

Port Road Plan Completed

Anchorage port commissioners had a sneak preview of plans for the proposed port access route and a Knik Arm Crossing from Eagle Bay to Goose Bay at Monday's Port Commission meeting.

In other action the commission passed a resolution which would recommend the City Council's support of a safety ordinance for the handling of bulk petroleum.

Jack Spake, district engineer for the Central Highway District headquartered in Anchorage, told the commission members they were the first to see the draft of the port access road plans.

"We have given the go-ahead for a final design and expect to award the contract for a port access road next April," said Spake.

The port access route will stretch from Third Avenue to the Government Hill bluff and then branch off to the port and Elmendorf Air Force Base. It will be 4,200 feet long and be elevated to 60 feet at the

highest point over the railroad right-of-way.

He added the road could be completed by 1973. The current plans call for the route to hook up with an A-C street couplet. It will comprise two 30-foot roadways separated by a six-foot median and will cost an estimated \$10 million.

On the basis of recent engineering studies the Highway Department has found the most feasible point for a crossing on the Knik Arm at Eagle Bay, said Spake.

The project would involve a combination of a causeway, tunnel, bridge or spillway and could create a fresh water lake from the south fork of the river back to Lake George.

"Construction at this locale would have a minimal effect on the tides in the port area," said Maurice Wilson, preconstruction engineer.

The crossing would probably connect with a road in the corridor between the two military bases just east of Muldoon. Anticipated cost of such a project is \$50 to \$60 million as compared with \$194

million price tag placed on a crossing at Cairn Point.

Spake said personnel from the state Department of Fish and Game were being consulted at present about the effect of a causeway on spawning areas and aquatic life forms.

The petroleum-handling resolution passed by the commission incorporates U.S. Coast Guard tank vessel regulations in the proposed ordinance.

The regulation covers qualifications of persons in charge of loading operations, the location of warning signs on the dock, smoking provisions and pipeline requirements and the heating and cleaning of oil lines.

Port Director Edwin Davis said most of petroleum companies comply with the regulations now, but this action would make them official and add in formulating policy.



APOLLO 11 EXHIBIT ARRIVES IN ANCHORAGE

A large container weighing 24 tons and insured for \$10 million arrived in Anchorage today aboard a Sea-Land ship. It was to be unloaded at 1 p.m. when preparations would start for the public display beginning Friday at Third Avenue and C Street. It will be open for viewing

between 10 a.m. and 8 p.m. daily until May 16. The exhibit includes the six-ton Apollo space module, "Columbia," the command ship which carried astronauts to the moon in July 1969. A lunar rock sample also will be displayed.

West coast dock strike could stop shipments here

A looming threat of a strike by West Coast longshoremen is not expected to affect local dock workers but a work stoppage of any duration in West Coast ports would quickly dry up shipments to Alaska, according to Anchorage port director Erwin Davis.

The Associated Press reports spokesmen for the International Longshore Union have rejected a management wage offer for a new contract.

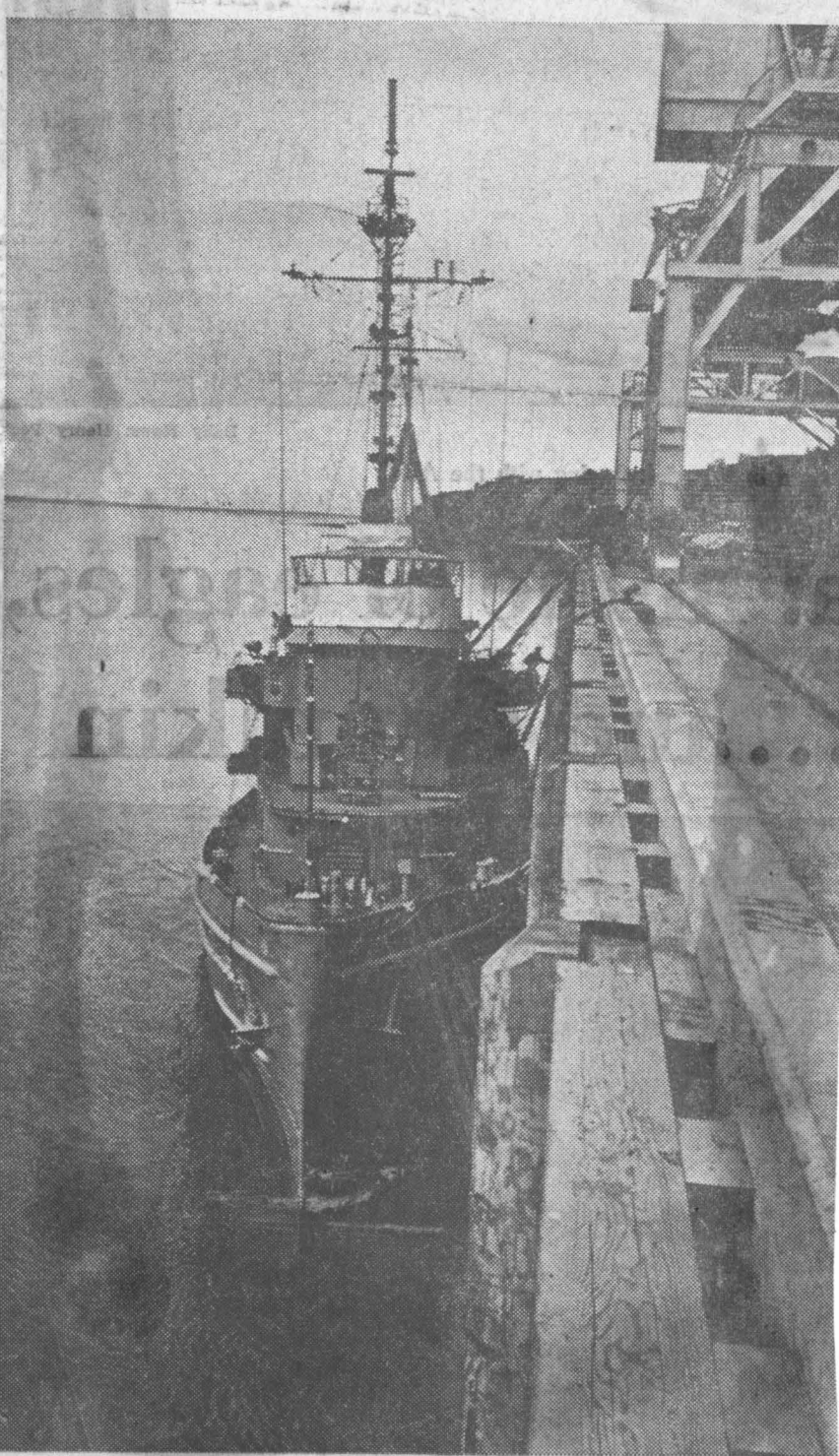
NEGOTIATIONS are continuing but the workers are expected to take a strike vote in the next few weeks as the contract expiration date of June 30 approaches, the AP said.

Although the ILU has members in Alaska, local longshoremen are represented by the Seafarers International Union.

The offer rejected by the ILU reportedly guaranteed clerks and longshoremen 35 hours of pay per week. Employers are represented by the Pacific Maritime Association.

A prolonged strike of West Coast dockworkers in the 1950's led to acute shortages of many supplies in the then territory of Alaska.

Block the gangplank!



The ocean-going tow boat, USS Cocopa, was suppose to have an open house at Anchorage port Wednesday, but extreme tides stopped the boarding by visitors. But our photographer Bob Koweluk managed to board the boat just the same. Lt. Commander Richard A. Crooks (above at left) and his 62-man crew are stationed at Adak. The boat is used for search and rescue missions as well as towing. The Cocopa is named after an Arizona Indian tribe.

Stevedore Building Going Up

Construction of the new stevedore building at the Port of Anchorage is nearing completion this month.

The final design was agreed on late last month after city engineers and the construction firm conferred on suggested changes in the exterior.

The city Urban Beautification Commission had criticized the use of certain building materials as too costly.

Willard Jensen, city public works director, said that while extreme changes in the plans would result in a change in the contract fee, the developer agreed to move in the direction of design changes without altering the fee.

Three scheduled changes include lowering the exterior wooden finish to provide an improved balance between the diverse finishes, modification of the finish over the upper windows and modification of the ornamental band on the building's exterior.

New Ship Creek Small Boat Facility Open

JUNEAU (AP) — The state Public Works Department said today the small-boat facility on Ship Creek behind the Miller-Dalton Boatyard in Anchorage now is open to the public.

The department said the \$156,000 project, funded by watercraft fuel tax revenue, is to be used while feasibility studies are under way by the Corps of Engineers on full-scale small-craft harbor improvements for Anchorage.

The City of Anchorage will operate the interim facility, which consists of a concrete launching ramp, two mooring floats and a loading dock. The department says no permanent moorage will be allowed, and use is limited to periods of high tide.

Port Commission Okays Lease Bar

By JOETTE GETSE
Times Staff Writer

Discussion of land-lease policies in the port industrial park prompted the Anchorage Port Commission Monday to approve a new approach to land appraisal and to bar any further leases to oil companies.

A motion was passed to ask the City Council to appropriate from the general fund money to send an appraiser to other West Coast ports for comparative appraisals.

This action was taken at the urging of Bud Dowling, city property management officer, and William Wakeland an appraiser who has been under contract with the city.

Wakeland told the commission that it is becoming increasingly difficult to appraise port lands because of rapidly increasing land values and the lack of data for analysis.

"It has become a port of significance, and I feel that property evaluation should include data from other West Coast ports," Wakeland said.

He said he suspected that current port lease rates were low by comparison with other ports and cited the Shell Oil Company lease, due for renegotiation in September, as an example.

Shell has a parcel of land approximately 500,000 square feet in size which it leases for about 2 cents a square foot a year.

Dowling said his department would recommend an appreciable raise in the rate, but that in order to keep the records current and provide good reasons for the increases he would need additional data.

Wakeland said, "When it reaches a point where I cannot do my job without this type of trip, I will have to include the cost of the trip in my regular fee."

Wallace Martens, commission member, agreed with the idea and said current industrial leases were low.

"If we are going to be in a position to give notice to these companies that their rents will be raised we must also be in a position to give a reasonable appraisal and argue for it," he said.

But Martens was hesitant about adopting the recommendation of Tippets, Abbott, McCarthy and Stratton, the consulting firm who did the Waterfront Development Study.

The recommendation is to make no additional commitments to oil companies for land in the port area on the basis that the concentration of oil storage tanks is already too great.

Martens said that if in fact the concentration was the reason for the recommendation he agreed with it, but felt it was not clear in the study.

Both Chairman Arne Michaelson and vice chairman William O'Neill spoke to the recommendation, agreeing that the commission must make a policy on the matter to guide any future decisions.

O'Neill said he favored limiting the number of tanks on land presently leased by the oil companies because it is a dangerous situation even now.

"I firmly believe that we are over saturated now," he said. "The remaining area has to be preserved for backup for port facilities expansion."

The recommendation was unanimously accepted by the commission.



USS COCOPA ANCHORAGE GUEST

After surviving the last four major wars the ocean-going tug Cocopa now makes regular visits to the Pacific and Alaskan areas. She will be in Anchorage this week, operating as unit of the

Service Force of the Pacific Fleet. Pictured above SK3 Restipupo Catibog, left, and Ensign R. James Abbott view the many battle ribbons earned by their ship.