

Development Of Port Urged

"Make Anchorage a seaport rather than just a dock" was the commission given to Operation Breakthrough's port study group at its initial meeting Wednesday.

Max Hodel, Breakthrough chairman, said the committee is to find out "what must be done to insure adequate development of the port to meet existing needs and anticipated needs over the next 20 years."

The committee adopted a plan of action submitted by Russ Hoehn, vice chairman.

"We decided to begin research on the actual 'business' of the port. From there, we will study short-range plans and finally, future plans," Jim Campbell, committee chairman, said.

The committee will meet again next Wednesday at 7 a.m. in the Travelodge.

Breakthrough meetings scheduled tonight include the Cost-Of-Living Committee at the First Presbyterian Church and the Educational Building Sites Study Group in the school administration building. Both meetings begin at 8 p.m.

At 7:30, the City-CEA Committee will convene in Room 100 of the Community Center.

Extention Of Dock Gets Okay

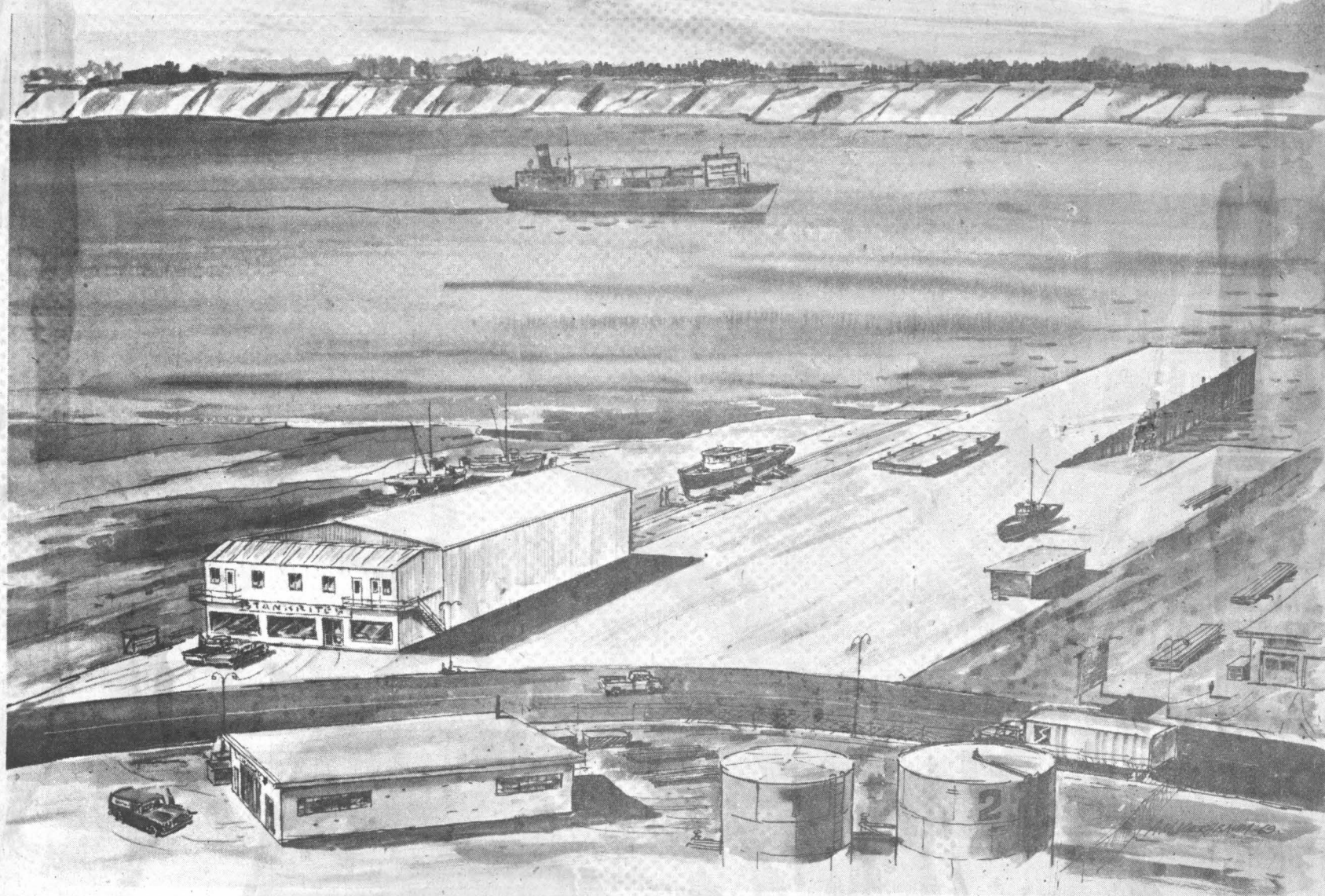
The Anchorage Port Commission Tuesday approved the specifications for a dock extension project to be completed next summer.

The project will add approximately 300 feet of wharf face and a causeway to shore that will permit a circular traffic pattern for trucks moving cargo.

Port Director Erwin Davis said the plans preparations are ahead of schedule and they hope to get them out to bid by Jan. 7 with a bid opening scheduled for Feb. 6. The contract would call for a completion date of 180 days or Sept. 30 which ever would be the later date.

No action was taken on a second request by Hightide Marine Enterprises for an exception to their lease with the port that would permit them to move general cargo for Northland Marine and Dravo Corp. across their dock upon payment of 20 cents a ton to the city.

The proposal was previously turned down. The port administration has opposed the proposal.



MARINE REPAIR FACILITY PLANNED FOR ANCHORAGE

NEW FACILITY SET FOR MARINE REPAIR

A million-dollar marine repair facility to be located at 1200 Ocean Dock Road is planned for construction beginning in 1970 by Hightide Marine Enterprise, according to Jack Gifford, president. It will be Anchorage's first such facility with modern equipment.

To include a 1,000-ton capacity marine railway and a 60 by 140-foot steel shop for boat construction and repair, the facility is scheduled for completion in three years.

Gifford says work on a 150-foot pier is to commence soon and much of it is to be done before spring break-up. The shop is also scheduled for next season's construction, while the railway and an addition to the shop are to be built later.

The railway, which will dolly boats from the water into the

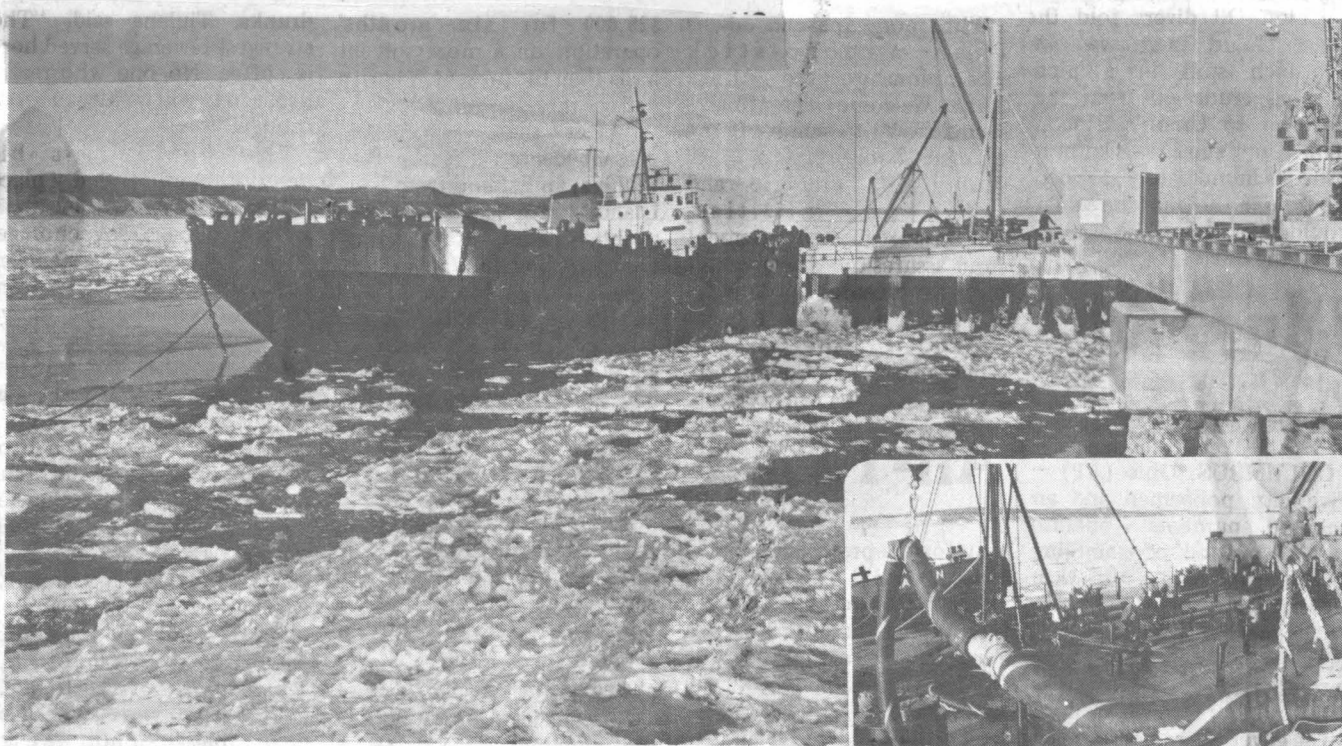
shop, will be the only one north of Seattle, Gifford says, with the exception of a smaller marine railway at the U.S. Navy facility at Kodiak.

The marine enterprise has been involved since its incorporation in 1967 in a business which now includes a boat and barge charter service, boat construction and repair, boat storage and ocean bottom sampling by off-shore core boring and light dredging. The new facility will chiefly serve to expand the boat building and repair operations.

Gifford expects to employ eight to 10 year-round employees in both metal and wood boat construction when the facility is complete, and 25 to 30 seasonal employees including a marine staff. He presently employs four permanent employees.

A concrete ramp will be included in the pier construction, Gifford says, which may be used to launch boats from trailers. The only such ramp in Anchorage, it will be for high-tide service only.

2 Anchorage Daily Times Thursday, December 18, 1969



FIRST ALASKA-REFINED FUEL COMES ASHORE HERE

A barge carrying the first load of diesel fuel from the Tesoro-Alaskan Petroleum Corp. refinery at North Kenai is unloaded (inset) at

the Port of Anchorage for storage here. The refinery went on stream in mid-November and is to begin full production about January 1.

Tesoro Refinery Sends First Fuel To Anchorage Area

Anchorage today received its first diesel fuel from the Tesoro-Alaskan Petroleum Corp. refinery at North Kenai which went into production in mid-November.

The 30,000 barrels of diesel fuel which arrived by barge and tug today is to go into the bulk storage plant, according to H. Russell Painter, the company's Alaska district manager.

With the refinery to go into full production with the beginning of the new year, Painter said Tesoro expects to begin bringing in JP4 (jet) fuel for the military about Jan. 5.

Refusal Due In Writing

Longshoremen who have refused to operate a new Sea Land Service container crane at the Port of Anchorage have indicated that they will put their refusal into writing, according to Ernie Webb of Sea Land.

The new crane, identical to the "Super Sam" crane which has been in operation by Sea Land since 1966, was ready to begin operation on Nov. 23. The longshoremen have reportedly refused to operate it, however, because it would cut down on their working time.

The longshoremen continue to refuse a board of arbitrators to talk over the matter which Sea Land has requested, Webb said.

He said attorneys for both parties got together Friday when the longshoremen's attorney indicated their written refusal to operate the new crane would be forthcoming.

When this comes, Webb said, Sea Land will either have to go to court or to the National Labor Relations Board for a settlement.

50 Anchorage Times Wednesday, Dec. 17, 1969



DIRECTOR

Erwin Davis has been named port director here after serving as acting port director since the retirement of Russ Painter Oct. 31.

December 30, 1969 Anchorage Daily Times

Third Port Road Plan

Another proposal for a new port and Government Hill access highway for Anchorage is under consideration by the Department of Highways here, according to Charles Matlock, district highway engineer, following a meeting Monday night with property owners in the Government Hill area.

The department presented a revision on its original proposal, but Matlock said, "The people still hit by the road were not happy with it."

The new road would span Alaska Railroad yards and branch out north of the yards to the port and to Government Hill. Several homes along Harvard Avenue, which runs along the bluff of the hill overlooking Ship Creek and downtown Anchorage, would be lost to the road as proposed.

Matlock told some 60 people at the meeting that his department would look at their proposal to locate the four-lane hill portion of the road away from Harvard Avenue alongside the face of the hill. The stability of the slope with regard to earthquakes and the added cost of the construction are among items which must be considered, he said.

He said the road, if located away from the hill, would probably have to be built on an elevated structure which would cost roughly \$1 million for every 400 lineal feet.

The property owners are to be informed of the findings on the new study, Matlock said, in two or three weeks.



E. ERWIN DAVIS TAKES ANCHORAGE POST

ANCHORAGE — E. Erwin Davis has been named to the post of port director at the Port of Anchorage, Alaska. The announcement was made earlier in the Marine Digest but since then we have received Davis' photo. He joined the Anchorage port staff as operations manager in 1966 and was named assistant port director in April 1967. The new port director is a 1956 graduate of Gonzaga University in Spokane. He has been in the transportation industry since leaving school, having served in a management capacity for several surface carriers. Davis has lived in Alaska since 1962.

Tuesday, December 30, 1969, Anchorage Daily Times

Port Crane Still Idle

Longshoremen were to submit a written proposal to Sea Land Service this week for settlement of a dispute between the two groups which has left the company's second container crane at the Anchorage port idle for more than a month.

Ernie Webb of Sea Land Service said today that the longshoremen's union was to have put a proposal in the mail Monday. He said he would examine the proposal before making comment.

Francis Grant, the longshoremen's business agent, has been unavailable for comment for three weeks.

The second crane, owned by Sea Land, was approved for use by Sea Land and the state of Alaska on Nov. 23. But longshoremen, who operate the cranes at the Port of Anchorage, have refused to operate the crane because it would cut down on their working hours.

26 Anchorage Times Friday, Jan. 16, 1970

Port Fight Continues

"No change" has been reported in negotiations between Sea Land Service and longshoremen, Ernie Webb, Sea Land's Alaska operations manager reported.

The longshoremen last week submitted a written proposal to Sea Land itemizing a settlement they felt would be equitable. Neither side would release terms of the agreement, but Webb indicated that the firm's lawyers would study the proposal before making a decision on it.

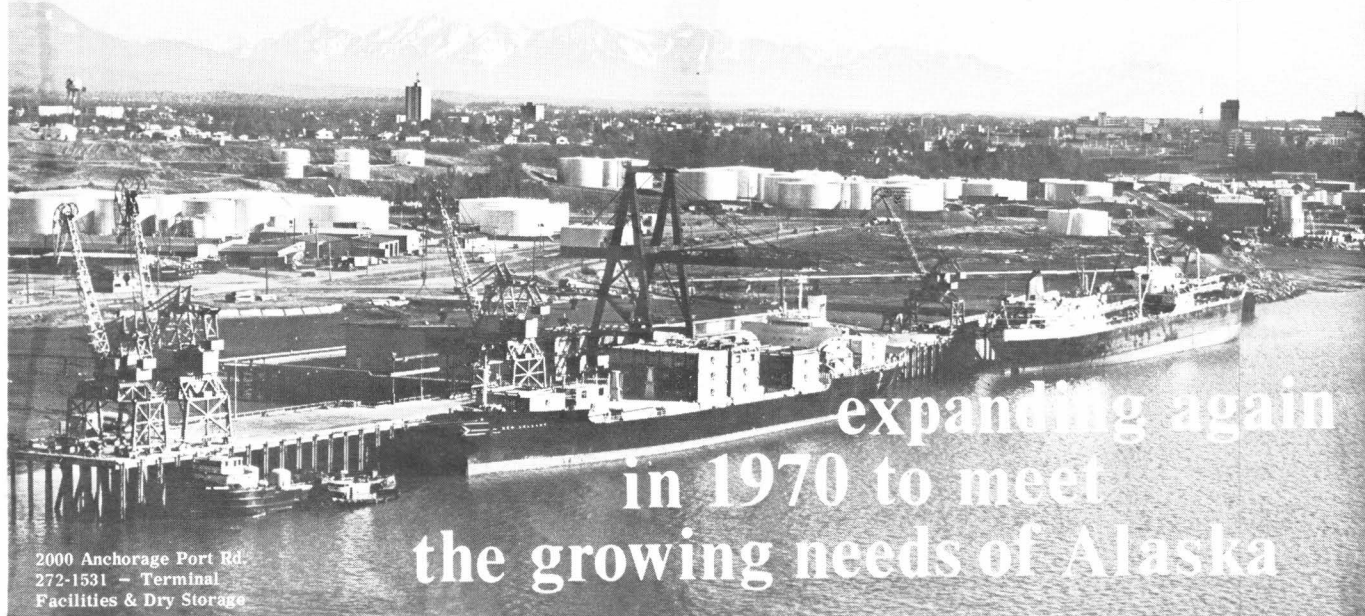
"It is going to cost us," Webb said. "The question now is how much."

Longshoremen have since Nov. 23 refused to operate the second container crane at the port of Anchorage.

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