

MONEY FREEZE THREATENS PORT

Anchorage, Alaska, Tuesday, April 19, 1966

Transfer of Port To Borough Urged

The Anchorage Port Commission has recommended that the port become a borough function and that the question of a borough port district go on the ballot in "an early special" borough election.

Anchorage voters recently approved \$7.6 million in general obligation bonding to improve and expand the port terminal and industrial park. In a memorandum to the commission, Port Director A. E. Harned said City Manager Robert Oldland had agreed that the city should not resort to additional bonding to build a small boat harbor and a marine repair and supply facility.

HARNED said both projects "are . . . area-wide in benefit and effect."

The commission also recommended that the city and the borough be asked to place bonding for the small boat harbor and the marine repair and supply facility on the ballot at the same time as the borough port power.

Several persons appeared to speak on in favor of both facilities.

James Steele, speaking for a Tidewater-Marine Pacific, which services off-shore drilling rigs, said his firm operated four boats in the inlet last year. He said repairs had cost the firm approximately \$50,000 in 1965 and that modification costs had approached another \$250,000.

A REPAIR facility in Anchorage "would be of value to us," he told the commission. He said there would be 52 or more oil connected boats operating in the inlet this summer.

Three persons appeared in behalf of the small boat harbor. They were George Jackson, representing the Greater Anchorage Chamber of Commerce and Robert Phillips and William Cahill.

IN OTHER ACTION, the commission:

Heard a request from Lt. Cmd. William Lewellyn, representing the Military Sea Transport Service, in regards to whether or not the Tustumena's trips into Anchorage would pose a problem for MSTs tankers. The state ferry will make a special trip into Anchorage May 20 and will arrive each Friday starting June 1.

APRIL 5, 1966

Port Lowers Two Tariffs To Boost Use

Tariffs on foreign cargo and oil equipment moving through the Port of Anchorage are being dropped to stimulate use of the facility.

The Anchorage Port Commission has agreed to lower the foreign vessel cargo rate 25 cents a ton, from \$1.25 to \$1, to put the rate on an even basis with U.S. coastal trade.

For oil production supplies, the cut is 50 cents a ton, from \$1.75 to \$1.25. This now makes the tariff identical on production and exploration equipment.

Port officials indicated today the amended rate structure, on which the commission agreed Monday night, would take effect immediately.

"We want to promote foreign trade," said A. E. Harned, port director. "There is no reason to discriminate against either foreign vessels or oil production people."

The foreign vessel rate change grew out of the fact that a Japanese ship carrying an excess of 6,000 tons of 20-inch pipe for use by the Mobil Oil Co. will be docking in Anchorage in August. The ship will unload the pipe, store it at the port for a time, then remove it again.

On the changed rate for oil production supplies, Harned noted that the tariff book was written before oil production had gained much speed in Alaska. The new overall \$1.25 rate for oil equipment has previously applied only to exploration supplies.

Anchorage Daily Times Friday, April 15, 1966

Military Oil Fee \$50,000

A flat rate charge for military petroleum products coming across the Port of Anchorage, regardless of quantity, has been approved by the City Council.

The agreement calls for a \$50,000 a year fee and is renewable for two years.

The City Council Wednesday stipulated that the contract must be reviewed by the city attorney before it becomes effective.

The military expects to use port facilities, at least for products refined in the Kenai area, although the Whittier pipeline is scheduled for completion in October 1967, City Manager Robert Oldland said.

Council approval was also given to contract with Sea-Land under which the company will repay a \$1,125,000 city bond issue used to purchase the container crane now under construction at the port.

The council also awarded the contract for building the port north dock to Swalling Construction Co. of Anchorage and General Contractors of Seattle. The joint venture made a base bid of \$2,392,240 on the job.

Anchorage Daily News, Wednesday, April 20, 1966 — 3

Corps Approves Port, Cordova Dredging Award

A temporary bottleneck in cancellation of dredging at the a dredging project at the Port of Anchorage and in Orca Inlet off Cordova has been broken as the Corps of Engineers yesterday awarded a contract for the work to Pacific Marine Construction of Seattle.

THIS would have halted construction of a new terminal at the port and prevented use of the new petroleum dock, completed last year.

A. E. Harned, port director, praised the Corps for the speed with which restrictions were lifted.

He said he "was not surprised" that the dredging project was given the go-ahead but had not expected the Corps' Washington office would approve the project as fast as it did.

ALTHOUGH the Seattle firm's dredging equipment is now in Kodiak, Harned said every day of delay in awarding the contract would set the terminal construction project back.

He said plans call for the north section of the port area, site of the terminal extension, would be dredged first with the area off the new petroleum terminal to follow. In addition, the face of the existing dry cargo dock will be dredged and approaches to the port cleaned up, Harned said.

"I think it's wonderful," was the comment of Wallace Martens, chairman of the city's Port Commission.

He praised the Corps for its "understanding of the importance the port plays in the economy of the area."

Federal Order Cuts Funds On Inlet Dredging

By ALLAN ADASIAK
Times Staff Writer

Dredging scheduled for the Port of Anchorage has been held up by a federal government freeze on all Corps of Engineers' civil projects over \$10,000.

The port's north dock cannot be built and its new petroleum dock cannot be used if the dredging work is not done first. Sen. Ernest Gruening told the Anchorage Times today of the freeze and labeled it "shocking and disgraceful."

He has appealed to President Lyndon Johnson and Secretary of Defense Robert McNamara to get the project released from "what appears to be an overall, nation-wide freeze on civil projects."

The contract for the dredging was scheduled to be awarded to Pacific Marine Co. of Seattle, Wash., for about \$650,000.

It calls for dredging at both Anchorage and Cordova.

Col. Claire Farley, chief of the Alaska District Engineers office here, said today the dredging project is the only scheduled civil project over \$10,000 in Alaska.

"I was told to defer any award until the whole civil works program had been reviewed," he said.

Projects in progress are not affected by the freeze although some of those under way may be reviewed, he said.

Farley anticipated that the dredging project would be given the go-ahead after the reviews. "I am expecting a determination on it in a week or two," he said.

Farley expects approval because of the relation of the dredging project to the Port of Anchorage expansion program and because of the need to finish dredging Orca Inlet to Cordova.

A delay in awarding the dredging contract will be "very detrimental to the over-all operation, efficiency and finances of the port," Port Director A. E. Harned said today.

Two ships are waiting at anchor in the inlet today while the Military Sea Transport tanker "Shuyikill" unloads its cargo.

This type of delay in unloading "is expensive to the shipping industry and will continue until the dredging is done," Harned said.

The new petroleum dock "will be absolutely useless until it is dredged," he said.

In addition, construction on the north dock cannot begin until scheduled dredging is completed.

"The freeze will cause a lot of headaches for the port, but it won't affect us," John Manley, general manager of the Alaska Railroad said.

Sen. Gruening slammed the freeze on corps civil contracts as a move by President Johnson to pipe more money into Viet Nam.

"They're spending money to build a project the size of the TVA in the Me Kong Delta. Four billion dollars is going to Southeast Asia and nothing is to be spent for civilian projects here," he said.

Sen. E. L. (Bob) Bartlett's office said the senator is en route to Washington, D.C. and would take action on the project freeze as soon as he arrives.

April 5, 1966

Anchorage Bid As Main Oil Port Challenged By Kenai Dock Owner

A Kenai dock owner has challenged claims that the Port of Anchorage will remain the hub of supply ship operations to oil rigs in Cook Inlet.

"We always hear this noise about this time of year," Jim Arness, owner of Arness Dock told the Anchorage Times from Kenai.

He took issue with a statement by Anchorage Port Commissioner Wally Martens Saturday that supply ships are just "taking temporary refuge at other docks."

"They're getting supplies and everything they need at the other dock," Arness said.

"Ask Martens what happens to the Port of Anchorage when the ice comes in," he challenged. "We supplied both platforms in the inlet all winter long."

Arness' dock can supply water at 60,000 gallons an hour — "twice as fast as our nearest competitor, the Port of Anchorage."

Fuel oil can be delivered at 18,000 gallons per hour, "faster than most places," Arness said.

"We can handle every bit of the supply shipping needed in the inlet," he commented "although naturally shipping will come from both Anchorage and Kenai."

Arness is expanding his dock to meet supply shipping needs. At present the deck of a Liberty ship, set in place, serves as the dock, while the interior is used as a warehouse.

Two more ships are on their way to Kenai to be used in the same way, extending the original dock 150 feet eastward.

The expanded facility is expected to be in operation in about six weeks.

Anchorage Daily Times Monday, April 18, 1966

Port Control Switch Aired

Borough control of the Port of Anchorage will be considered at tonight's meeting of the Port Commission at 7:30 in the Council Chambers of the Loussac Library.

A formal plan for a borough takeover of the port is expected to be discussed.

Under it, the city would continue to pay off all existing bonds for the port. New bond issues would be paid by the entire borough.

The move is the outgrowth of earlier proposals by City Manager Robert Oldland for the creation of a borough-wide "port authority" with its own taxing power.

Port Commissioners have felt that the cost of the port should be spread over the area served by it.

A special, borough-wide vote giving the borough "port power" would be necessary before the borough could take over the port.

Two proposals that would probably require additional bonding are also on tonight's agenda.

Commissioners will review plans for a small boat harbor, taking into consideration the public reaction to the project which they solicited a few weeks ago.

Plans for a marine repair facility at the port will also be reviewed. Federal matching funds for the \$1.5 to \$2 million project are being sought.

An agreement for state ferry service at the port will also come before the commission.

Anchorage Daily News, Tuesday, April 5, 1966

Anyone Want Boat Harbor?

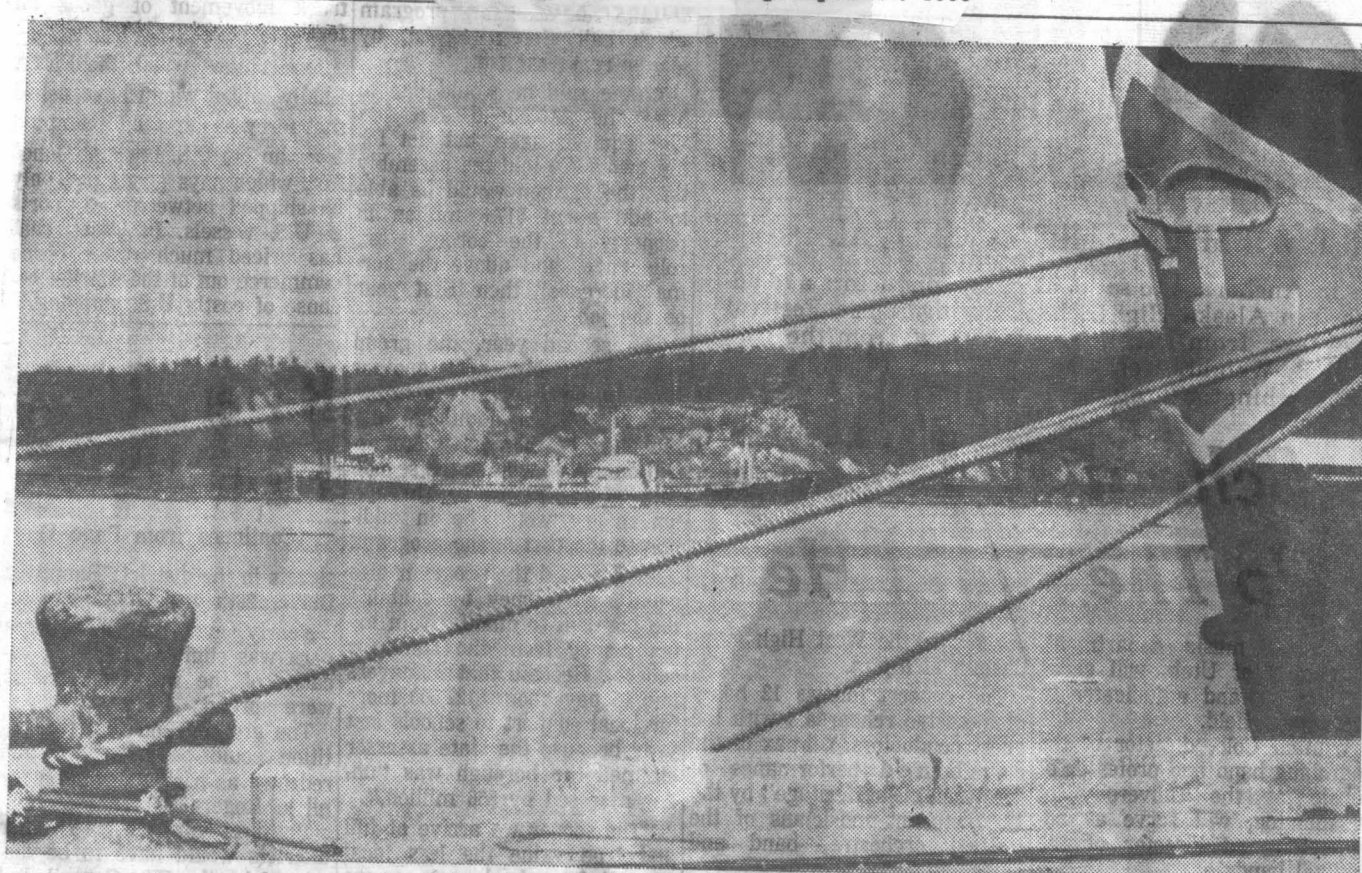
The Anchorage Port Commission wants to hear from persons who would be interested in using a small boat harbor if it should be built in Anchorage.

The commission last night deferred action on a memorandum dealing with ways in which such a facility could be financed until it can determine how much need now exists for a small boat harbor.

Some of the commissioners said they felt there has been little interest shown in building or using a small boat harbor in Anchorage.

They asked that persons who would use such a facility get in touch with the commission or the port staff so that need could be determined.

Anchorage Daily Times Wednesday, April 20, 1966



ONE AT ANCHOR WHILE ANOTHER UNLOADS

Framed in the mooring lines of the Sea-Land ship Anchorage, the Norwegian tanker Anniken waits in Anchorage harbor as Sea-Land unloads its cargo. It's all part of the waiting game going on at the port that started Sunday when the military tanker Schuykill beat the Anchorage to the dock and un-

loaded its cargo of petroleum products. The Anniken is carrying oil cargo for Standard Oil. The Sea-Land ship Seattle and the Nevada Standard are both expected Friday. Sea-Land has preferential berthing over all but military ships.