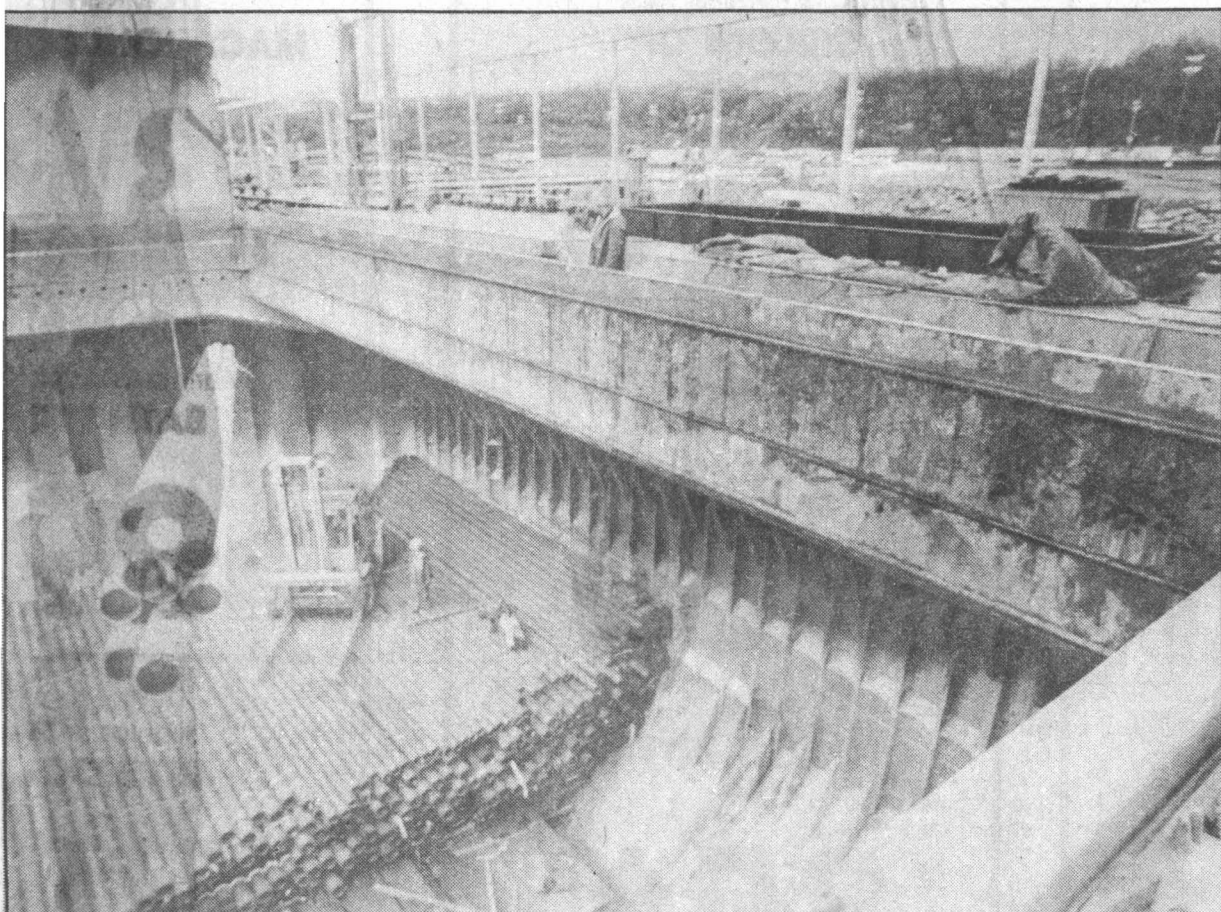


Longshoremen remove pipe from crane sling in preparation for move to Alaska Railroad yards



Big Japanese barge dwarfs big shipment of pipe for North Slope



Bundle of steel steadied for its upward trip from barge

Big shipment of steel goes north for wells

by John Knowlton
Times Writer

Some 4,000 tons of steel pipe and casing destined for the North Slope passed across the docks at the Port of Anchorage this past week.

Part of the steel will go into the first exploratory well to be drilled in the Beaufort Sea since the joint state-federal lease sale last December.

Drilling of the Challenge Island well in the Beaufort is scheduled to begin Nov. 1.

The seven-inch pipe and 9 1/2-inch casing were unloaded from the Japanese vessel Young Scope and put on Alaska Railroad cars for shipment to Fairbanks. From there, the steel will be taken in 180 truckloads up the North Slope haul road to Prudhoe Bay.

The pipe first will undergo gamma ray testing to ensure its strength. The rest of the pipe will be used for further exploration and production drilling at Prudhoe Bay and the Kuparuk oilfield.

Owned by Sohio Alaska Petroleum Co., the pipe and casing are part of some 40,000 tons of oilfield equipment and supplies the firm has had trucked to the North Slope so far this year. A 16,000-ton shipment of additional pipe will arrive at the Port of Seward in January.

Sohio's transportation supervisor Ken Brovald said this week's \$3-million shipment is an average size load for the oil company.

Arnold Polanchek, the railroad's assistant general manager, said oil companies supply about 15 percent of the revenue for the railroad. With oil company support contractors included, some 20 percent of the railroad's revenue comes from the industry, Polanchek added.

The offloading kept 36 stevedores busy for about 40 hours and will require 90 truck drivers to make two trips each to the North Slope. Sohio says the 16,000-ton shipment to Seward will employ about 45 stevedores for a total of 4,050 manhours.

Construction on small boat harbor comes to a halt

By JOHN LINDBACK
Daily News reporter

Construction of Anchorage's first permanent small boat harbor — one of Mayor George Sullivan's Project 80s proposals — has stopped because its private developers have run out of money.

"We did run out of money on it," said Bill Shoephoester, a consultant to the York Steel Co. "York Steel has done what it can with its own resources," he added.

The firm began construction near Ship Creek last spring. It was billed then as the lone Project 80s development under way that did not involve public financing.

Work stopped on the project about two months ago, Shoephoester said.

"It was anticipated (the project) might run out of money but the feeling was to do what can be done," Shoephoester said.

Now the firm is looking for other private investors and is investigating possible state and federal sources of funds, Shoephoester said.

Last year the Alaska Legislature appropriated \$500,000 to the municipality for an Anchorage boat harbor study.

Bev Isenson, Sullivan's Project 80s coordinator, said the city is trying to arrange a contract for engineering studies for the York Steel project with some of those funds.

"It's become pretty obvious there is a (need) for a boat harbor and boat storage. So, we're going to look at the engineering required for that," she said.

In addition, a state bond issue will go before voters in November calling for \$2 million to go to Anchorage for a small

boat harbor. City officials will decide later where to spend the \$2 million if the bond issue is approved, but the York Steel project already has received the endorsement of Mayor George Sullivan.

"That still won't be enough but that'll be a beginning of it," said Joe Fouts, Sullivan's administrative assistant and liaison to the project.

City officials have said the existing Port of Anchorage, located across Ship Creek north of the project, is filled to capacity with no room for expansion. The port offers virtually no provisions for fishing vessels or pleasure craft.

The beginning stages of the port project involved construction of a wharf — an earth-filled land extension reaching 2,000 feet out into Cook Inlet to a low-tide water depth of 35 feet.

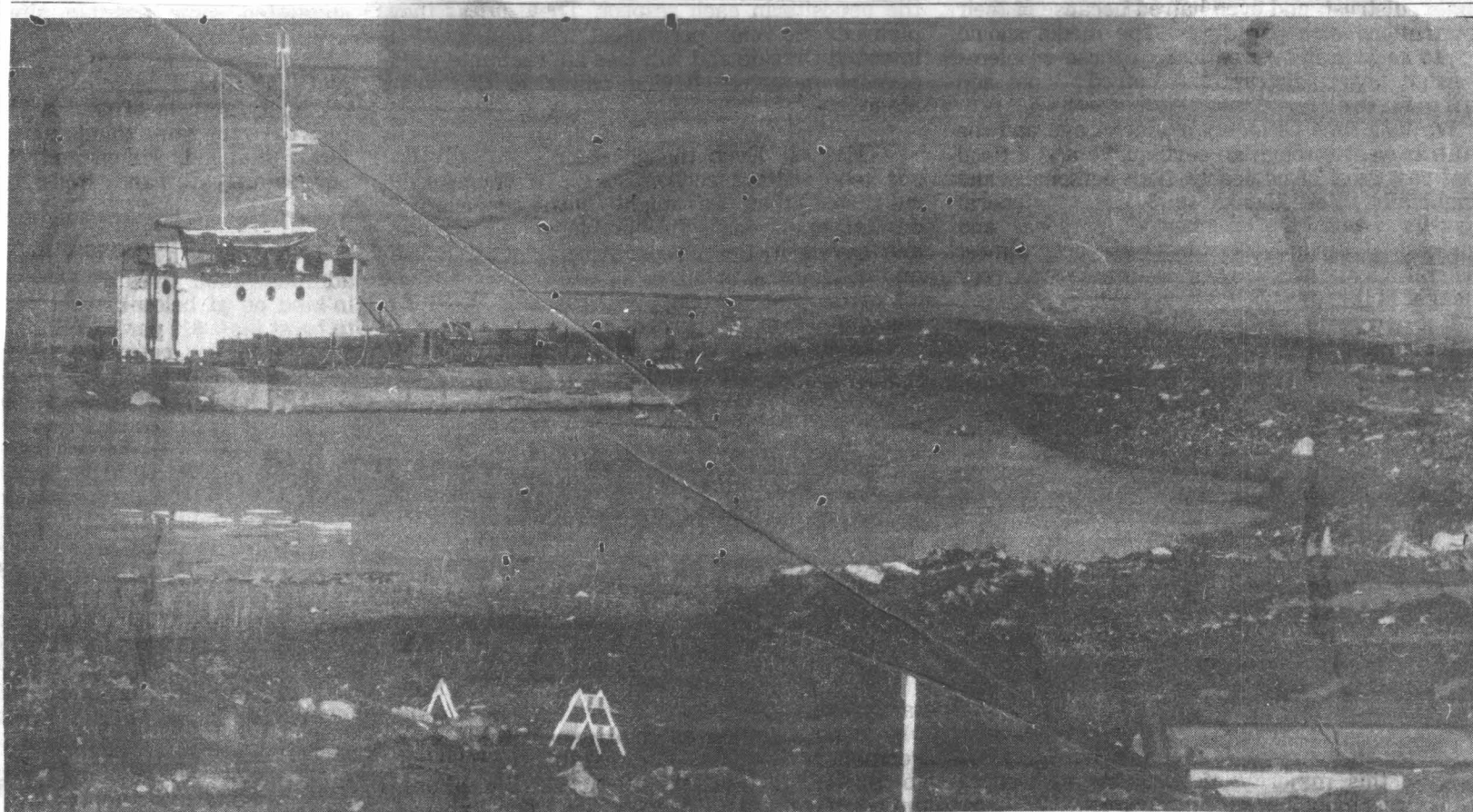
A permit for the wharf construction was granted last fall by the U.S. Army Corps of Engineers. It includes provisions required by the National Marine Fisheries Service to protect the seasonal salmon run up Ship Creek.

The full port development plan by York Steel, estimated to cost \$35 million, calls for such facilities as:

- Portside shops, restaurants and fish markets;
- Daily water-borne transit service by craft serving Anchorage commuters who live on the west side of Knik Arm;
- A small marine park, possibly highlighted by a sea aquarium;
- Daily cruise ship tours of Cook Inlet, and docking that could provide a port-of-call for cruise ships;
- Marine-related service facilities, including ship chandlers, repair shops, harbormaster quarters and a portside office for the U.S. Coast Guard; and
- Warehousing for small boat storage.

Fouts said the city is not interested in participating in all of York Steel's port development plans.

"The part we're primarily interested in is the small boat harbor," he said.



A barge rests near the construction area for York Steel's small boat harbor project — recently abandoned after the company ran out of money for the project. Supporters of a

small boat harbor and port development projects hope a \$2 million bond issue that will go before voters in November will further spur the project.

Assembly vote OKs port security contract

By JOHN LINDBACK
Daily News reporter

A divided Anchorage Assembly voted 6-4 Tuesday to approve a contract for security at the Port of Anchorage.

The \$68,240 one-year contract with Stanley Smith Security will save the city an estimated \$90,000, according to municipal department of transportation figures. It will eliminate the jobs of the five current guards.

The issue became controversial after the current guards lodged a vehement protest over the proposal, contending the action would lessen security at the port.

Port users such as Sea-Land and Texaco wrote letters to assembly members opposing the issue on the same grounds.

Voting for the contract were Carol Maser, Fred Chie, Rick Mystrom, Paul Baer, Ben Marsh and Don Smith. Opposed were Dave Walsh, Joe Josephson, Lidia Selkregg and Jane

Angvik. Gerry O'Connor was absent from the meeting.

Chie and transportation director Jim Dunn both argued the assembly had approved contracting for security at the port in the 1980 budget process.

"Security by contract is common throughout the remainder of municipal government, including Merrill Field, 3500 Tudor Road, warehouses, Municipal Hill Building, Lousac Library, Sydney Laurence Auditorium, City Hall Annex, Water and Sewer Utility and Anchorage Telephone Utility. Conversion of the port merely aligns security with that of the rest of government," according to Dunn.

The guards will not be armed, but the assembly was told by the municipal chief of operations, Ron Garzini, that the Anchorage Police Department was readily available to lend aid in situations where arms are necessary.

Walsh argued against the

contract, claiming a trained and city-hired security force is an asset toward marketing the port.

"When it comes to marketing the port, one of the things I'd like to say is that we have as much security as possible," Walsh said.

The contract was opposed by the Anchorage Municipal Employees Association, represented in negotiations by Teamsters Local 959. John Creed of the Teamsters told the assembly that Stanley Smith guards are underpaid and there is a high turnover rate.

"You're either going to have to pay now or pay later — but ladies and gentlemen, you are going to have to pay," Creed said.

Mystrom argued security would be increased, because the security would cover 104 shifts not covered by the present security force.

The switch is scheduled to take place Nov. 1.

Private firm wins pact to provide port security

by Lyn Whitley
Times Writer

Anchorage port security will be provided by private security guards starting Nov. 1 instead of the municipal guards now patrolling the \$40 million facility.

The Anchorage Assembly voted 6-4 Tuesday to approve a one-year contract with Stanley Smith Security for \$68,240. The contract will save the city \$90,000 a year. It also means the five municipal guards will be laid off work Nov. 1.

At least one port businessman told assemblymen he is not pleased with the new arrangement.

Paul Minor, echoing the sentiments of the four opposing Assembly members, the five municipal guards and a Teamster representative who attended the meeting on the guards' behalf, said Tuesday the contract service will mean less protection in the port area.

"I think there'll be more cases of break-ins, thefts and vandalism," said Minor, manager of Ideal Cement on Tidewater Road near the port.

"The Assembly thinks it's getting the same service for less money and that's not the case."

The municipal guards had patrolled the entire port area, but the Smith guards will stay inside the

fenced port facility.

"That means a majority of the time there won't be an Anchorage Police Department patrol car down there as a deterrent," Minor said.

But Ron Garzini, chief administrative officer for the city, explained that the area is currently part of the police service district and is patrolled on a regular basis.

Teamster Local 959 representative John Creed said the \$4.50 hourly wage paid to the private guards will attract moonlighters with a high turnover rate.

The Teamsters Local 959 represents the Anchorage Municipal Employees Association in contract negotiations. The five municipal guards who will be laid off as a result of the Assembly's action Tuesday are AMEA members.

"You get what you pay for," Creed said. "You'll either pay now or you'll pay later, but I assure you, you'll pay."

Assembly members Dave Walsh, Lidia Selkregg, Jane Angvik and Joe Josephson generally agreed with Creed and voted against awarding the contract. Assemblyman Gerry O'Connor was absent.