

A \$40 million boost for City

By TOM BROWN
Daily News Staff Writer

Pipe shipments for the North Slope pipeline that arrive over the Port of Anchorage dock could give the area economy a \$40 million transfusion of cash over the next three years.

And the first pipe may arrive late this year.

ADDITIONAL MILLIONS will come from the oil company crews that will be here to help develop Alaska's amazing petroleum bonanza.

Russell H. Painter, the port direc-

tor, said Tuesday that in discussions preceding the decision to go ahead with the 800-mile, \$900 million pipeline, oil company representatives had set this fall as the tentative arrival date for the first shipments of pipe.

"First indications are that pipe movement will begin in November and accelerate through the 1970 shipping season, when we would have the largest onslaught," he said.

PAINTER SAID it still was not clear how much of the pipe would come through Anchorage. And in any case,

he said, it probably would be physically impossible for the port to handle all of it.

But settling for a reasonable figure of 200,000 tons, the financial stimulus to the Anchorage area will be considerable.

Painter said that each ton of pipe that moves through the port will be worth \$2-\$3 in direct revenue to the city — \$600,000 to \$900,000 on 200,000 tons.

BUT IN INDIRECT benefits — wages for longshoremen, truckers, rail-

road crews and so forth — each ton of pipe will bring \$16 to \$20.

On 200,000 tons, that would mean \$32 million — \$40 million to the area.

In addition to the pipe itself, Painter said, the mammoth undertaking probably will require an additional 100,000 tons of other equipment and supplies and Anchorage can count on handling its share of that load.

THE PORT director also said there had been talk of terminating the pipeline here.

But, he said, "we have ice conditions they'd like to stay away from." In addition, upper Cook Inlet can only handle ships with a 35-foot draft. And the supertankers the oil companies contemplate using would require about 70 feet of water when fully loaded.

Consequently, Painter expects the oil companies to pick another port — most probably Valdez, which an authoritative source told The Daily News Monday will be the terminus of the huge pipeline.

"IT'S HARD to believe they'd bypass it," Painter said, unless unexpected difficulties develop.

But Anchorage certainly will get its share of the business.

"Right now, I don't think anybody realizes how big this really is," Painter said.

But he hopes to have the port ready to handle the anticipated influx of material.

WITH THAT in mind, he wants to see the planned city dock extension completed as soon as possible so the port will have the maximum berth area at its disposal.

In addition, work is getting under way on 20 acres of port-owned land adjacent to the dock area to provide storage for the pipe as it arrives until it can be put aboard railroad cars and trucks for the north.

"In everybody's estimation it's not enough," Painter said. "But it'll have to do the job because it's the only land that's available."

26 Anchorage Daily Times
Thursday, March 13, 1969

Port Repairs Called For In City Bidding

Bids are being called for repairs to the Port of Anchorage dock damaged by the tanker Chevron Liege last Nov. 15.

A pre-bid conference will be held Friday and an engineer from Tippetts, Abbott, McCarthy and Stratton, the firm which designed the repairs, will be present. Bids will be opened March 27.

No estimate of the damage to the dock has been given. Port Director Russell Painter said at the time of the bid opening an estimate from the engineer will also be opened.

Completion date for the contract is June 15. Bids must go before City Council before the contract is awarded.

Painter said there will be no shutdown of the petroleum docking facility during repairs. He said the contractor will be asked to move out to permit tankers to unload.

Anchorage Daily News, Thursday, February 13, 1969—3

A Math Error

The Daily News ran into some troubles with its arithmetic Wednesday.

In a story estimating revenue from pipe shipments through the Port of Anchorage, we said the \$16-\$20 per ton in indirect benefits to the area economy would bring in \$32 million-\$40 million. The correct figures, of course, are \$3.2 million-\$4 million.

The story also said the city would stand to gain \$600,000-\$900,000 in direct revenues. The figures should have been \$400,000-\$600,000.

20 Anchorage Daily Times
Monday, March 17, 1969

Port Application To Be Studied

The Anchorage Port Commission will meet tonight at 7:30 in Loussac Library council chambers.

To be considered is the application of Tesoro Petroleum for lease of lot 11 in the Port Industrial Park. Tesoro, which recently purchased controlling interest in the Alaska Oil and Refining Co.'s proposed Kenai plant, plans to use the four-acre lot for storage facilities.

The Daily News, Anchorage, Alaska, Monday, March 17, 1969

Federal Grant Approved For Anchorage Dock

Half the cost of a \$2.4 million extension to the municipal dock would be paid by the federal government, if city voters agree to underwrite the other half.

Word that the federal Department of Economic Development has agreed to a \$1,185,000 grant came in announcements from Sen. Ted Stevens and Rep. Howard Pollock, both Alaska Republicans.

THOUGH welcomed by the city, the news was expected. The City Council Tuesday set a special election for April 8 to, among other things, ask the voters to issue a \$1.2 million general obligation bond to finance the local share.

The money would be used to build a 339 by 69 foot addition to the dock's Terminal No. 2, and would bring the terminal's length to 600 feet. A 270 foot first phase of the terminal was completed last summer.

City Manager Robert E. Sharp, in commenting on the grant, noted that it is contingent on voter approval of the city bonds, and he added that the grant will lapse June 30 unless the bonds are approved.

He said the city hopes to get construction started this summer, although completion could not be expected before the 1970 building season.

EDA GRANTS are given where the federal agency is convinced they will stimulate job creation and a robust economic climate. And the city's application attempted to show that this would indeed be the result of a dock extension.

Moreover the extended dock would allow the city to process two dry cargo and one tanker ship simultaneously.

Port Director Russell Painter has often said that even with such capacity the dock will be hard pressed to handle the gigantic quantities of freight North Slope oil development is expected to generate.

26 Anchorage Daily Times
Saturday, March 29, 1969

Second Crane Awaits Okay From Council

Sea-Land's second giant crane for the Port of Anchorage needs only City Council approval to become a reality.

Following a meeting Thursday between city officials and representatives of Sea - Land Service Inc., City Manager Robert Sharp said an agreement with Sea-Land will be negotiated and presented to the council for approval early in April.

Sharp forecast an increase in Sea - Land cargo of 73,000 tons coming into the port in 1969. Total tonnage for 1969, he said, was expected to come up to 352,000 tons, compared with 279,000 tons in 1968.

Port Director Russ Painter said the new crane was "a real necessity for the future of the port." The new computerized cargo crane will join "Super Sam," installed by Sea-Land in 1966.

The agreement between the city and Sea-Land, said Sharp, will provide for interim financing of the equipment by Sea-Land, with ultimate long-term financing to be assumed upon proper approval by the city.

Representing Sea - Land were Charles F. Pisano, manager of facilities engineering, and J. A. Baker, general manager of the Alaska Division. Also attending were Mayor George Sullivan, Painter, assistant port director Erwin Davis, chairman of the port commission, Arne Michaelson and port commission members Wally Martens, Albert Kowalski, William O'Neill and Bob Logan.

40 Anchorage Daily Times
Thursday, March 20, 1969

Second Giant Crane Eyed For Docks

First Was Installed In 1966 To Handle Sea-Land's Vans

By MARGARET SCHMIDT
Times Staff Writer

"Super Sam" may get a mate at the Port of Anchorage.

Sea-Land's giant computerized crane, used at the port to unload vans from Sea - Land vessels, will be joined in the near future by a twin if plans presently in progress proceed.

Officials of the transportation firm are expected in the city next week to meet with the Port Commission and City Manager Robert Sharp. The meeting is being held principally to discuss possible methods for city financing of the 20-story crane.

Super Sam cost about \$685,000 to install in 1966 and was financed by a bond issue, which is being repaid under a 20-year rental agreement which, Sea-Land signed with the port.

Port Director Russ Painter said Jack Baker, Alaska general manager of Sea - Land, is expected to meet with the city's Hillzheimer of Seattle, western area director, and Charles Pisano, a Sea-Land port engineer from Elizabeth, N.J.

Depending on the city - Sea-Land talks, the second crane could be installed this summer. Studies conducted by the port's designers, Tippetts, Abbott, McCarthy and Stratton, indicate the dock is capable of supporting a second crane.

According to R. F. Hoehn, president of Sea-Land Sales of Alaska, the second crane is fast becoming a necessity to service the new ships with greater capacity, the first of which, the New Orleans, arrived at the port today.

Although the same hull size as the S.S. Seattle, which the New Orleans is replacing on the Seattle - Anchorage run, the new ships are capable of carrying 375 vans each, as compared to some 200 vans which the Anchorage and Seattle carried.

Hoehn said modifications in design on the new ships, such as moving the wheelhouse from the ship's center aft and removal of the ship's crane, made more room available for vans. Because the new ships are not equipped with its own crane, they will bypass Kodiak. Sea-Land, however, will operate a feeder ship or a tug and barge operation into Kodiak.

Bypassing Kodiak will mean increased sailing into Anchorage by the middle of this summer, Hoehn said. The present schedule calls for five Sea-Land sailings every four weeks. The schedule, said Hoehn, will be expanded to six sailings every four weeks.

The New Orleans, to be joined on the Anchorage run by its sister ship about April 15, replaces the S. S. Seattle, which, after a period in dry dock in Seattle, is destined for Puerto Rican service.

44 Anchorage Daily Times
Thursday, Feb. 13, 1969

Tustumena To Call At Port Twice Weekly

The State Ferry Tustumena will make two trips weekly into Anchorage this summer, beginning around July 1.

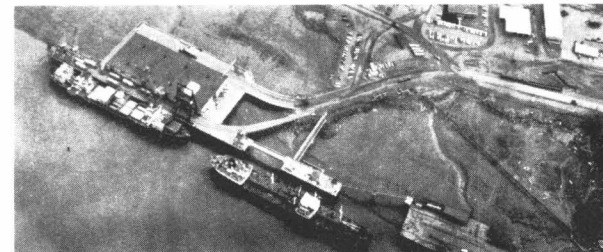
Russell Painter, Port of Anchorage director, said today a letter from the marine transportation division, Department of Public Works, stated the ferry service would be instituted and asked the port for berthing space. The matter is to be reviewed by the Port Commission with a view to making such space available.

No definite sailing schedule has been set for the Tustumena, and Painter said he did not know the exact route the ferry would take into Anchorage.

Although a ferry has stopped periodically at the port, until this time no regular ferry schedule has operated into the city.

Ad in "Alaska Industry" - February 1969 issue

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2000 Anchorage Port Rd. — Phone 272-1531

26 Anchorage Daily Times
Friday, Feb. 28, 1969

Tesoro Seeking Port Land Lease To Handle Fuel

Tesoro Petroleum Corp. is negotiating with the Port of Anchorage for lease of land at the Port Industrial Park for handling of jet fuel from its Kenai refinery.

Tesoro recently purchased Alaska Oil and Refining Co., the Midland, Tex., firm which started construction last fall on a refinery near Kenai. The company recently negotiated a contract with the state to buy 15,000 barrels a day of state royalty oil.

The parent corporation indicated in a letter to the Port that it contemplates bringing a barge loaded with 40,000 barrels of military fuel to Anchorage every 48 hours.

Robert W. Armstrong, a Tesoro vice president, has been in Anchorage for several days making arrangements for the refinery. He declined to elaborate on the company's plans for an Anchorage operation.

2 Anchorage Daily Times Friday, Feb. 28, 1969

Monthly Barge Runs Due Here

Anchorage Port Director Russell Painter announced today that Northland Marine Lines Inc. of Seattle will begin monthly barge service to Anchorage starting in March.

Painter said the firm, which has been operating between Seattle and Southeastern Alaska, also plans to make regular calls at other area ports, including Valdez, Cordova, Seward, Kodiak, Yakutat, Kenai and various beach sites established by contractors, logging companies and oil firms.

T. S. Ousdale, vice president for traffic of Northland Marine, told Painter that the first sailing for Anchorage will depart Seattle March 28. He said a barge is already en route to Seward and will arrive there Monday. It will call at Kodiak and Southeastern ports on its return trip.

Ousdale noted that direct service to Anchorage does not rule out calls at Seward. He said tugboats may tow tandem barges, unloading one at Anchorage and one at Seward or some other area port to shorten turnaround time. The Anchorage service will involve monthly calls until demand for service requires additional sailings.

The company is represented in Anchorage by Traffic Services of Alaska, 520 East 5th Ave. It specializes in handling contractors' equipment, extra long shipments, over - sized cargo, heavy lifts and house trailers. It offers vans and platforms for handling containerized and unitized cargo.

Tuesday, March 25, 1969 Anchorage Daily Times 17



REJECTED PILINGS TO FORM KENAI DOCK

A shipment of prestressed concrete panels and piling from the City of Anchorage dock, damaged during the winter of 1966-67, is being loaded for Kenai by Inlet Co. The firm purchased the rejected concrete from the city for \$22,700. The material will

be used for a dock at the mouth of the Kenai River to augment the present Army dock, the only such facility presently serving Kenai. Although not suitable for Anchorage, the concrete is usable in Kenai, where ice conditions are not as serious.