

# PORT'S GROWTH TIED TO OIL

Anchorage Daily News, Wednesday, August 18, 1965 — 3

## Local Firm Named Consultant To Port

For the first time, a local firm has been named as consulting engineer for the Port of Anchorage.

**THE FIRM** of Lounsbury, Sleavin and Kelly was tentatively awarded a three-year contract in a special meeting of the Port Commission yesterday morning.

Terms of the contract call for \$3,500 per year for the services with a clause allowing for adjustments after the first year not to exceed 15 per cent more or less, Wally Martens, chairman of the commission said.

Until now, the Seattle-New York firm of Tibbets, Abbott, McCarthy and Scranton had the port engineering contract.

**THE PORT** Commission has for several years thought of contracting a local group as consultant engineers, but this is the first time the commission has found an Anchorage firm to be qualified for the job, Martens said.

Certain standards for an engineering firm have to be met under the commission's trust agreement with the Seattle First National Bank which financed the \$8 million port project in 1960, he said.

The TAMS engineering company has been paid \$4,000 per year to handle Port of Anchorage engineering studies.

**CAPT. A. E. HARNED**, port director, said the contract with the local firm calls for it to be present upon request at Port Commission meetings and at City Council meetings.

"We've wanted for some time to have local engineering consultants. We thought it would be more economical and more efficient," he said.

The first project of the Lounsbury, Sleavin, Kelly would be the proposed north extension of the port, Martens said.

**TUESDAY** the contract will be submitted for approval by the City Council.

Also, the new consultant firm will have to be approved by a trust officer of the Seattle First National Bank, Harned said.

Hewitt Lounsbury and Associates have operated in Anchorage since 1949 and the Lounsbury company merged with the Sleavin, Kelly firm in April of 1964.

Anchorage Daily Times  
Wednesday, Aug. 18, 1965

## PORT DIRECTORS PICK NEW CONSULTING FIRM

Harned Wins Approval To Attend Two Port Conventions In October

The Port Commission has recommended that the 1966 contract for a port consulting engineer be awarded to the firm of Lounsbury, Sleavin, Kelly and Associates of Anchorage.

The new contract will be for \$3,500, with a provision to review actual costs after one year and adjust the price if necessary within a limit of 15 per cent above or below the present figure.

Until Dec. 31 the New York firm of Tippetts-Abbett-McCarthy-Stratton is contracted to act as port consulting engineer, at \$4,000 per year.

Both the City Council and the First National Bank of Seattle, trustee for port bond holders, must approve the recommendation before it becomes effective.

Meeting in luncheon session Tuesday, the commission reconsidered a split vote of the previous evening and voted unanimously to authorize Port Director A. E. Harned to attend two conventions in October.

Chairman Wally Martens, Robert Baum and William Besser blocked the convention request Monday, but reversed their votes Tuesday.

"With construction and bond activity going on, we will be short one arm," Baum said.

Martens agreed that the port director would be leaving at "a critical time. But if he wants to go and take the responsibility, then he can go."

City Manager Robert Oldland defended the authorization. "If you can't give key people vacation time then it is time to start enlarging the staff under them," he said.

The commissioners all agreed with Oldland when he pointed out that "any time would be a bad time to go."

Harned, a director in the American Association of Port Authorities, was authorized to attend the group's 54th annual convention in Norfolk, Va., Oct. 10-14, and follow up by attending a meeting of the Inland Empire Waterways Association in Seattle Oct. 17-19.

A total of \$840 was allotted for the two conventions.

Anchorage Daily Times  
Saturday, Aug. 14, 1965



## STEEL PIPE SWINGS DOWN

The Sakishima Maru, a ship of the Japanese "K" line, is making its first call at the Port of Anchorage. After unloading some 2,000 pounds of steel pipe, the ship is scheduled to return to her home port of Kobe, Japan, according to her captain, T. Mizutani.

## BOTTLENECK BROKEN AT ANCHORAGE PORT

Port of Anchorage officials breathed a sigh of relief when the ship Sakishima Maru slid up to the dock and began unloading cargo Friday.

Since Aug. 4 the berthing schedule has been in something of a tangle. The Sakishima Maru finally untied the knot, putting things right so that the Sea Land ship Seattle, with preferential berthing, will get in on time Sunday.

The tangle began when a Military Sea Transport Service

tanker due in on Aug. 7 came chugging up the inlet on Aug. 4. The ship was three days ahead of schedule and 18 miles ahead of the Sea Land ship Summit.

The Summit does not have preferential berthing, and lay anchor to wait for the tanker to unload.

That began a run of early arrivals and other complications that left as many as two ships at a time waiting at anchor while another unloaded at the dock.

Port Director A. E. Harned commented that all shippers were notified by letter some time ago that with the exception of two Sea Land ships, berthing is on a first come, first served basis.

"But we were sweating it for a while," he added.

For the moment, Harned observed, the oil ships, cargo ships and barges are all moving in order again.

"But this all goes to prove what I have been saying all along: the port needs more berthing space," the Port Director said.

Men were working most of the night to unload another ship before the Sakishima Maru got to the dock, he said, "and now, I think we'll come out smelling like a rose."

Anchorage Daily Times  
Wednesday, Aug. 25, 1965

## COUNCIL SETS STUDY OF PORT EXPANSION

The City Council will hold a special meeting tonight to review points to be considered in a study on possible expansion at the Port of Anchorage.

Rough estimates set the expansion cost between \$4 million and \$6 million.

The council will consider factors involved in a five-year forecast of import and export tonnages, tonnage revenues, physical requirements of the port and an analysis of methods of financing the port expansion.

Also under consideration will be a feasibility study for financing work on the Port Industrial Park.

The port expansion feasibility study will be necessary to determine the amount of bond money needed for the project.

The council called for tonight's meeting at Tuesday's council session when it also: Granted parking and setback variances to permit the construction of the First Baptist Church at 10th Avenue and L Street.

Agreed to establish an organization of builders, realtors, financiers and others interested in zoning to review the new zoning code and suggest modifications to facilitate development.

Told a representative of Wonder Park home owners that the city would sever the area if the area annexed.

Established a watershed area outside the city by emergency ordinance, restricting land uses in the area.

Authorized application to the Housing and Home Finance Agency for \$33,955 in assistance to purchase the Hillstrand property as part of the city's Green Belt.

Passed a resolution setting the general municipal election for Oct. 5.

Held up a bid award on the purchase of 5,000 telephones until a post-bid conference is conducted.

Anchorage Daily News, Tuesday, August 31, 1965

## Port Commission Seeks Tustumena Stop Locally

State ferry service to Anchorage in 1966 will be sought by the Port of Anchorage on a break-even basis, the Port Commission decided last night.

Port Director A. E. Harned was instructed to negotiate with state officials to find if ferry service to Anchorage, which was discontinued last fall, can be re-established.

He indicated that any loss would have to be assumed by the state.

Harned said that the city lost about \$100 per voyage during the weekly five-month appearance of the ferry to Anchorage last year.

The port director also said that he would send a letter to the local Longshoremen's

Union to find what costs would be involved if the state ferry tied each week in Anchorage. He said that the operation need only take four hours.

Harned emphasized that the ferry visit to Anchorage would be an economic gain because of the possible freight and tourism transportation which would be brought to Anchorage.

Commissioner William Baum said that he believed the ferry should be utilized for Anchorage's expanded tourist trade in other ways as well. He explained that short excursions throughout the Cook Inlet probably would be a welcomed attraction.

Baum asked that the Anchorage Chamber of Commerce study the matter further.

In other Port Commission action, a vote on the proposed natural gas conversion of port installations was postponed to allow oil concerns to offer comparative operation figures.

Commissioner Virgil Deane indicated that he was against any conversion of port facilities. He said that he believed the commission already had decided in favor of the gas conversion and that postponement of a vote was unnecessary.

However, Deane, a sales manager for Standard Oil of California, was instructed by the commission to gather comparative oil operative figures.

Port commissioners also approved a 20,000 square foot property rental to the Western Offshore Drilling and Exploration Company at eight cents per foot.

## Chairman of Port Attacks Whittier Pipeline Project

Alaska will become "a great petroleum development area" in the future, Mayor Elmer Rasmuson told members of the Anchorage City Council and the Port Commission last night.

Rasmuson, chairman of the board of the National Bank of Alaska, said he is "completely satisfied" that such development is in the state's future.

Rasmuson said petroleum development, while it would aid Anchorage, is of concern to a larger area.

"WE'VE GOT a stronger argument than just to protect the Port of Anchorage," he said.

The mayor's statement came as councilmen and commissioners mulled over information they want included in a port expansion feasibility study.

The council has authorized the city manager to sign a \$3,000 contract with Lounsbury, Sleavin, Kelly and Associates to make the study which is scheduled to come to the council and commission on Sept. 1.

**THE MAYOR** called for public opposition to construction of the proposed military pipeline from Whittier to Anchorage.

He termed "illogical" construction of a pipeline to bring outside fuels into the area and said a petroleum pipeline from Nikiski or the West Forelands "makes more sense."

Rasmuson told council and commission that he understood the pipeline proposal has been withdrawn by the military for one year for study and urged that the city discover whether or not the military planned to resubmit its request.

"We should take a strong stand against it — we should be refining at least jet fuels in Alaska," he said.

**WALLY MARTENS**, commission chairman, hit out at what he called a "tendency to play footsie" with the military over the pipeline. "Our problem is to try and stop the pipeline," he said.

The council instructed that the feasibility study include a realistic projection of tonnage which could be anticipated in the port and the effects of Valdez, Seward and other area ports on the local operation.

Reminding the council that Sept. 14 is the last date an issue can be placed on the Oct. 5 ballot, city manager Robert Oldland suggested that the council consider this action either Sept. 7 or 14.

Anchorage Daily Times  
Tuesday, Aug. 31, 1965

## Tustumena Return Eyed By Port Group

A scheme was advanced Monday night under which the state ferry could again come into the Port of Anchorage in 1966 at no cost to the port.

The Port Commission authorized Port Director A. E. Harned to attempt to work out the arrangement with the state and the longshoremen's local.

Under it the crew of longshoremen required to handle the ferry would be reduced from five to three and port time for the vessel would be held to four hours.

Harned said in the past longer stays by the ferry Tustumena and a five-man longshore crew left the port paying out about \$100 each time the ferry docked.

With the changes, the port would be able to sustain the ferry system at a break-even cost, he said.

Under the proposed plan additional costs above four hours would be picked up by the ferry system.

The commission agreed that the tourist possibilities of ferry runs to Tyonek and among the oil drilling rigs in Cook Inlet should be explored by the Greater Anchorage Chamber of Commerce tourist committee.

In other action, four members of the commission expressed with almost testimonial fervor their conviction that the port terminal heating system should be changed from oil to natural gas.

Later, after the arrival of Commissioner Virgil Deane, sales manager for Standard Oil, the commission voted to table the conversion question for two weeks.

Dean questioned the validity of cost figures believed to have been supplied by Anchorage Natural Gas although no one was sure of their origin. Dean requested time to have an analysis conducted by the Oil Lease Institute.

A 20,000 square foot property rental to Western Offshore Drilling and Exploration Company at eight cents a square foot was approved.

2 Anchorage Daily Times Thursday, Aug. 26, 1965

## Oldland Opposes Whittier Pipeline

City Manager Robert Oldland today added his challenge of the proposed military petroleum line from Whittier to Anchorage to those made Wednesday night at a special City Council meeting.

"I question the necessity of constructing a \$6 million pipeline to bring petroleum products from Whittier to Anchorage when military ships could come up Cook Inlet and store petroleum cargo in tanks near the port," Oldland said.

He noted that military ships were operating in the port in December of last year, "so the idea can't really pose much of a problem."

The council Wednesday approved the initiation of a \$3,000 feasibility study on the expansion of the Port of Anchorage.

Oldland's remarks supplemented critical comment of the Whittier pipeline made then by Mayor Elmer Rasmuson and Port Commission chairman Wally Martens.

Consideration was being given to possible petroleum supply activities that would affect the development of the port.

Rasmuson called for public opposition to the proposed Whittier pipeline, which he said he understood the military has withdrawn for a year.

"We should be refining at least jet fuels in Alaska," Rasmuson said.

"Our problem is to try and stop the pipeline," Martens said. The council agreed that the port expansion feasibility study should include consideration of possible effects of the pipeline and the effects of a growth in shipping activity in other Alaska ports.

The firm of Lounsbury, Sleavin and Kelly and Associates will make the study, due for presentation to council and the commission on Sept. 1.

The study will determine the exact amount necessary for a port bond proposal planned to be put on the Oct. 5 ballot.

Estimates now place the figure between \$4 and \$6 million.