

Port Ends Most Successful Year With Eye On Future

By ED ISENSON
Daily News Staff Writer

For the first time in its short history, the Port of Anchorage greeted the New Year with something more than just promises.

IT HAD turned disaster, both literally and figuratively, into success. When the banks closed on Dec. 31, 1964, the port had sufficient funds on hand to pay off its upcoming bond payments and a \$30,000 surplus besides.

Never before has the port sailed so freely toward its deadline of Feb. 15, when the port's bondholders must be paid.

The story of how this happened—in one short year—is a story partly of bad luck and good luck, optimism and risk.

THE BAD luck was the March 27 earthquake which destroyed docks in Seward and Valdez and caused some relatively minor damage to the Port of Anchorage.

It was a combination of good and bad luck which saw the military's petroleum facility put out of commission by the quake.

But the port's success in 1964

is primarily due to the optimism displayed by Sea-Land Service, Inc., of New Jersey which inspired that company to risk an investment estimated at more than \$20 million to institute weekly, year around freight service to Anchorage.

THE OFFICE of Emergency Planning had its hand in the success story too. It made possible the construction of a temporary petroleum dock, built by the Corps of Engineers following the earthquake.

Those two circumstances, the petroleum dock and Sea-Land's decision to sail to Anchorage, wrote the port's ledgers in black ink.

Tonnage through the port increased four-fold—from 197,000 tons in 1963 to 800,000 last year.

THE PETROLEUM dock, plus destruction of tank farms in Whittier and Seward has led to a 200 per cent increase in the size of the tank farm in the port's industrial park. Filling those tanks brought in half of the port's income. Sea-Land brought in the other half.

Just one year ago the port officials and the city administration was searching for a way of paying off bondholders. The port was in danger of defaulting.

Today that worry is forgotten.

MAYOR ELMER Rasmuson has proclaimed this day Port of Anchorage Day.

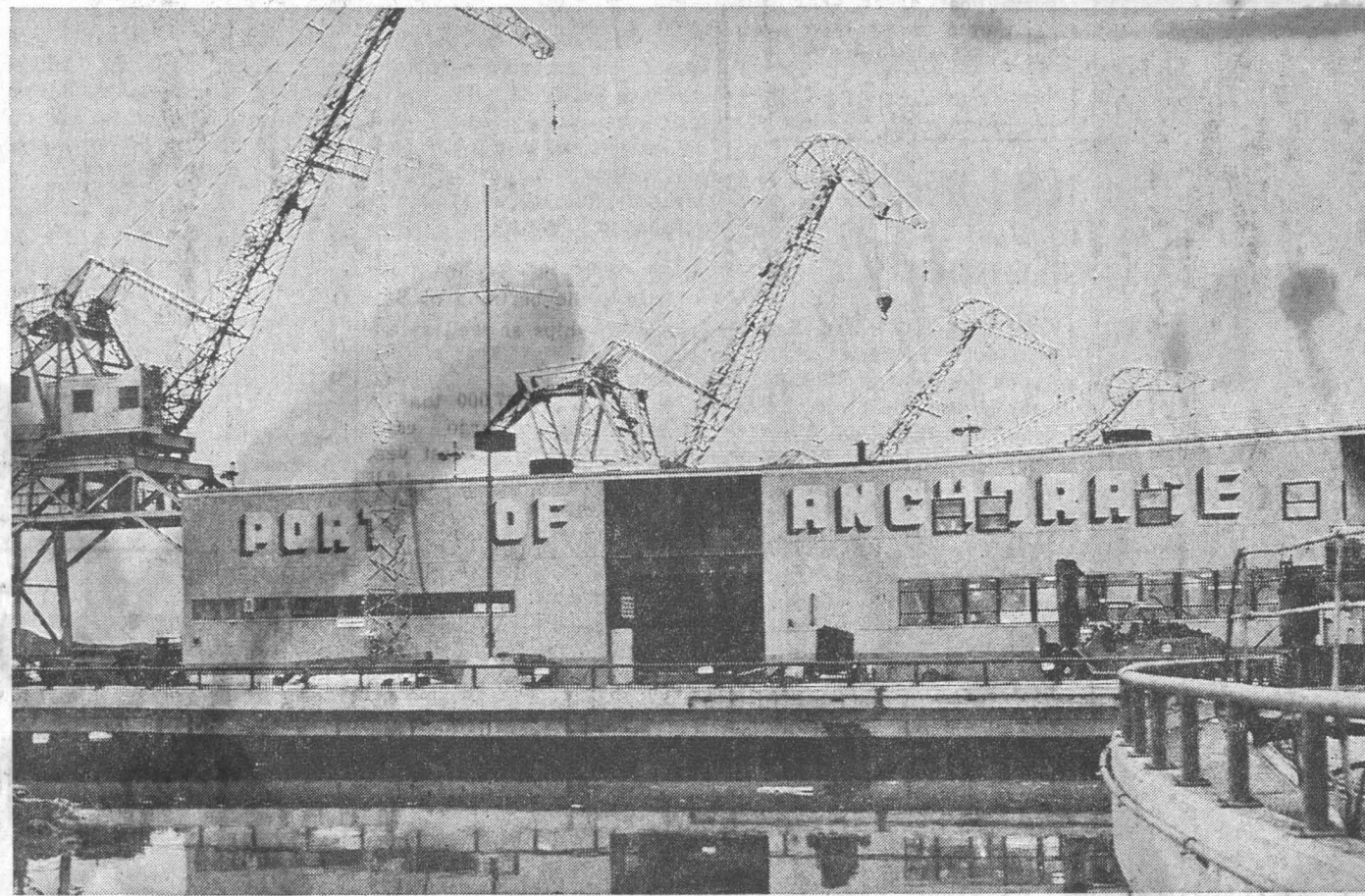
Port Director A. E. Harned will speak at the weekly Chamber of Commerce luncheon, his sights set on the future.

"I maintain 1964 is definitely a financial breakthrough. It is a lasting situation and not a one shot deal," Harned says.

"WE KNOW competition will increase," he says. "But with adequate facilities, the port will not regress."

To Harned, the Port Commission and the City Council adequate facilities mean a \$2.25 million expansion program.

The temporary petroleum dock has been substantially damaged by ice this winter. The damage did not come unexpectedly. The facility was built on an emergency basis.



Port of Anchorage

BUT THE PORT Commission has been working since summer on laying the groundwork for a permanent petroleum installation. It will cost \$1.75 million. Both Harned and the Commission hope to have it completed by freeze up this year.

Although the date has not been officially set, the voters will have their chance to rule on the petroleum dock March 9.

At the same time, the matter of a 150-foot north extension to the dry cargo dock, costing \$500,000, will be decided by the voters.

BOTH WOULD be financed by general obligation bond issues. This means the expansion will be paid from tax dollars, not from port operations.

Whether such a method of financing the expansion is desirable is an academic question. The conditions under which the port's finances are handled were spelled out in prohibitive detail when the original financing was

arranged. And under these conditions, which cannot be substantially altered until 1968, the expansion can only be accomplished through a general obligation bond.

The often expressed feeling among city officials is that the petroleum dock will receive enthusiastic public endorsement. The alternative to the petroleum dock is almost too unpleasant to contemplate, they feel.

HARNED has pointed out that without efficient petroleum dock facilities in Anchorage, airplane fuel, motor fuel, heating oil and all other petroleum products would increase in cost since they would have to be shipped by more costly means.

The argument for the 150-foot extension to the cargo dock is far more subtle. In terms of income to the port in the immediate future, the extension is difficult to justify.

However, Harned and the Port Commission are looking

International Local of Operating Engineers Local 302

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We believe, sincerely, that the PORT of ANCHORAGE has earned the good will of every user of that facility, the largest and most vital transportation facility in Alaska.

Its improvement, through the present plans of the PORT COMMISSION, is vital to the growth and progress of this community, the Rail Belt Area, and all of Alaska. We look forward, with interest and pride, to the early establishment and availability of those expansion plans.

Frank Harris - Wally Martens

Chamber Will Honor Port At Luncheon

The Greater Anchorage Chamber of Commerce will mark "Port of Anchorage Day" at a luncheon meeting today in the Idle Hour Restaurant, Spenard.

Featured speakers will be Capt. A. E. Harned, port director, and Robert Baum, vice chairman of the Anchorage Port Commission.

Baum will review plans for the proposed \$2.25 million expansion of the port this year. The city will seek voter authorization of a general obligation bond issue for that amount March 9.

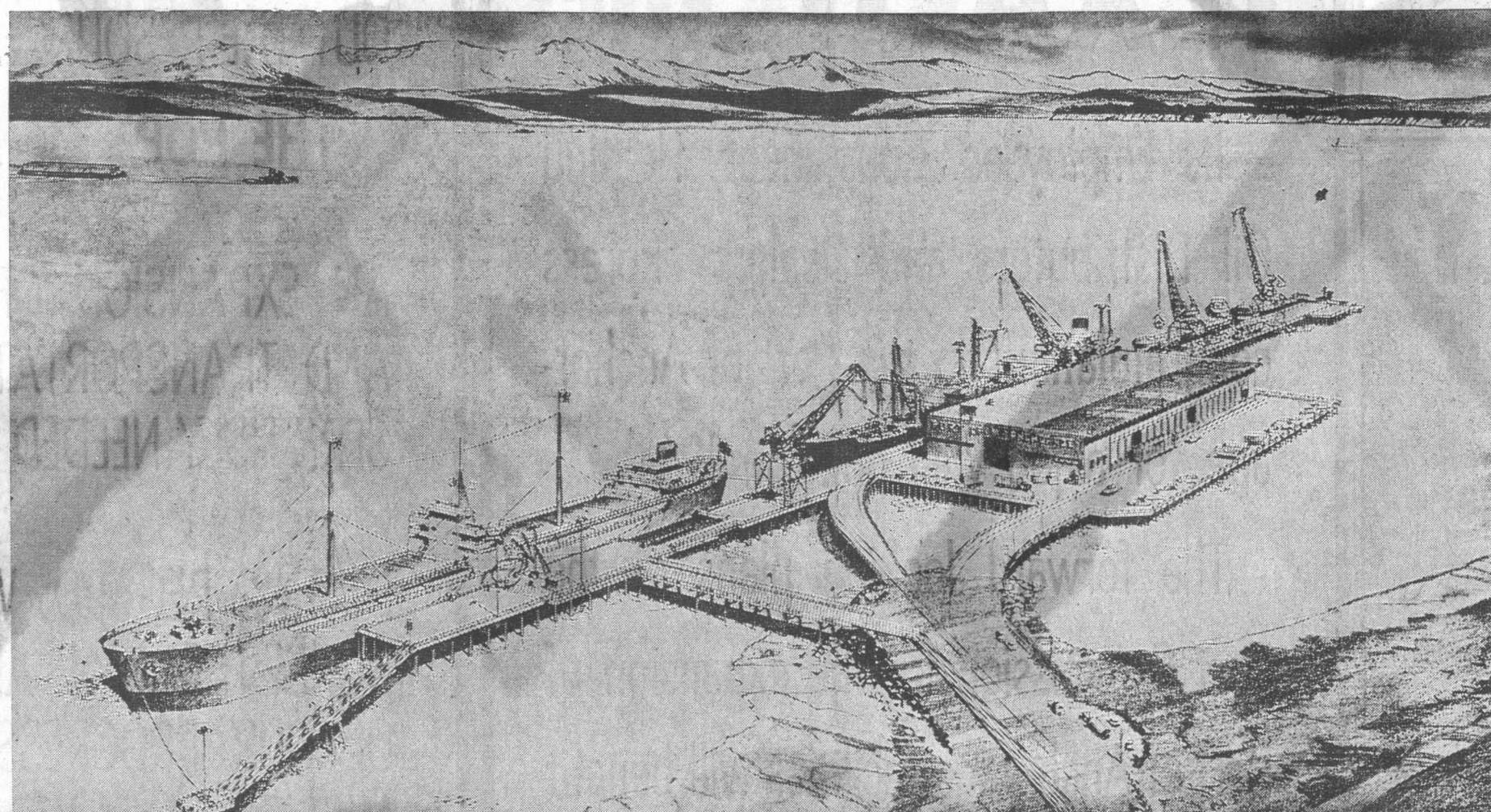
Harned will discuss financing of the expansion and the economic impact of the improvements on the community.

Stimulating Growth and Growing With Alaska



City of Anchorage

THE PORT OF ANCHORAGE



Engineering Concept of Planned Expansion of Dock Facilities at Port

THE 1965 PORT EXPANSION PROGRAM INCLUDES A NEW 600 FT. PETROLEUM DOCK AND A 150 FT. EXTENSION OF THE EXISTING GENERAL CARGO BERTH. THIS EXPANSION WILL PROVIDE AN IMPROVED AND STRENGTHENED LINK IN THE ENTIRE CHAIN OF TRANSPORTATION FACILITIES FOR ALASKA.