

SHIP BLOWS SMOKE ON ANCHORAGE

The Chevron Amsterdam caused this billowing smoke over Anchorage, when the captain restarted the boilers, after the entire ship began to

freeze up. The ship put out more smoke than allowed by ordinance, although the law takes into account emergency situations.

Ship Warms Up, Smokes Up City

It probably could have been predicted, based on the Chevron Amsterdam's previous problems with the Alaska winter.

Yesterday the entire ship began to freeze up. And when the boilers went out, the captain had to restart them in the way boilers are restarted on ships.

It was a smoky mess. And to the casual observer from the downtown area, it might have looked as if the port area was on fire.

Not so says Standard Oil spokesman Bill Kramer. "The smoke was caused by an attempt to restore steam pressure and allow the ship to stay operative without the use of forced-air blowers," Kramer said.

"The blowers are more efficient and cause the smoke to burn cleaner when the boilers are started up."

"If they lose the boiler, they'll lose all navigational equipment," he added.

In getting the ship warmed up the Chevron Amsterdam put out much more smoke than is allowed in the borough's air pollution ordinance. But the ordinance takes into account emergency situations, which Dick Nicholson of the borough's air pollution

division said this was.

"They had to get heat to it, or it would have been here all winter," Nicholson said.

That's the last thing that ship would want. Coming into Anchorage, the ship went through a Force 11 storm — with winds whipping up at between 64 and 72 miles an hour. It's called a "whole gale" and coated the ship with ice inches thick before it arrived here from the balmy Bahamas.

Then one of its two generators went out, which partially touched off the most recent problem. Without it, some of the lines in the ship could freeze, so the generator is being repaired, and the ship is waiting to leave.

All in all, it's been a rough voyage.

Navy Head Visits Port

Walks Part Way From Elmendorf

Many were up fairly early Christmas morning, either opening presents or watching the children opening theirs, but those residents who live in the vicinity of Government Hill who were looking out their windows had the opportunity to see the secretary of the Navy's Anchorage Christmas Parade.

Actually, it wasn't really a parade. Secretary of the Navy John Warner landed at Elmendorf Air Force Base on the return leg of a three-day Christmas visit to the 7th Fleet in the Far East. Upon landing, he expressed a desire to see the Anchorage Port facilities.

It was explained to the secretary that the port facilities were city property about four miles away, and arrangements were made to carry him to the port.

Warner announced that his legs were a little stiff from the long flight and that he'd like to walk to the port. This was a little bit to the dismay of Capt. Frederick Hitz and Cmdr. Bill McHenry who accompanied the secretary on his sojourn because they hadn't just completed the long flight with stiff legs. They also knew how cold it can get in Anchorage on Christmas morning.

The three of them walking side by side with two staff cars slowly following made up the entirety of the Secretary of the Navy's Anchorage Christmas Parade. The parade only lasted a mile and a half. After all, it was cold in the early morning air.

Once the group reached the port, the secretary once again took to walking while port director Erwin Davis gave him an outdoor briefing on the facilities and work at the port.

The group then went back to the base for a quick cup of coffee and by 7 a.m. the secretary of the Navy was on his way back to Washington, D.C.

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letters

Port of Anchorage still plans expansion

We wish to compliment you on the excellent photo coverage on the Port of Anchorage that so graphically depicts the hustle and bustle of the many and varied port operations.

Although, as you said, President Nixon's veto of certain federal funding programs could delay expansion of our Port, we do not believe this will be the case. To the contrary, the availability of federal matching grant funds of approximately \$3 million looks extremely favorable at this time. And, as you know, City of Anchorage residents have already approved a \$2.7 million bond issue for Port improvements.

Our present expansion plans call for the addition of one full-sized general cargo terminal, a second petroleum terminal and the reclamation for cargo storage and staging area of approximately 38 acres of tidelands. The cost estimate for this work is approximately \$15.5 million. The Phase I contract, which we anticipate to be under way early in 1973, will amount to approximately 350 feet of additional general cargo berthing space (Phase I), recovery of about 11 acres of tidelands and the construction of an additional dock shoreside trestle. Some improvement work in the Port Industrial Park area is also planned as part of this project.

This is an ambitious but needed expansion program which is progressing.

E. Erwin Davis
Port Director
Port of Anchorage

Council delays action on port freeway

By PAM MILLSAP
Daily News Staff Writer

Despite strong protest from the Urban Beautification Commission that the proposed Port Access freeway and bridge system would "shoot an arrow straight into the heart of the city," the City Council Tuesday night postponed consideration of a resolution that would have halted the project.

Under a motion by Councilman Dave Rose, the council agreed to hold a work session with the State Department of Highways to discuss alternatives to the highly controversial route.

In the meantime, though, the highway department can charge full speed ahead with its plans for construction — and those plans call for going to bid almost any day now.

There is some doubt whether the council can act in time to stop the project.

Predicting irreversible destruction to the Chester Creek Green Belt, the Park Strip and the central business district, commission member George Dickson charged, "this is just one more example of the Highway Department doing the planning for the city."

HE CLAIMED that the proposed route would do nothing more than run people living outside the city to their jobs at Elmendorf Air Force Base, and suggested that it be renamed "the Elmendorf Access."

"While the Port Access is expedient, practical and necessary," said commission member Jay Hoebermann, "those should not be the only reasons to build it. This will just create more ribbons of concrete through the city."

Hoebermann accused the Highway Department of "threatening to cut off all monies if you don't approve this route," saying he didn't believe the council should accept something that would destroy the city because of a threat.

THE COMMISSION said there had been virtually no coordination between planning for the Port Access route and planning for the central business district, the federal building complex, the civic center or city truck routes.

They presented an alternate route calling for expansion of the Gambell/Ingra complex to handle traffic from Elmendorf through the city.

City Manager Bob Sharp, Mayor George Sullivan and councilman Bill

Besser quickly rose in defense of the project, claiming it was too late to stop it now.

"THIS ROUTE has been on the board for over five years," said Sharp. There has been a great deal of money invested that would be lost by stopping it now." He said it would take seven to eight more years to plan another route.

Sharp predicted that 50 per cent of the traffic using the route would go to downtown Anchorage, a figure quickly disputed by the commission.

"Our figures indicate that only 17 per cent of the cars will stop in town," said Hoebermann. "The rest of them will go to the shopping centers outside the city."

SHARP CLAIMED that there had probably been more coordination between the state, city and borough on this project than in the history of highway planning.

"Commissioner of Highways Bruce Campbell called a fast meeting with you in August," charged Dickson. "He asked you to approve the Port Access, which you did, but the representation from the Borough Assembly and council was very poor at that meeting."

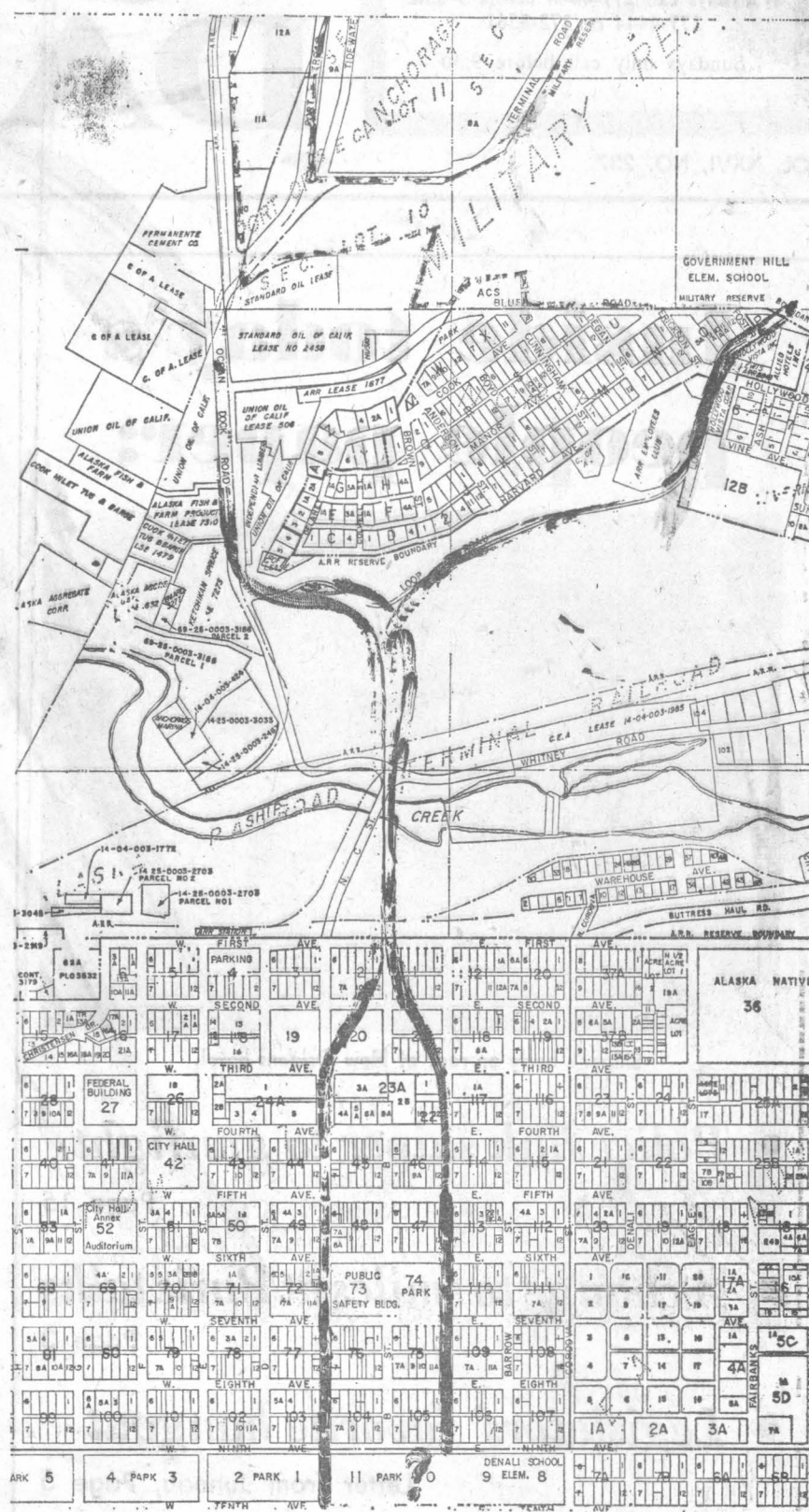
Councilman Bill Besser said that while the beautification commission was "a dedicated group of people," there wouldn't be any construction in the area for a long time if the project was killed.

THAT WAS just about enough for usually silent Councilman Gordon Hartlieb, who said, "I have been going to Seattle, Los Angeles, San Francisco and other cities Outside for 40 years now, and I don't recognize them any more. I don't like what I see and that is what is going to happen here with this route. I'm willing to wait eight years."

Councilwoman Wilda Hudson said she had always opposed the Port Access route, particularly the A/C Street couplet.

"Before long there will be pressure to extend A Street right through the park strip and the green belt," she said, "and as soon as we have this route built Third and Fourth Avenues will be turned into one-way couplets."

Councilwoman Peg Benkert moved to adopt the commission resolution calling for a halt in the project, but that motion was effectively cancelled by Rose's motion to postpone consideration. There was no objection from any council member to Rose's request.



Heavy black lines mark route of proposed freeway.

Anchorage Daily Times, Thursday, March 8, 1973

Port Project Gets \$1 Million More

Another million dollars has been secured for the port expansion project, bringing to \$3.1 million the amount set aside by the Economic Development Act for the Anchorage port facility.

City Mayor George Sullivan, returning from the Congress of Cities convention in

Washington D.C., said that he conferred with Tom Dunn of the Department of Commerce while in the nation's capital. Dunn explained an environmental impact statement on the port expansion project will begin within the week and funds from the development agency could be released to the city by May 10.

Sullivan said the city had requested the \$3.1 million three years ago, but federal cutbacks and delays had jeopardized the scope of the project.

He told Dunn the project was ready to begin but required the confirmation statement from the agency and an environmental impact study. The study, expected to take a month, would then have to be approved by the Maritime Commission, the Department of the Interior, the Army Corps of Engineers and the Department of Commerce.

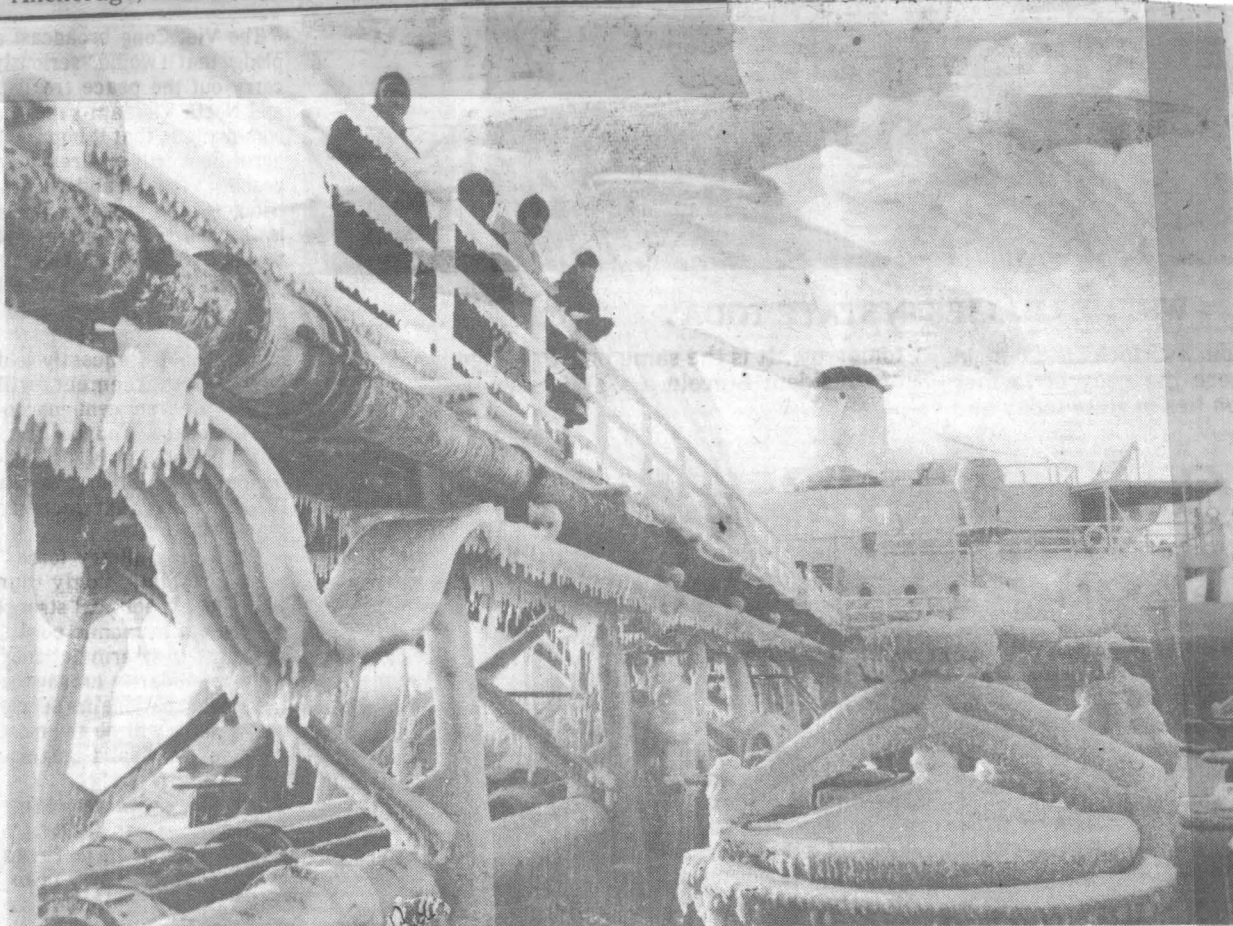
Port Director Erwin Davis said this morning that if the confirmation of funds were to come soon, dredging operations could begin shortly and the project could be completed this year. The port expansion project includes a new trestle to shore, 370 feet of dock, 11 acres of tidewater clearing, and improvement of industrial park area behind the port facilities.

The improvements would allow a barge to unload at the same time the three dock areas are filled with vessel cargo. Davis remarked that if no confirmation of funds comes before May, then the chances for completion of the proposed 180 day project this year would be dim.

Davis said the city had been assured it would receive \$2.1 million, but he indicated that figure was still a million dollars off from the amount required to complete the project planned. The city originally approved these port expansion plans in October of 1970.

Word that the additional million dollars was now available comes as a happy surprise to Davis, who said the city officially applied for the extra million dollars in December when Sullivan was told by agency officials the funds might be available.

Anchorage, Alaska, Wednesday Evening, January 24, 1973



FROZEN SHIP AND FROZEN MEN

Crewmen from the Chevron Amsterdam look over the ice-coated pipes and hatches on their ship. The tanker picked up the ice in a gale in the Gulf of Alaska, and added to its woes in Anchorage when one of its two generators broke down, which could cause some cooler temperatures in-

side the ship. Said F. M. I. Kazi, a fitter on the ship whose home is Bombay, "I've been to Russia and the Black Sea, but I've never seen cold like this." The Danish ship with its Indian crew may be in port up to five more days.

Generator Holds Ship

Must Be Repaired Before Departure

A Danish-registered ship may be in port for another five cold days because of a faulty generator.

The ship and its Indian crew has shivered through five days of winter here already, after arriving Jan. 19 from the Bahamas with a load of petroleum products. En route to Anchorage, the ship — the Chevron Amsterdam — went through a Force 11 gale in the Gulf of Alaska, leaving the 300,000-barrel tanker coated with ice.

The ship isn't disabled, port officials noted, but the lost generator — one of two on the ship — could cause some cold times and possible frozen lines on board. It has finished offloading its 140,000 barrel cargo of petroleum in Anchorage.

The ship is scheduled for a stop in Cold Bay when it leaves Anchorage. But that won't be until after its second generator is repaired, and its now at a generator repair shop in Anchorage.

The ship is carrying bonded fuel for airlines.

Humpty Dumpty doesn't sit long...

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