



EXPOUNDS CITY PORT

A full-color brochure telling of the Port of Anchorage facilities is off the press and ready to tell the world about the city's waterfront capabilities, according to Port Director Erwin Davis.

Brochure To Tell World About Port

Alaska's "port at the top of the world" will be described in a full-color brochure being sent out this month to 2,500 shippers, manufacturers and foreign governments by the Port of Anchorage.

The literature has been limited to the 2,500 press run — with a \$4,300 price tag — but plates will be held by the local printer for future demand. "And we expect more demand," says E. Erwin Davis, port director.

In addition to illustrations and descriptions of current port facilities such as security and capacity, other sections of the booklet cover the market area, and most important, future plans for expansion,

says Davis.

The Maritime Administration of the U.S. Department of Commerce has offered to distribute the brochures to foreign governments and shipping administrations, but at first U.S. firms will be the chief recipients, says Davis.

The literature includes line drawings of future port equipment and facilities to "let people know we are moving," Davis says.

"We are proud of the work (on the pamphlet) and hope we can send lots more. I'm sure we will, we get inquiries every day, and this will simplify our answers. It's all there."

City releases its financial report

The city's general fund took in \$15 million and spent \$14.5 million in 1971, with the lion's share of expenditures going to finance public safety operations such as police, firefighting and ambulance service.

However, the longshoremen's strike hurt revenues at the Port of Anchorage, where net income dropped 4 per cent from the previous year although the operation brought in 3.1 per cent more revenues.

Copies of the city's Annual Financial Report will be available to the public this week at City Hall and the City Hall Annex, and the Z.J. Loussac Public Library.

The \$15,055,029 in general fund revenues represented a 20.3 per cent hike over 1970, said City Finance Director Norman J. Levesque at a press conference Tuesday morning. A good portion of the increase he attributed to an 18 per cent increase in the city's assessed valuation, which was recorded at nearly \$635 million. The boost in valuation, he said, meant \$806,000 more in tax revenues.

At the same time, Levesque pointed out, city taxpayers paid a mill rate that dropped from 9.5 mills in 1970 to 9.3 in 1971.

Keeping police, firemen and ambulances on the streets took 37.7 per cent of the general fund budget — almost three times as much as special assessment contributions, the next highest drain on the finances.

The city's gross revenues "did extremely well," Levesque said, but the longshoremen's strike combined with hikes in the cost of labor and materials and other expenses took some of the bloom off the financial flower.

By the end of the year, the city owed \$44,587,000 in general fund bonded debt, with \$21,912,385 of that amount self-supported.

Levesque outlined a "record year" in construction, with the city issuing building permits for construction valued at more than \$55 million — a \$3 million hike over 1970.

Besides the port, other public utilities and enterprise ac-

tivities performed as follows:

- The Telephone Utility raked in \$18.6 million in gross revenues—a 20 per cent boost over 1970—while net operating income dropped \$400,000 because of higher labor and material costs and increased interest on outstanding bonds.

- Municipal Light and Power brought in \$5.7 million, but dropped net operating income by 6.4 per cent to \$1.5 million.

- The Water Utility brought in 10 per cent more in gross revenues, which hit \$2.6 million, as well as posting net income of \$684.

- The Refuse Utility showed a \$1 million gross income and a \$38,000 net profit, the second year since it was established as an enterprise fund in 1965 that the utility ran in the black.

- The Equipment and Supply Division, which provides equipment service to all departments, brought in \$1.4 million and spent \$1.3 million.

USS Lind Due Here Tomorrow

The USS Wallace L. Lind arrives in Anchorage tomorrow on a five-day visit to the city to encourage recruits for the Navy.

The destroyer, commanded by Cmdr. David N. Orrick, is scheduled to tie up at the city dock at 6 p.m. tomorrow. A welcoming ceremony is being organized by the Alaska Sea Services Committee, the Fleet Reserve Association and the Anchorage Navy League Council.

The main purpose of the visit is a "Go Navy" cruise for some 150 high school students, which will be held Thursday. En route to Anchorage tomorrow, the ship will pick up 50 students from Homer and Kenai high schools for a cruise to Nikiski.

During its stay in Anchorage, the 275-man crew will be hosted at various cocktail parties, receptions, sightseeing tours and other activities, including a "host-a-sailor" program to bring the men into Alaskan homes.

A public open house on the ship is set for Friday, from 12:30 to 4 p.m. and 6 to 9 p.m.; Saturday from 9 a.m. to noon and 6 to 9 p.m.; and Sunday from 9 a.m. to noon and 6 to 9 p.m. Bus transportation to the port from the city parking lot at Third Avenue and C Street will be available for 50 cents for adults and 25 cents for children.

The ship is to leave at 9 a.m. Monday to return to her homeport in Portland, Ore.

The ship was launched in 1944. It was one of the first ships to enter Tokyo Bay after the cease-fire. On the way to the Japanese port, the Lind steamed over 100,000 miles, rescued eight pilots, sunk 13 mines, damaged 12 and shot down four enemy planes.

Port of Anchorage Starts 3rd General Cargo Terminal

The Port of Anchorage, Alaska plans to commence construction of its third general cargo terminal this spring. This will be the first phase of a three year \$15 million Capital Improvement Program that will ultimately include a second petroleum terminal and reclamation of 38-acres of additional tidelands for staging and storage of freight.

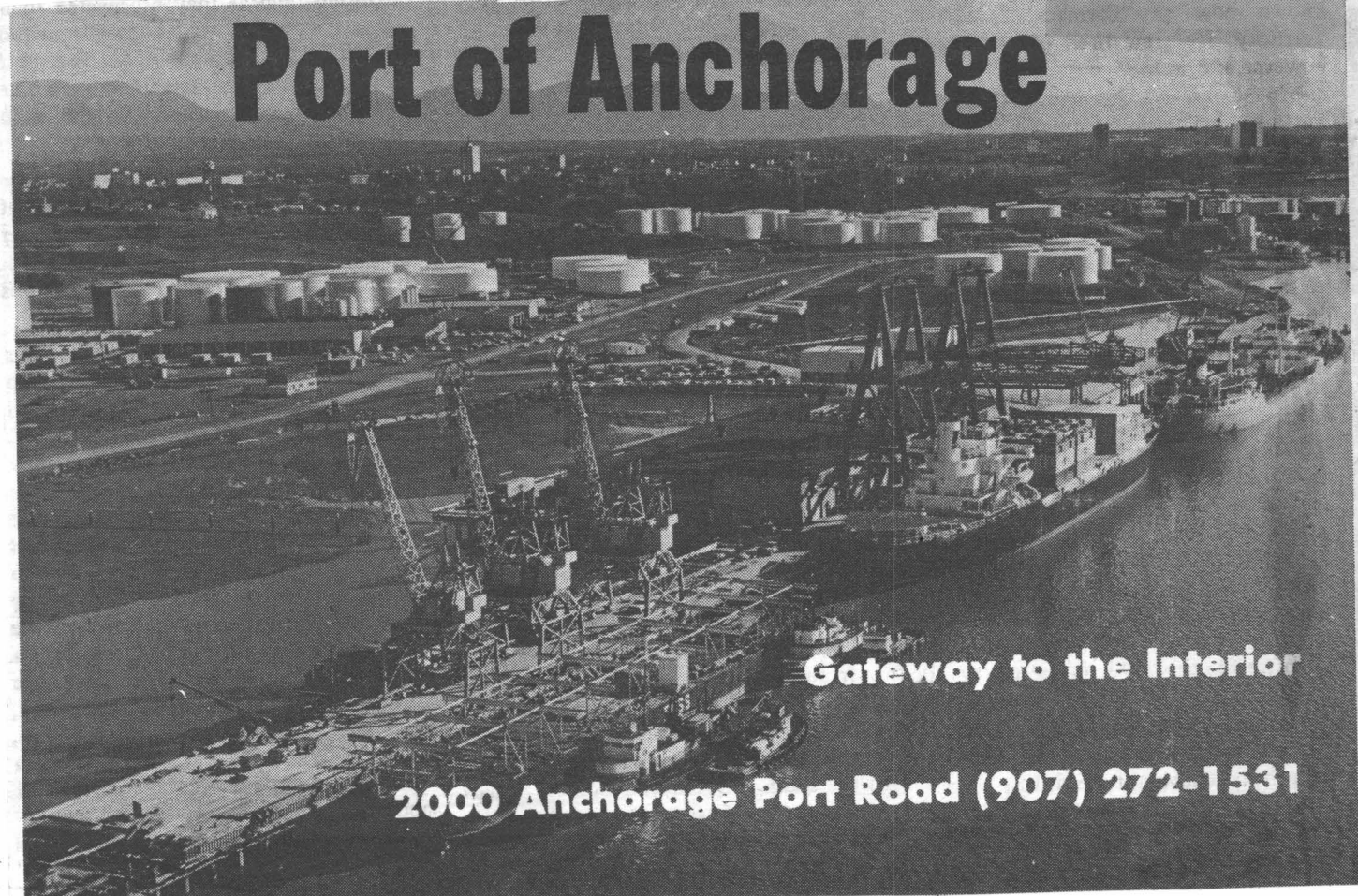
The Port, Alaska's largest and most modern, presently serves approximately 70 per cent of the entire Alaskan population. Container vessels now provide twice-weekly year-round service between Seattle and Anchorage through this always open gateway to the Interior.

Present expansion plans will help keep pace with a burgeoning economy and will enable the Port to play a major role in the movement of materials and supplies to the State's petroleum rich North Slope as those massive producing areas commence the flow of oil to the energy-hungry southern 48 states.

Daily News-Miner, Fairbanks, Alaska

April, 1973

Port of Anchorage



Gateway to the Interior

2000 Anchorage Port Road (907) 272-1531

Packet fit for a horse!

By LARRY MARKLEY
Daily News Staff Writer

Mack K's Namron whinnied mightily and high-stepped it onto Alaska soil Wednesday morning at the Six Bar E Ranch. The big chestnut stallion and five whickering companions had become the first containerized horses to sail into Anchorage.

"He looks in excellent condition," bubbled Miss Virginia Hoffman, 22, who owns Mack K's Namron and who was overjoyed to see him. Probably because he is a Tennessee walking horse, the stallion is nicknamed Tennessee.

TENNESSEE and the other five had arrived from Seattle not long after sun-up Wednesday, aboard the Sea-Land containership Newark. A crane whisked their van from the deck of the ship and onto a flatbed trailer for the 20-minute drive to the Six Bar E south of town.

Miss Hoffman wasn't the only one happy.

Bud Urquhart, Anchorage sales manager for Sea-Land Service, Inc., was. So were a handful of horse people there when the truck pulled up at the ranch. Several area horse-fancier groups have sought such service.

"I'M REALLY pleased with the way the container and the horses looked. There wasn't a mark on any of them," said Frank McQueary, an owner of the nearby Diamond H Ranch where future Sea-Land livestock shipments are to be off-loaded.

On the way down the new Seward Highway to the Six Bar E, Urquhart explained the significance of the moment.

The arrival of the six horses marked the beginning of what he hopes will be a brisk livestock business between Alaska and Seattle for Sea-Land. The expensive, specialized container-van — with separate stalls, rubber floor padding and automatic watering equipment — is the first one based by Sea-Land in Seattle. It was brought from the East Coast.



Daily News: Larry Markley

Two of the six water-borne horses — one with its protective skull cap on — peer from their container-van at the Six Bar E Ranch. They arrived here Wednesday morning.

"I SEE very big possibilities, or we wouldn't have gone to the expense of bringing this thing all the way from New York out here," Urquhart said.

The 1,500-mile trip between Anchorage and Seattle costs \$250 per horse. The same rate applies to cattle.

"I'm sure we will be shipping quite a few cattle in here, too," Urquhart said.

Tennessee and his five friends — outfitted in protective skull caps —

made the voyage from Seattle in 3½ days. The other five were to be reloaded into their van this morning for an additional day's journey to Kodiak, where their new owner is waiting.

Another four horses will be making the return trip to Seattle. The Sea-Land van will hold nine, and Urquhart envisions livestock runs every 10 days.

"There's a large demand really," he said. "Much more than most people think."



HOME IS THE SAILOR

B. L. Wyatt, an employee of Sea-Land Services, feeds one of the six horses that made up the first shipment of live animals ever to come to Alaska via Sea-Land van. The horses traveled in a specially built container which provided automatic feeding and watering. The Alaska Horsemen's Association and the Chugach Range Riders were instrumental in arranging the shipment. Three of the horses will continue on to Kodiak, with the rest going to Diamond H Ranch.

April 26, 1973

4 Anchorage Daily Times

Destroyer To Arrive Wednesday

The United States Navy destroyer Wallace L. Lind is scheduled to arrive at the Port of Anchorage Wednesday after stops in Homer and Nikiski.

The Times incorrently stated yesterday that the vessel was scheduled to arrive here Monday.

Approximately 50 Homer and Kenai high school students are slated to board the vessel by small boat at Homer at 10 a.m. Wednesday and will be let off at the Standard Oil Co. of California's Nikiski dock at 2:30 p.m.

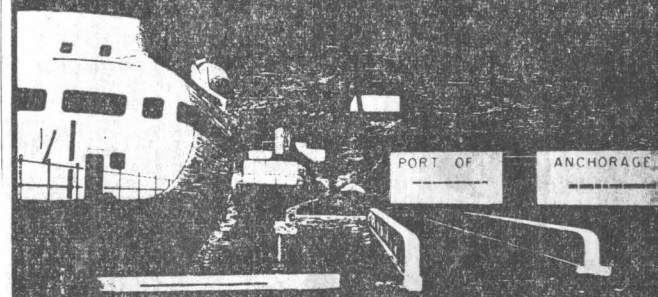
The vessel, which is sailing to Alaska from its home port of Portland, Ore., is scheduled to arrive at the Port of Anchorage at 6 p.m. Wednesday.

After a refueling stop at Nikiski and possibly a tour of the Standard Oil Co. refinery, the vessel will return to Anchorage at 5 p.m.

Open houses are planned May 4-6 at the Port of Anchorage. The vessel will be open to anyone interested in visiting her from 12:30 to 4 p.m. and 6 to 9 p.m. Friday, from 9 a.m. to noon and 6 to 9 p.m. Saturday, and the same hours as Sunday.

The Wallace L. Lind is scheduled to depart Anchorage for her home port of Portland, via Seattle, at 9 a.m. May 7.

PORT of ANCHORAGE



ALASKA'S LARGEST PORT

- Containerized Service
- General Cargo
- Petroleum
- Bulk



PORT OF ANCHORAGE

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