



COOK INLET ICE SURROUNDS DRILLING PLATFORM

This is a view of the Shell Oil Co. offshore drilling platform nearing completion in the Middle Ground Shoal area of Cook Inlet about 60 miles southwest of Anchorage. The photo was taken by a photographer standing on the inlet ice pack—the worst

ice pack in the inlet in many years. The drilling platform is being built by Kaiser Steel Corp. Shell hopes to commence drilling from the structure sometime in March. (Other pictures and story on Page 12.)

Air Stopover Time Limited

Stopover rights in Anchorage for airlines passengers traveling between Europe and the Orient have sustained a hard blow from the International Air Transportation Agency.

Passengers may stay in Anchorage a maximum of three days en route to Tokyo from Europe, the agency announced. No other stop except Anchorage will be permitted on an Europe-Orient ticket over the North Pole, it said.

The agency announcement said these stopover rules would go into effect April 1 subject to the approval of member governments.

Stopover rights in Anchorage still are awaiting the approving signature of President Johnson. The Civil Aeronautics Board sent its favorable recommendations to the President in the past weeks.

Weather Summary

Anchorage and vicinity: Mostly cloudy through Thursday. Low tonight near 20, high Thursday in middle 30s, High Tuesday, 32. Overnight low, 20.

A Proposal To Extend City Dock

Anchorage city councilmen are always snowed under with reading material on weekends preceding regular meetings. But this week City Manager Robert E. Sharp and his staff outdid themselves in preparing an agenda a full two pages long, and an accompanying stack of letters, memos, studies, plans, and resolutions weighing almost three pounds.

Which means that Tuesday's meeting will be long, and important.

AMONG THE matters to come up:

- A council decision on whether to extend the municipal dock another 339 feet, or specifically whether to apply for a federal grant of \$1,168,000—half the project's cost. The city would finance the other half through a general obligation bond.

- A policy determination on a budding battle between the city and the borough over administration of the city's sewer system. The borough administration wants control over the city's sewer operations, in effect relegating the city to a status like those of service districts in Spenard and Muldoon.

The city administration prefers to continue operating and maintaining its system by itself.

And with both administrative deadlocked, it is up to the Council and the Borough Assembly to settle the matter.

- Hear the objections of a group of 1 Street businessmen concerning new parking limitations.

- Consider a new retirement plan for classified employees.

2 Anchorage Daily Times Saturday, Nov. 9, 1968

Tourists By Boatload May Drop Anchor Here

By MARGARET SCHMIDT
Times Staff Writer

Tourists by the boatloads may be in store for Anchorage—beginning next summer.

Such a floating gold mine would put some \$20,000 to \$30,000 or more into the local economy during a single day's stopover here.

The plan has been advanced by P & O (North America) Inc. cruise lines.

In a letter to Russ Painter, director of the Port of Anchorage, P & O Operations Manager Ian Back outlined the possibility of bringing passenger cruise ships into Anchorage beginning next summer.

They would carry some 1,200 passengers, with a crew of about 700, according to the letter. Duration of calls would be from 8 a.m. to 5 p.m.

The letter requested Painter to pursue inquiries through the Chamber of Commerce as to tourist attractions available in the area.

Claire Banks, executive director of the Chamber of Commerce, said that a conservative estimate of the amount each tourist spends per day in the Anchorage area is \$18. Multiply this by the proposed 1,200 passengers aboard a cruise ship and the figure represents \$21,600 in goods and services purchased. This estimate doesn't include purchases by crew members.

The plan to berth in Anchorage is only tentative at the moment, with no firm commitment yet made. However, both Painter and Banks called the possibility a "major breakthrough" in tourism for the Anchorage area.

This would be the first time tourists could come to the city by means other than air or road, the port director said.

Painter envisaged that if arrangements were satisfactory and the company did initiate calls to Anchorage, it was highly possible that cruise ships would stop here six or seven times during the summer tourist season.

It was also possible, Painter said, that some of the passengers would lay over in the area for two to three weeks and pick up the next cruise ship.

The port has adequate facilities to handle the vessels, said Painter. The cruise line has in mind 30,000 tons ships, 725 feet long for the cruise vessels.

"We are in the process of supplying the information P & O has requested concerning the Port of Anchorage," Painter said. The Chamber, Banks added, is following up with details on the recreational facilities of the area, as well as information on the city itself.

Both Painter and Banks noted that if plans were firm, the idea should be presented to the state's department of economic development and the governor so that a package could be formulated to best serve the areas the ships would visit.

The idea of a cruise ship stopping here presented a challenge to the area, Banks said.

"The benefit we in the area could expect would depend heavily on the programs we could develop to keep the passengers interested," he explained.

Anchorage Daily News, Wednesday, November 6, 1968—13

A \$2.3 Million Dock Extension May be Added to Anchorage Port

To a just completed 271-foot extension to the Municipal Dock will soon be added a further extension of 339 feet, assuming the positive resolution of a few ifs.

The city Port Commission did its part Monday night, approving City Manager Robert E. Sharp's outline of the \$2.3 million job, with half the money coming from the federal government.

The other half would come from a general obligation bond issue. The council will be asked to place the question on the ballot after the federal application is approved, Sharp told the commission. From there it would be up to the voters.

Though the bonds would be paid by taxes, Sharp said they would not require a tax increase because the port will soon be earning enough to more

than pay the principal and interest on the bonds.

The addition represents the second and final phase of the port's second terminal and would bring terminal No. 2's length to 600 feet. The port was expanded to that size three years ago, but Cook Inlet ice floes damaged the structure beyond repair. It was demolished just months after it was completed.

To support the city's case before the federal Economic Development Administration, Federal Aid Co-ordinator Lidia Selkregg has prepared a 40-page report outlining the port's benefits to Southcentral and Interior and even Northern Alaska. It points out that the port has already substantially lowered Alaska's cost of living, and could continue to do so if expanded. Moreover, Mrs. Selkregg projects the creation of 1,050 new jobs in Alaska

She says the EDA has indicated that the grant will be approved.

2 Anchorage Daily Times Tuesday, Nov. 5, 1968

PORT GROUP APPROVES DOCK GRANT REQUEST

An application for an Economic Development Administration (EDA) grant of \$1,168,000 was approved by the Port Commission Monday evening.

The application will be presented before City Council tonight for final approval.

The grant will cover half the cost of a proposed dock extension of 69 by 339 feet, with construction planned for next spring. The balance will be financed through general obligation bonds. The submission of the bond proposition for voter approval will be recommended to council after approval of the EDA grant.

According to City Manager Robert Sharp, this method of financing has been discussed with EDA officials, who have concurred in this approach.

The proposed dock extension is the second phase of construction on terminal No. 2 in the dock area. The first phase, completed late in October, provides additional unloading facilities. According to commis-

sion member Bud Kowalski, Phillips Petroleum is using the new addition and intends to continue.

Another commission member, Wallace Martens, noted that the extension of the dock would provide further benefits for Anchorage as development on the North Slope increased by making it a distribution center for oil firms.

Upon completion, Terminal No. 2, the extension now being planned, will be a basic structure provided with railroad tracks enabling cranes to move on this portion of the dock. It can be equipped with facilities necessary for the specialized handling of logs, minerals, cement, coal, etc.

With the completion of Terminal No. 2, the port could handle at any given time one tanker and two dry cargo vessels, relieving congestion at the present facilities.

Figures from the port indicate that inbound and outbound tonnage in 1967 amounted to 1,344,507 tons.