

Port of Anchorage

Gateway to the Interior

2000 Anchorage Port Road (907) 272-1531

Fairbanks Daily News Miner
22nd Annual Progress Edition, 1972

ingly effective — proposal, the
shadings of which are 56-72

Over The Port

CRITICS of the Port of Anchorage haven't had much to say about the latest significant cargo operation over the city's wharf facilities — the arrival of a shipload of automobiles directly from a Japanese manufacturing point.

As recently as the last borough-city unification vote, some of the anti-City Hall comments were based on claims that the port remains a white elephant.

On the contrary, the port has a number of plus marks to its credit, including that of being a major economic factor to this entire community.

THE PORT, which the city now counts as a money-maker and a vital ingredient in the Anchorage prescription to combat soaring living costs, is doing so well, in fact, that the Japanese ship bearing

the Datsun automobiles had to tie up offshore for a day before it could obtain berthing space at dockside.

There are those who will object to what appears to be another direct business relationship between Alaska and Japan. There are some who fear a too great dependence on trade with the Far East.

But the point here is these automobiles — highly competitive and much desired by many motorists — would have come to Anchorage, anyway. Without the port, they would have been trans-shipped through Seattle or some other West Coast point, with the additional cost added to the retail price in Anchorage.

There have been too many years of that kind of operation already. Thanks to a modern port facility here, that practice is being reversed, at least a little bit.

Anchorage Daily News, Wednesday, June 21, 1972

Bomb threat

A bomb threat Tuesday evening caused the city dock to be cordoned off by city and state police and all fire trucks for about two hours, but no explosive device was found.

The FBI, which is investigating the incident, would not release details of the threat itself. However, a spokesman said that a bomb squad from the Alaska State Troopers did find a box with an antenna attached shortly after 5 p.m. The device, he said, was not explosive. The box was found in the vicinity of the petroleum dock.

Anchorage Daily Times, Wednesday, February 9, 1972

Cutter 'Citrus' Arrives For Conference

The U.S. Coast Guard cutter Citrus, a 180-foot buoy tender which seized a Russian fishing vessel last September, will dock at the port of Anchorage Feb. 16 to 19 during the 16th annual Western Sectional Conference of the Navy League of the United States.

Presently homeported in Kodiak, the ship was commissioned in 1942 and participated in military operations in the Aleutians during World War II.

At the end of the war, she

was moved to Ketchikan where she stayed until 1964 when she was assigned to Kodiak.

Her primary mission now is navigational aids from Kodiak to Unimak Island at the end of the Alaska Peninsula. In addition to ensuring that all navigational aids are functioning properly, she participates in law enforcement and search and rescue missions.

She is manned by 47 enlisted personnel and six officers.

Her power plant consists of two Cooper Bessemer diesel engines capable of delivering 1,000 horsepower to her single shaft. She has a 12-foot draft and icebreaking capabilities.

Commanding officer of the Citrus is Lt. Cmdr. J.T. Montonye, a native of Michigan who graduated from the U.S. Coast Guard Academy in 1959.

From 1962 to 1963, he was aboard the cutter Northwind and made the last Bering Sea patrol in 1963 delivering medical and dental assistance

to remote Alaskan seacoast communities.

He returned to school from 1964 to 1966, getting a masters degree in optics and electrical engineering from the University of Rochester. From 1967 to 1970, he was assigned to the office of Research and Development Aids to Navigation in Coast Guard

headquarters in Washington, D.C.

Montonye became commander of the Citrus in July of 1971.

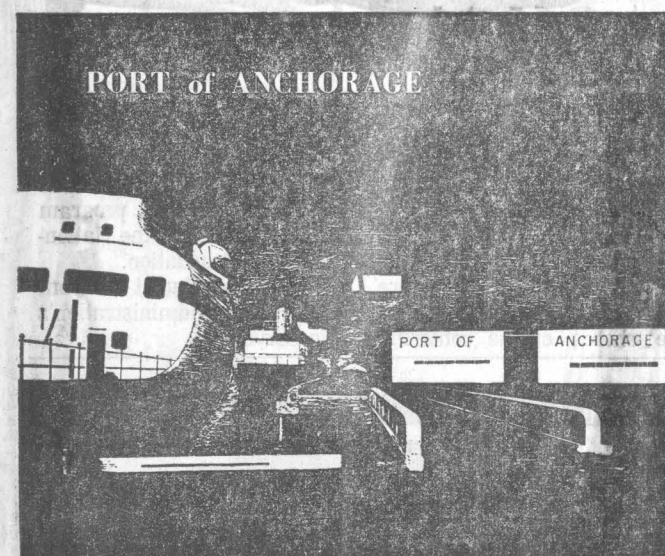
On Sept. 18, 1971, the Citrus was involved with the seizure of the Vodolaz, a Russian vessel apprehended for illegal fishing north of Akutan Island in the Bering Sea. This seizure resulted in a \$50,000 fine.

Following her visit to Anchorage, Citrus will return to Kodiak.



Coast Guard Cutter Returns

HOUSTON CHRONICLE
Page 6—Offshore Section
Monday, May 1, 1972



ALASKA'S LARGEST PORT

- Containerized Service
- General Cargo
- Petroleum
- Bulk



PORT OF ANCHORAGE

2000 ANCHORAGE PORT ROAD
ANCHORAGE, ALASKA 99501
TELEPHONE: 907-272-1531

Thursday, June 22, 1972, Anchorage Daily Times 59

Mat-Su Borough Considers Port Offer

The Matanuska-Susitna Borough has taken under advisement a proposal from an Anchorage firm to conduct an economic interest study as the first step in construction of Knik Arm port at Pt. MacKenzie.

The company, Port MacKenzie Co., owns more than 100 acres including a half-mile of Knik Arm frontage in the MacKenzie point area. It has offered to sell the land either to the Mat-Su borough or any other qualified prospective port developer.

Ed Pawelek, managing partner for Port MacKenzie, and Robert Crow, a consulting engineer hired by the company, appeared before the Mat-Su Assembly last night to explain their project.

As proposed by Pawelek and Crow, the new port primarily would be an export port designed to handle bulk loads of natural resources. It would be linked to other areas of Alaska by a 25-mile spur of the Alaska Railroad and a 12-mile extension of the Palmer road.

Both Pawelek and Crow contend that the proposed port would not compete with the Port of Anchorage. Due mainly to the small amount of space available at the local port, they said, it is limited to being an import port.

The Point MacKenzie property owned by the company is the largest tract of land owned by one interest along that section of the arm. At that point, the water depth varies from 18 to 60 feet, compared to 18 to 30 feet at the Port of Anchorage.

Initially, the new port would begin with berth facilities for

one vessel, Pawelek said. The berth would be backed up by large storage facilities similar to the port at Skagway.

Pawelek and Crow predict a Point MacKenzie port could open up mineral development in the interior. They point out

that a number of companies have investigated the large limestone deposits in the Healey area but have abandoned any development due to lack of transportation.

Large coal deposits near Healey also hold promise, the two say. At the present time, just enough coal to fuel Fairbanks is being mined.

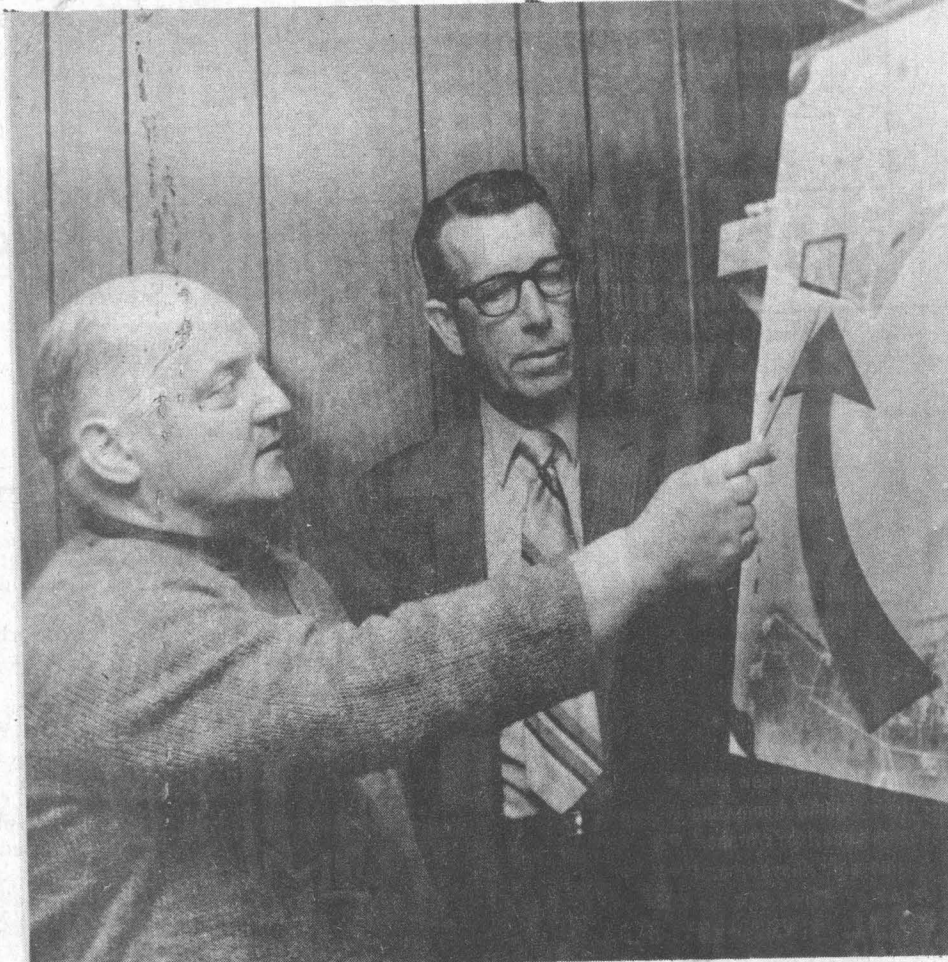
"With an export port," Crow explained, "minerals such as limestone and coal, metals and timber could be mined or logged on a year round basis. With adequate storage facilities, these products could be stored until shipped at an optimum time."

The port would do a limited amount of import shipping. Pawelek and Crow contend that goods designed for the interior could be shipped from a Knik Arm port at a 10 to 15 cents per ton savings as the proposed port would cut 30 miles off the shipping distance to Fairbanks.

Both men concede that the port is a long ways in the future. At least two years of studies are needed to determine feasibility, environmental impact and such. Construction would probably be five years beyond that.

What the two want, however, is for the borough to move ahead with preliminary zoning work that would reserve the area for port development. The \$18,000 initial study the two are proposing would look at what type of minerals are available for export, who is interested in these minerals and the economics of the whole project.

The Mat-Su borough Tuesday night turned the proposal over to its lawyer and administration for study. A decision is expected at the next assembly meeting.



PROPOSE NEW PORT

An Anchorage firm, Port MacKenzie Co., is proposing to sell to the Matanuska-Susitna Borough a tract of land near Point MacKenzie for development of a new Knik Arm port. Looking over the project

is Ed Pawelek, left, managing partner for the company, and Robert Crow, a consulting engineer. The land is just over two miles across the arm from the Port of Anchorage and is outlined on the map.

Anchorage Daily Times, Thursday, June 22, 1972

18 VESSELS PLAN PORT VISITS HERE

Eighteen ships, barges and ferries are scheduled to dock at the Port of Anchorage between now and July 16.

Tomorrow, barge 17 belonging to Tesoro-Alaskan will arrive from Nikiski with a cargo of petroleum products. On Saturday, Standard Oil Co.'s Chevron Transport will dock with a load of oil from Chiba, Japan.

Five barges and ships are scheduled to dock Sunday. From San Francisco, Union Oil Company's Avila will arrive with petroleum products; Coastal Barge's barge 272 will arrive from Seattle with a general cargo; the Tustumena will dock; Texaco's Texaco Missouri will arrive from the Persian Gulf with a load of petroleum products and Sea Land's Galveston will come from Seattle with a general cargo.

Next Wednesday, Sea Land's Mobile will come from Seattle with general cargo and Tesoro-Alaskan's barge 17 will arrive from Nikiski with oil products.

Northland Marine's barge will dock July 29 with a general cargo from Seattle and on July 30, the Tustumena will return.

On July 2, Sea Land's SS Seattle will arrive from Seattle with general cargo and on July 5, Sea Land's Galveston will arrive from Seattle.

Coastal Barge's barge from Seattle will dock July 5 with a general cargo and Standard Oil's J. L. Hanna will arrive July 8 from Richmond, Calif. with oil products.

On July 9, Northland Marine's barge will arrive from Seattle with a general cargo while on July 15, Standard Oil's Hanna will come from Richmond with oil products. On July 16, Union Oil's Eagle Leader is scheduled to arrive from Los Angeles with petroleum products.

Anchorage Daily News, Friday, August 4, 1972

2 Navy ships will stop here

Two U.S. Navy destroyers from the First Fleet will arrive in Anchorage August 10 for a "good will visit," announced the Regional Navy League Thursday.

Nearly 500 sailors from the USS Brinkley Bass and the USS Perkins will spend their four-day leave on local fishing trips, tours of McKinley National Park and with host families in the Anchorage area.

The two vessels, part of a six ship destroyer squadron visiting the Alaskan ports of Anchorage, Kodiak, Juneau and Ketchikan, will be greeted by Lt. Gov. H.A. "Red" Boucher, Borough Chairman John Asplund and Mayor George Sullivan.

Both ships will be holding afternoon "open house" visitations. All Alaskans are "Welcome aboard."

ALASKA ALASKA ALASKA

365

DAYS A YEAR

The fastest, most economical way to reach Anchorage, the interior and the arctic is through the surprisingly modern, year round Port of Anchorage. From barges to the latest container vessels, we can handle them all. Write for a free brochure and get the facts. Today.

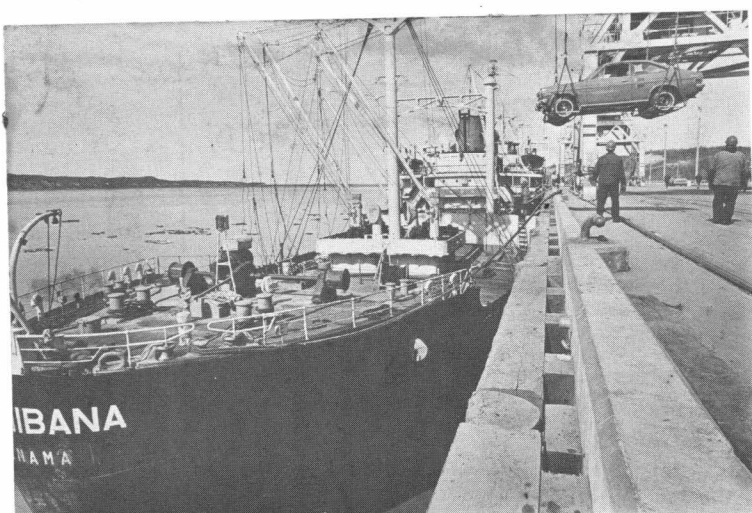
When you ship specify

PORT OF ANCHORAGE

Phone 272-1531

2000 Anchorage Port Rd.

Anchorage, Alaska 99510



The first factory-direct shipment of foreign-built automobiles took place with the offloading of 300 new Datsuns at the Port of Anchorage. The vehicles destined for Alaska dealers arrived from Yokohama aboard the freighter Tachibana. (Photo by Neal Menschel.)

Anchorage Daily News, Wednesday, June 21, 1972

\$\$\$

\$3,862,000 in approximate salaries is the direct benefit of 498 Anchorage Port related jobs. That's what your port does for you.

When you ship specify

PORT OF ANCHORAGE