

## Anchorage dock will move to Kenai

REMEMBER that \$3 million Anchorage city dock that was ruled unsafe after it was built two years ago?

Well, the city dock was dismantled and sold as surplus material.

Rod and Wayne Cherrier, of The Inlet Company in Anchorage, offered \$22,000 for the material and barged it to Kenai.

By the end of August, the Cherrier brothers will have the dock erected and serving barge traffic in Kenai. It will stand 340 feet long and 110 feet out into the Kenai River, about a mile from the river's mouth in Cook Inlet.

"We won't have the problems that Anchorage had with the dock," said Rod Cherrier, in Anchorage.

"Kenai tides are almost as high as Anchorage, but the currents and winter ice conditions aren't nearly as rough. Plus, we're doing a little redesign work on the dock that should further ease the problems."

### Ice clogging

In Anchorage, the structure had a "batter pile" support, Cherrier explained, a three-pronged pyramid-type pile that caused drifting ice to clog and build up on the support structures.

"We'll replace this with a simple one-column piling," Cherrier said. "Plus, in Kenai we'll be able to anchor the dock securely into the beach. This wasn't possible in Anchorage."

The Inlet Company, which will invest some \$500,000 in building and improving the Kenai facility before operations start this fall, will conduct a small dredging program in the Kenai river. Some 10 to 12 feet of silt in the river will be removed.

"We would like to have about 10 feet of water at low tide, near the end of the dock," Cherrier said, "so that we'll be able to keep barges floating while docked. They'll never sit on the bottom."



## The Port of Anchorage

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# Build!

## Will Port Be Cut in on Pipeline?

By STEPHEN BRENT  
Daily News Staff Writer

Fears that huge quantities of building materials for a pipeline from the North Slope would bypass the Anchorage area were voiced Monday by the city's Port Commission.

Though the commission took no formal action, its members were vocally concerned that the bulk of the tonnage destined for the \$900 million project would be diverted to Valdez, Seward, and other ports unless the City council hastens construction of a new addition to the Municipal Dock.

THE COUNCIL approved plans for the \$2.6 million addition last Tuesday and gave its engineer — Tippetts-Abbett-McCarthy-Stratton — 60 days to present construction drawings. The commission indicated that the present schedule would probably delay actual construction until next spring, although initial shipments of the steel pipe are scheduled to begin shortly.

Bob Logan, a commission member, said a spokesman for the three Japanese steel companies with a joint contract to supply 500,000 tons of pipe for the project expects to schedule many of the deliveries to other ports unless the city hastens dock construction.

Logan told the commission that the Japanese plan to ship the 48-inch pipe and related equipment for the project over the next two years, utilizing 48 shiploads.

EARLY PROJECTIONS indicated

the city would receive the bulk of the tonnage. At \$1.75 a ton, that is worth almost \$1 million wharfage alone. The shipments would also, of course, be a boon to the local economy, because of the jobs and contracts involved in moving the huge cargo. Presently Sea Land Services Inc. holds preferential berthing rights on the existing dock, and the Japanese fear that their own ships would be forced into expensive waiting periods unless the expansion takes place quickly.

The commission, at its regular monthly meeting, gave tentative approval to a contract between the city and Tesoro Petroleum for a 21-year lease in the Port Industrial Park. To be built on the three-acre site just west of Ocean Dock Road would be a petroleum storage area with a capacity of 80,000-90,000 barrels, according to Assistant Port Director Erwin Davis.

The tank farm would store fuels refined on the Kenai Peninsula by the Alaska Oil and Refining Co., a subsidiary of San Antonio-based Tesoro. The refinery is now under construction.

Appraised at \$125,000 the site would yield \$11,600 in annual rental to the city, under the city's policy of rentals at 8 per cent of value. It was agreed that a formal contract with Tesoro would be brought to the commission for a final check this week, and then recommended to the City Council, which would receive it May 27. Davis said that construction is expected to start on the facility within a week of the council's approval of the contract.

DAVIS REPORTED that repair work on the city's petroleum dock, damaged by a tanker last winter, is being delayed because the contractor has not produced a performance bond.

The City Council awarded a \$92,000 contract for the job to J. R. Clinton Inc. May 1, giving the contractor the usual 10 days to begin work. Davis said the problem is now in the hands of the city attorney.

The commission urged the City Council to early and favorable action on a Sea Land request for a second Sea Land container crane on the dock. The shipping company recently proposed that the city purchase such a crane costing about \$800,000 with the company guaranteeing to produce revenues from the crane sufficient to pay for it. But the city cannot buy the crane until it floats a bond to pay for it. And it has decided to wait until October's regular election before doing this. Sea Land has now agreed to purchase the crane and install it by August if the city will agree to purchase the crane after the election, providing its bonds are approved by the voters.



### A BARGELOAD FOR ST. MARY'S

Building supplies for a combined freezer plant and community building in St. Mary's were loaded aboard the barge Krystal here for the trip northward. Construction on the facility is to start immediately and it should be completed by December. It'll be located near a dock facility which was started last year and soon will be finished. The combined \$428,000 project is being funded by St. Mary's and the federal Economic Development Administration.

## Ferry Due Here Today

The new ferryliner, the M.V. Tustumena, is to arrive at the Anchorage city dock today for a three-hour open house.

Once the ugly duckling of the Marine Highway fleet — due to budgetary problems during construction which saw her cut 58 feet from original design specifications — the Tustumena is now her planned 296 feet overall.

ALONG WITH her new grace in appearance, the Tustumena can now accommodate some 40 per cent more vehicles, and up to 200 passengers.

The extra length has also permitted enlarging of the forward lounge area, installation of more lounge chairs, and the addition of 16 more berths.

Estimated time of arrival for the Tustumena is 4:30 p.m. Open house is scheduled from 5 p.m. to 8 p.m. Among those expected to visit the ship is Gov. Keith Miller.

CAPTAIN Donald Oldow, who has skippered the Tustumena for several years, says the handling characteristics of the ship have been changed by the alterations. "She's much less skittish now — much easier to handle," he said.

Stabilizers and bow thrusters have also been added, making the vessel more seaworthy in rough water, and easier to dock.

Tuesday morning the Tustumena will load passengers and vehicles for a voyage to Homer, Seldovia and Kodiak, where she will start an interim schedule serving those cities and the ports of Prince William Sound.

In July, with the arrival of the new state ferryliner, the M.V. Bartlett, the Tustumena will revert to a regular summer schedule, serving her home port of Seward, Homer, Seldovia, Kodiak and Anchorage on a twice-weekly basis.

## Tustumena Due In Port For 'Show'

Open house will be held aboard the remodelled state ferry MV Tustumena today between 5 and 8 o'clock.

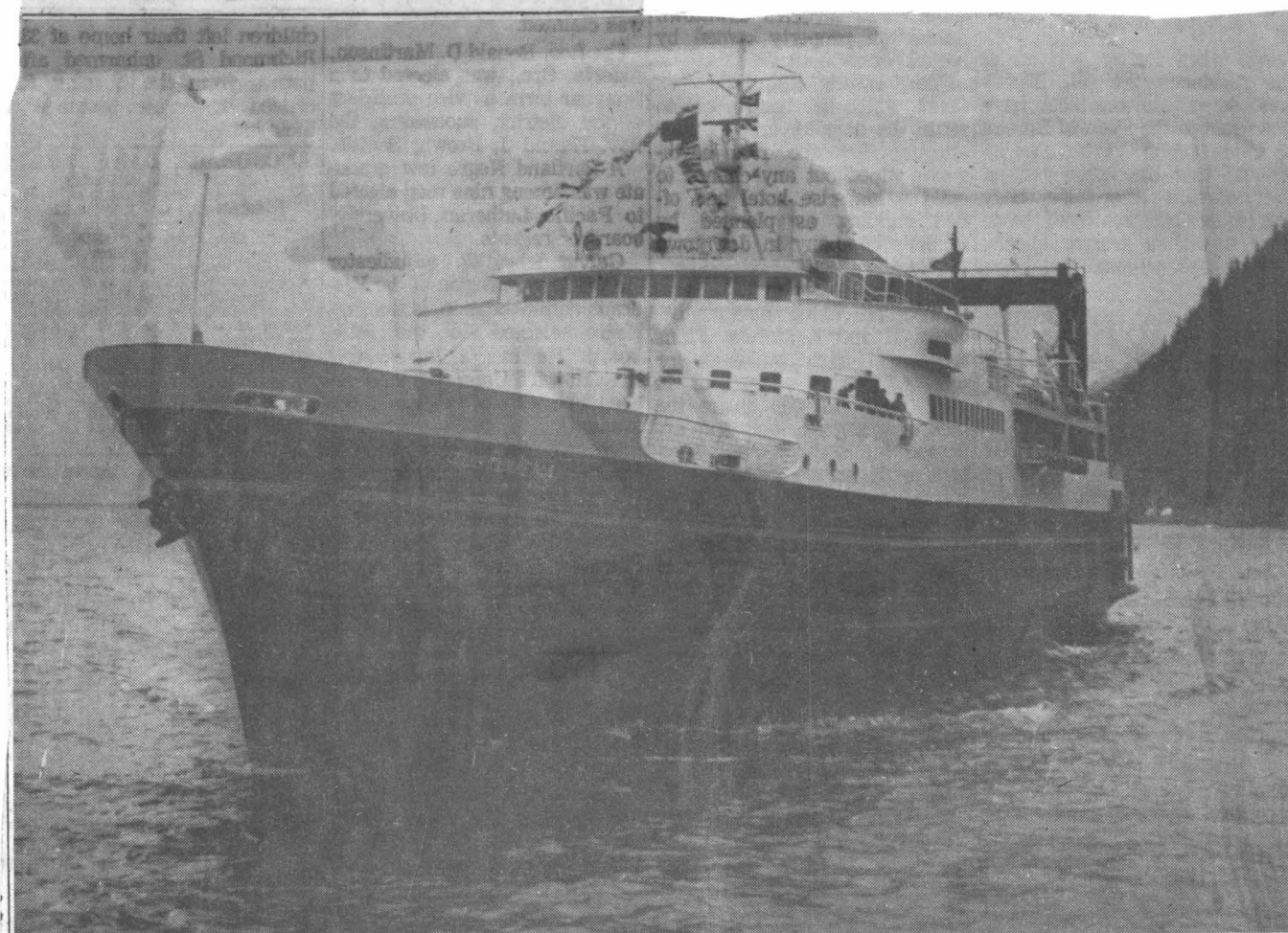
The ferry is expected to put in to the Port of Anchorage about 4:30 p.m. on its first sailing since it was lengthened 58 feet to an overall length of 296 feet. The additional space allows for accommodation of up to 200 passengers and 40 per cent more vehicles.

Among those expected to attend the open house is Gov. Keith Miller.

In addition to lengthening, the Tustumena was repainted inside and out, stabilizers were added to make the ship more seaworthy in stormy waters and bow thrusters were installed to facilitate docking.

Tuesday morning the Tustumena will leave with a load of passengers and vehicles for Homer, Seldovia and Kodiak, where the ferry will begin a temporary schedule serving those cities and the ports of Prince William Sound.

With the arrival of the new state ferryliner, the M.V. Bartlett in July, the Tustumena will revert to a regular summer schedule serving her home port of Seward, Homer, Seldovia, Kodiak and Anchorage on a twice-weekly basis.



### TUSTUMENA WILL SHOW OFF NEW LOOK HERE

The M/V Tustumena, sporting an additional 58 feet in length, will dock at the Port of Anchorage Monday afternoon. The ferry is expected to dock at 5 p.m. and an open house will follow. Now 296 feet in length, the Tustumena has 40 per cent more space for vehicles and a passenger capacity of 200

persons. The ferry, which plied the waters between Homer and Kodiak last year, will leave Tuesday for Homer, Seldovia and Kodiak. The Tustumena will provide summer service to Kodiak and other Prince William Sound ports.