredging was about May 9. Under the present schedule, however, the dredge will arrive from Kodiak May 20, will start operating May 30 or 31, and will have the work completed by July 15 or 20.

"This completion date fits into the construction program," said Painter. "Completion date for the entire project is Nov. 7."

The project includes construction of the new north dock terminal, along with the dredging. Work at the petroleum dock is completed, except for the dredging.

Dredging in the petroleum unloading area was given priority over the north dock to ease the load at the municipal terminal. Petroleum products presently are being handled at that terminal, sometimes causing difficulties with the berthing of freight vessels.

Anchorage Daily Times
Wednesday, May 18, 1966

Council Refuses To Help Sea-Land In Purchase Plan

The City Council has refused to intervene on behalf of Sea-Land Freight Service, Inc., in the company's efforts to purchase Alaska Freight Lines.

Intervention had been supported by the Port Commission and City Manager Robert Oldland.

Councilmen, however, were with Councilman Richard Albers, who said, "You are talking about land carriers. I don't think this has anything to do with the port."

Port Director A. E. Harned said a \$20,000 debt Alaska Freight Lines owes the port could be more easily collected if Sea-Land operated the line. He also said several agreements with Sea-Land "are necessary to the successful operation of the port."

Councilmen felt it would be dangerous to intervene in a matter concerning land carriers