

Third Port Terminal Is Subject Of Vote

Completion of a third terminal at the Port of Anchorage, estimated at \$6 million and scheduled for next year, rests in the hands of city voters who will be asked to endorse general obligation bonds for half the cost, \$3 million, at the Oct. 2 municipal election.

The first half of the project, also costing some \$6 million, was finished this year.

The \$3 million bond issue, if approved Oct. 2, will be matched by \$2,894,000 from the federal Economic Development Administration, which

contributed some \$3 million to the first phase of the project.

Since the opening of the first cargo berth at the port in 1961, vessel calls have increased from 198 to 566 in 1972, a report on port activity shows. Tonnage passing over the port increased from 38,529 tons in 1961 to almost two million tons last year — a vessel call and tonnage increase of almost 5,100 per cent in 11 years.

The report projects a total of 2.9 million tons moving over the docks by 1975, and 6.1 million tons by 1985.

City Manager Robert Sharp

said the need for dock space for general cargo is already evident, and "the North Slope oil development will greatly increase this need."

Just how greatly oil pipeline construction will force expansion of the port has not yet been evaluated, but already the port supplies 80 per cent of the state's population, according to the report.

Completion of the second phase of terminal three, Sharp said, will provide 179 jobs directly connected with the port operation and 447 jobs indirectly connected with it.

Recent economic reports indicate each ton of general cargo through the port generates a payroll impact of over \$110. Based on these statistics, the port report shows 1972 tonnages had a payroll impact of more than \$42 million in the Anchorage area alone.

Slated for the 1974 construction year are completion of the north half of terminal three, a shore trestle, development of industrial and storage yard number three, dredging for the north half of the terminal, and extension of Tidewater Road to trestle number three.

Completion of terminal number three will add 344 feet of docking facility to the general cargo area. Today's port complex is capable of docking three 500-to-600-foot vessels at one time and handling cargo ranging from containers to petroleum to palletized dry cargo.

There are 1,210 feet of general cargo dock plus 612 feet of dock at the petroleum terminal.

Sharp noted that the operation of the port not only provides jobs and has a direct economic impact on the Anchorage area, but "the savings in freight has been a major factor in minimizing price increases in this area."

Anchorage Daily News, Tuesday, October 9, 1973



Henry Pack

A long way from Texas

Seaman Apprentice Bruce McReynolds was a long way from his home state of Texas Monday, as he helped dock the USS Ozbourne at the Port of Anchorage. Working in the city's first snow of the year, the Ozbourne crew took about an hour getting the destroyer tied up in Alaska. Another destroyer, the USS Epperson, stopped at Homer on its way up Cook Inlet. For another picture, see Page 2.

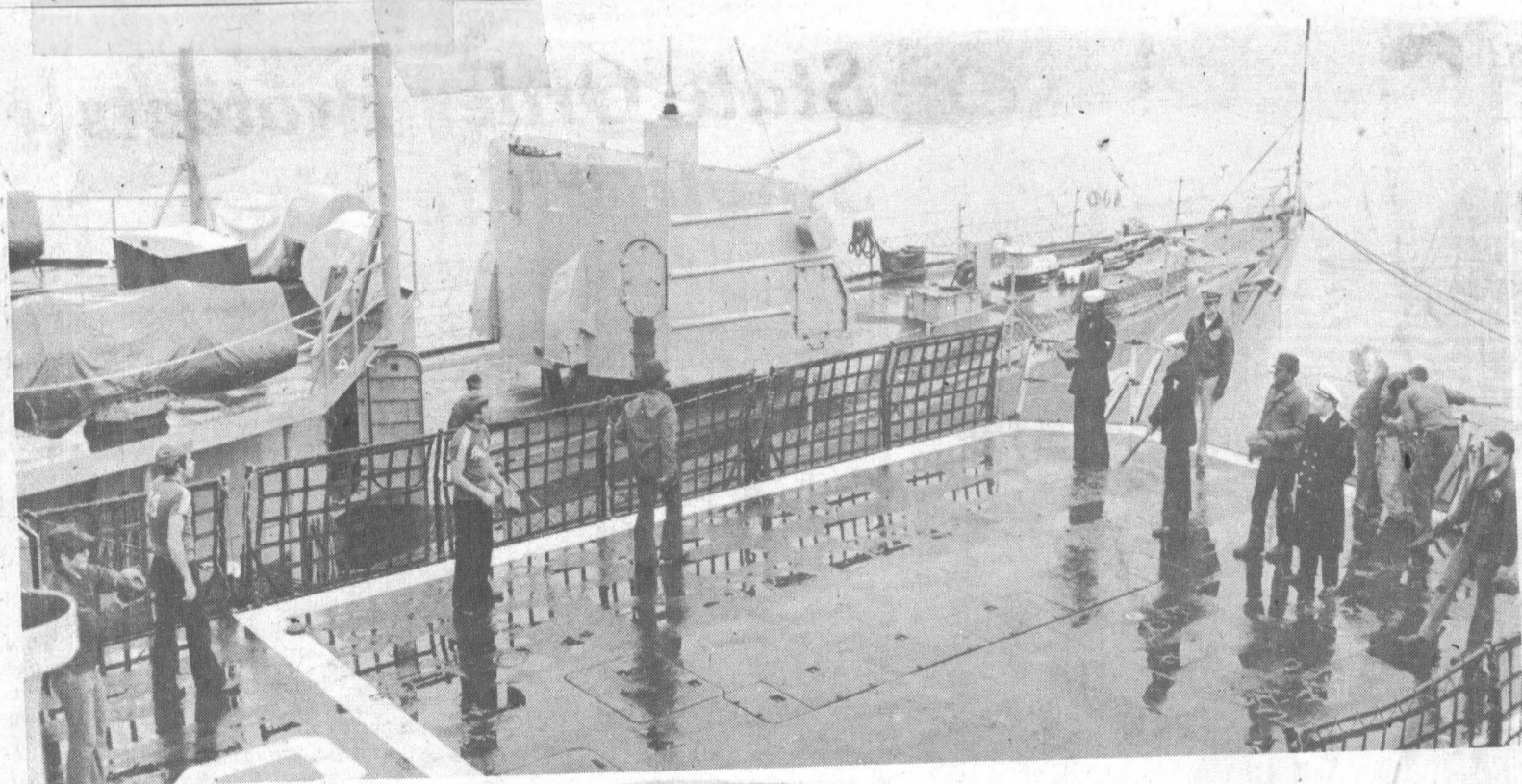
uesday, October 9, 1973, Anchorage Daily Times

Davis To Attend

Erwin Davis, director of the Port of Anchorage, will attend the 62nd annual convention of the American Association of Port Authorities in San Diego, Calif., beginning Sunday.

Davis is a member of the association's board of directors, representing the North Pacific Region.

Tuesday, October 9, 1973, Anchorage Daily Times



SAILORS PREPARE FOR BENEFIT BALLGAME

USS Ozbourne sailors dodged snowflakes this morning to practice up for a baseball game tomorrow pitting them against local sailors. The game, a brainstorm of Lt. Commander Dennis Dadant and Roger Graves of the Armed Services YMCA, will

be at 2 p.m. on the Park Strip. Players will pass a sailor's hat at the game and proceeds will go to the United Fund campaign.

Anchorage Daily News, Tuesday, October 9, 1973



Henry Pack

Navy here to celebrate its 198th birthday

The Navy is celebrating its 198th birthday this week, and as part of the observance, two destroyers will be docked in Anchorage through Oct. 13. Here, the USS Ozbourne arrives to the tune of the Chugiak High School band. There will be open house aboard the Ozbourne today from 2-7 p.m., and during the same hours Wednesday for the Epperson. A "Go Navy" cruise is scheduled Thursday, when both ships will maneuver with guests aboard.

Vice Admiral W.T. Rapp, commander of the U.S. Third Fleet, is also in town for the celebration, and will speak to all Rotary clubs today at noon at the Anchorage Westward Hotel. Rapp will also speak at a Navy League banquet Wednesday at 8 p.m. at the Captain Cook Hotel. The ships are also to visit Ketchikan and Sitka.

2 Anchorage Daily Times, Tuesday, October 16, 1973

Port Panel Sees Bid As Best

The Anchorage Port Commission last night moved to recommend the contract award for phase one of terminal three at the port to the joint venture of General Construction Co. - Swalling Construction Co., the low bidder on the project at \$3,324,756.

The bid was lower than the engineer's estimate of \$3,614,885. The project is 50 per cent funded by a grant from the federal Economic Development Administration, which must approve the award of the contract before it goes to the City Council for its approval.

Construction on the first phase is to begin next spring. A progress report on work related to the construction of the third terminal was presented to the Commission. Yard improvements are eight per cent ahead of schedule, the report shows.

Repairs to marine terminal structures will be completed when minor cleanup is done, and repairs to terminals one and two, damaged earlier this year when a ship collided with the piers, are 28 per cent ahead of schedule with Nov. 15 listed as the completion date.

Only the dredging for the third terminal is behind schedule, the report indicates. Due for completion by Dec. 23, this project is 35 per cent behind scheduled, but port officials said work has progressed to the point that construction of the third terminal can begin next spring.

The dredging has been slowed due to adverse weather conditions, but port officers said the work can be completed next spring without creating delays in other areas.

City voters endorsed two \$3 million general obligation bond issues for construction of the terminal.



Make Room for Progress

An anchorage for the future...

Would you like \$220 million handed to you? That amount came to us last year through payrolls generated by cargo handled at the Port of Anchorage. Ships unloaded here brought better living to Anchorage while serving 80% of the state with the cheapest transportation rates possible. But an expanded dock, causeway, pier, and terminal are vital to satisfy our port needs past 1973. Approval of \$3,000,000 in General Obligation bonds qualifies the Port for matching federal funds. Vote on Proposition No. 1 for phase two of the Port of Anchorage Improvement Project with no increase in taxes.

Community, Commerce, Culture and Communications — the cornerstones to a better way of life!

CITY OF ANCHORAGE
Vote October 2nd!!

Anchorage Times 9/26/73

Anchorage Daily News, Wednesday, December 12, 1973-11

Port trying to reinstate Tustumena ferry service

The Anchorage Port Commission has approved a request asking the state to operate the ferry Tustumena to and from Anchorage this summer.

The move came after Public Works Commissioner George Easley said the ferry would be pulled off the run next year because it was losing money and paralleled a highway.

The Tustumena previously called at Anchorage each Friday and Sunday beginning in late May and ending in late September. From Anchorage, the ferry went to Homer, Seldovia and Kodiak and returned.

Port director Erwin Davis

said the commission feels the service is important to the Anchorage area and that sufficient reasons for removing the ferry have not been given.

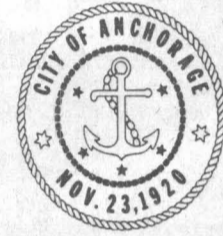
Davis said neither loss of revenue nor the fact that a ferry runs parallel to a highway are unique in the operation of the system.

State Marine Highway reservations specialist Delbert Bradford said if Anchorage is deleted from the Tustumena's scheduled plans call for one trip departing Saturday from Seward to Valdez and Cordova via the Columbia Glacier, then follow the regular Homer-Seldovia-Kodiak route.

Housewife's helper

You probably never thought of it quite that way... but we think you'll agree that any help in the constant battle to stretch the dollar is an enormously welcome one! And that's what your Port of Anchorage does. By providing over sixty percent of Alaska's entire population with the cheapest method of transportation possible, your Port makes a major difference in the price we pay for food, cars, furnishings, gas and oil, and the thousands of other items we use daily. Already this year almost two million tons of cargo and five million gallons of petroleum have come through our Port. The demands are tremen-

dous, and unless we expand our Port now, the capacity of our present port facilities will be exceeded by next year. Then we'll face paying extra costs for our goods as a result of having to route them via more expensive methods. Proposition 5 provides funds to construct a dry cargo berth, a trestle from the north end of the terminal to the shore, and to expand our industrial acreage by reclamation. Remember, the General Obligation bonds on your October 13rd ballot will not increase our taxes!



A Public Service Reminder from the City of Anchorage

Now it's your move...Vote Oct 3!