

Year Of Success, Expansion Under Way At City Port

Harned Sees Continuing Of Upward Trend

A year of "incredible success" and expansion is underway for the Port of Anchorage, which found its business increasing by leaps and bounds right after the quake.

With the passage of bond propositions in the election this month permitting needed expansion, Port Director A. E. Harned believes the trend will continue upward.

This is the first year in the history of the brief port that business has been in the black.

Anchorage residents voted in a total of \$1,750,000 for construction of a petroleum tanker dock and \$750,000 in bonds for building a 150 foot extension onto the north end of the existing dock.

"This situation is our golden opportunity, and if we do not expand to meet it, all is lost," Harned said. "If the propositions had not passed, we would not have been able to meet the needs and we would have eventually had to forfeit the bonds and lost the port."

Harned expects that in 1965, 900,000 tons of cargo will be handled by the city dock. In 1964 the figure was 800,000 tons, an increase of 820 per cent over 1963.

These tonnage figures do not include cargoes coming across the private Hinchey, Anderson and Permanent docks.

The Anchorage port was completed in 1961 and handled 38,000 tons its first year of operation, which was far below forecast tonnages in previous studies. Within four years cargoes had increased to 160,000 tons of general cargo and 4,818,000 barrels of bulk petroleum products. This cargo produced gross revenues of \$836,000 and a net income of \$165,



BUSY PORT OF ANCHORAGE TO EXPAND

Approval by city voters of bond issues earlier this month will permit expansion of the busy municipal Port of Anchorage. The port is completing a year of success and expansion and Port Director A. E.

303, in contrast with the \$96,600 deficit during the first year of operation.

This big growth is due to the fact that following the earthquake all companies moved their facilities here and all petroleum products for the rail belt area are now discharged here, and also to the fact that Sea-Land began weekly service with its big ships.

With its big ships with 10,000 horsepower engines, Sea-Land was able to come in all winter without trouble, a new thing in Anchorage port history. Previously shipping had relied on

tugs or barges with 3,000 horsepower engines.

Just a few weeks ago Sea-Land put a third ship on the run and will literally spend millions of dollars on additional facilities, Harned said. They are leasing five to nine additional acres in the industrial park and building a three-quarter million dollar truck terminal, besides buying additional trucks and other rolling stock. "All this makes better, cheaper transportation for the entire rail belt," Harned said.

This past year the dock was seriously congested, to the ex-

Harned believes the trend will continue upward. Approved by the voters were funds for a \$750,000 150-foot extension on the north end of this existing dock and a new \$1,750,000 petroleum tanker dock.

in excess of \$2½ million annually, serving industries generating annual payrolls amounting to \$10 million.

"Federal government reports state that indirect benefits to a community are over twice the direct payroll, based on the fact that wages are being spent locally for rent, house payments, groceries, clothing and other necessities," Wallace E. Martens, commission chairman, said. "This means that each waterfront job creates an economic condition equivalent to one additional job in the city. On this basis the Anchorage water-

front supports 12,800 dependents in our area."

Harned said that he has recently been quoting statistics from an issue of the magazine Pacific Shipper, to the effect that the Anchorage port handles more goods than any other port in Alaska, if petroleum products are included, although in dry cargo handled, Whittier, Seward and Anchorage are about equal.

An important part of the area is the port industrial park, created in 1964 to assure orderly development of the city's 90 acres of waterfront property bordering the dock.

Since 1961 industry has spent more than \$5 million dollars in developing this area, and since the earthquake, the oil companies have increased their facilities by 290 per cent. That industry has 582 employees with a \$5.2 million annual payroll and the total civilian and military capital investment to maintain and run storage and distribution plants is nearly \$25 million, according to the commission report.

Two oil companies, a petroleum jobber, a shipping company, and an import-export company have leased and developed 31 acres, with an additional 10 acres now under lease or option for future development. A bonded open storage yard is now available to customers of the municipal terminal, with bonded warehouse facilities planned for this year.

The city dock is a modern steel and concrete structure, equipped with four gantry cranes. On the pier is a 53,000 square foot steel transit shed, sprinklered and heated. Right now the pier is 600 feet long with a 46 foot wide apron and two rail tracks for direct loading. Also, marginal tracks are provided on the 75 foot apron at the rear of the transit shed for loading cargo to beyond points.

In addition to the four cranes at dockside, mobile cranes with lift capacity up to 100 tons are available on request. Tugs are available, and two stevedore companies located here have gangs available upon four hours notice.

The history of the city dock stretches back 50 years, with the Lathrop dock constructed in 1915 just west of the present Alaska Railroad terminal building. A port commission was appointed in 1946 to establish municipal port facilities. In 1954, Anchorage residents authorized \$2 million in general obligation bonds for port improvement, and in 1956, \$3.8 million in revenue bonds were issued for construction of a single berth pier. The city dock was completed in 1961.

A recent feasibility study indicated that by 1966 the port will be priming the local economy with direct and indirect benefits of over \$20 million annually.

Although earthquake damage at the dock was light, Harned pointed out that "we could not have swung right into operation as we did without the immediate help of the Corps of Engineers. We had one great failure, which they filled in for us, and they bulldozed another eleven acres for us in the industrial park, making ready for added petroleum facilities."

The dock, which successfully weathered the fire hazards of those first few days when inlet waters were oil-covered, handled its first ship within three days after the quake.

"We had a lot of good luck," Martens said. "None of those big cranes fell into the water, for instance." Other members of the unpaid port commission are Robert Baum, vice chairman, William Besser, Larry Landry and Virgil Deane.

3/20/65 TRAFFIC WORLD

Anchorage Port Improvement

Voters in Anchorage, Alaska, have approved a \$2.4 million general obligation bond issue to finance construction of a tanker berth and a 150-foot extension of the city dock to replace a temporary dock built after the 1964 earthquake.

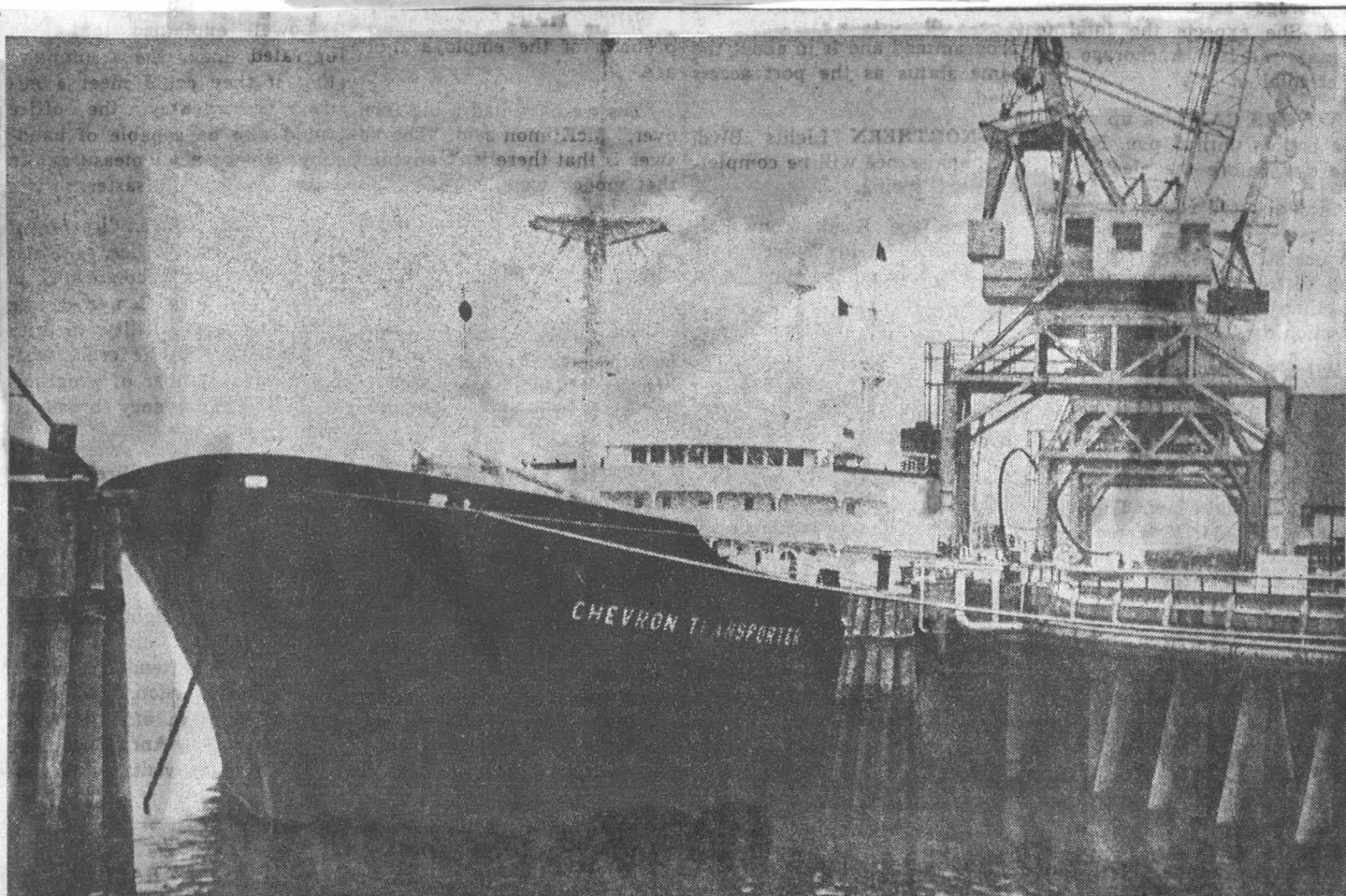
"We expect a minimum of 52 tankers and 48 dry cargo ships during the next seven months," A. E. Harned, port director, said.

Anchorage Daily News, Saturday, March 27, 1965 — 9



Oil business for the port

2 — Anchorage Daily News, Thursday, October 29, 1964



IT'S TOO BIG. The oil tanker Chevron Transporter is too big to use the port's petroleum-oil-lubricant facility, so the 625-foot ship — seen here through the haze of yesterday's

snowfall — tied up to the dry cargo berth to unload its 210,000 barrels of jet fuel. It is the largest vessel ever logged into the Port of Anchorage. (Daily News photo)

Alaskan



Transporter

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THE PORT OF ANCHORAGE NEEDS MORE ROOM TO HANDLE THE GROWING VOLUME OF FREIGHT

A NEW BULK PETROLEUM DOCK IS NEEDED AND QUICKLY -- AN EXTENSION OF THE REGULAR DOCK IS A MUST IF THE PORT IS TO CONTINUE ITS SPECTACULAR GROWTH. IT LOST BUSINESS LAST YEAR BECAUSE IT COULD NOT HANDLE MORE.

IT IS IN THE BEST INTEREST OF THE TRUCKING INDUSTRY TO SUPPORT THESE EXTENSIONS -- AND THOSE OF ALL DOCKS OPEN TO USE BY TRUCKS -- BY VOTING FOR THE BOND ISSUES. TRUCKERS SHOULD VOTE FOR THE BOND ISSUES AND PERSUADE AS MANY OTHERS AS POSSIBLE TO DO SO ALSO.

"I believe our membership is well aware that the Port of Anchorage is nearly four years old.

In 1963, the berthing facilities were barely adequate to handle shipping; consequently, the Port Commission instigated plans to enlarge its municipal terminal.

Then after the great Alaskan earthquake, the tank storage capacity of the four oil companies was increased 290 per cent.

If construction of a petroleum dock was needed in 1963, we can all imagine the requirement now that all military and civilian petroleum products for the entire rail belt area comes through the Port of Anchorage.

Therefore, a new tanker dock is planned at a cost of one and three quarter million dollars and will be located between the City dock and the old Ocean dock. In addition to the petroleum dock, the Port Commission also realized that more berthing space was necessary for other than tankers; consequently, an extension of the City dock to the north for approximately 150 feet with a truck turn around allowed is planned.

This will enable the supply boats and other small vessels to obtain berthage which they were unable to do in 1964 nor will they in 1965. Accordingly, the port lost most of this business in 1964 because of inadequate berthing space. Approval of the 3 quarter million dollar bond issue for the north extension will bring most of this business back and will enable the State ferry to maintain a regular schedule which it could not in 1964.

(continued on Page 3)



The Trucking Industry is the Right Arm of Alaska



THE PORT OF ANCHORAGE NEEDS MORE ROOM TO HANDLE THE GROWING VOLUME OF FREIGHT (Continued from Page 1)

Although the revenue from each of these two new facilities will exceed the actual costs (less than \$140,000 per year), unfortunately these revenues cannot be used to pay for the proposed bonds. The trust agreement for the extended revenue bonds (which were paid for out of 1964 income) requires that a reserve fund be built up prior to obtaining revenues on capital improvements. Consequently, general obligation bonds with payment from the general funds will be required.

It must be pointed out that these two bond issues totaling 2 1/2 million dollars will be responsible for incomes from payrolls exceeding three million dollars per year with total direct and indirect benefits to the City of Anchorage of nearly ten million dollars a year.