

# Port Of Anchorage Orders Immediate Boost In Rates

## One-Third Hike In Docking Fees Among Changes

The first comprehensive revision of the tariff schedule for the Port of Anchorage in its five years of operation, including a one-third rate increase on docking rates, became effective today.

Also included in the new schedule are a new sliding scale for wharfage rates for vehicles and changes in the service charge rate according to the type of trade.

The rate change for docking vessels is "in line with rate changes in rates along the west coast," Port Director A. E. Harned said.

It will mean an average increase of about \$40 per 24-hour period for ships docking at the port, or approximately \$2,400 more in revenue for the port in a year.

The sliding scale for vehicle wharfage rates provides lesser rates for heavy vehicles than the old flat rate of \$2.50 a ton, he said.

The new rate moves from \$2.50 a ton for vehicles under 10 tons to \$1.50 a ton for vehicles over 40 tons.

Service charge rates are now grouped into three classifications: coastal trade, intra-Alaska trade, and foreign trade. Coastal trade rates remain the same as under the old schedule, Harned said. Intra-Alaska rates have been reduced by 25 cents a ton.

Inbound foreign trade rates have been increased by 20 cents a hundred pounds, he said.

"To encourage exports from Alaska to foreign countries, we have reduced the export rate on foreign trade by 25 cents a ton to 75 cents a ton," the port director said.

All references to handling charges have been deleted, he said. All handling is now done by stevedore companies.

Handling services were provided by the port until May 1964.

Harned notes that the section on the Alaska State Ferry includes the same rates as 1964, but "we feel there will be some amendments to encourage the ferry to come to Anchorage."

The new, 26-page tariff schedule has been given an improved format and a more comprehensive index, the port director said. Also included are four pages of definitions of items mentioned in the publication.

Copies of Terminal Tariff No. 1-A for the Port of Anchorage may be obtained without charge by writing Box 400, Anchorage.

## Rates Go Up At City Port

PORT OF ANCHORAGE rate charges were changed, effective today, under the first comprehensive revision of its tariff schedule in five years. The details top the news on Page 2.

Anchorage Daily News, Saturday, September 4, 1965

## New Situation Supports Pipe

A new military contingency — supporting construction of the Whittier-to-Anchorage pipeline — has developed recently, the Daily News has learned.

Congress eliminated funds for the pipeline from the military's budget this summer and directed that additional study of the project be made.

The new condition, it is claimed, developed after information had been presented to the Senate Armed Services Committee in hearings prior to the budget cut.

Evidently the military feels that the need for the pipeline, which would bring fuel into Anchorage from the Prince William Sound port of Whittier, is greater than before.

THE MILITARY has agreed to brief Sen. E. L. (Bob) Bartlett, D-Alaska, on the situation, according to Hugh Gallagher, assistant to the senator.

Bartlett was one of several persons active in having the pipeline item taken from the military budget pending study.

Just what the new developments are, the military will not say.

EVIDENTLY PRESENT conditions are such that alternate methods of financing the pipeline are being explored.

The Daily News learned from a reliable source that these alternatives include the Public Works and Economic Development Act of 1965.

Gallagher said last night that Congress has authorized the expenditure of funds under this act but has not yet appropriated any money.

HE SAID he personally doubted that public works funds could be used for military construction.

The Public Works and Economic Development Act of 1965 provides for foreign grants and loans to aid in financing public works and development facilities.

Port of Anchorage authorities, who have long expressed concern over the impact the proposed Whittier-to-Anchorage pipeline could have on the local port, have asked to be informed on the present status of the pipeline.

A. E. HARNED, port director, has requested that Col. James Shaver, military liaison officer to the port commission, give a verbal report on the pipeline at the group's Sept. 20 meeting.

Shaver said last night that he hoped to be able to "clear the air" on the question of the pipeline at that time.

Anchorage Daily Times 5 Wednesday, Sept. 8, 1965

## Board Eyes Port Study

### Plan For Expansion Is Recommended

A "very conservative" feasibility study on expansion of the Port of Anchorage, recommending a \$4.3 million bond for the October election, will be the object of consideration at a Port Commission meeting tonight.

Encompassed in the study are plans for a 600-foot north dock extension, a 320-foot railroad trestle and a van-crane which the city plans to purchase under an arrangement with Sea-Land. Sea-Land has requested the city to purchase the crane, estimated to cost \$750,000, with city money — although both the principal and interest on the purchase will be paid by Sea-Land.

Port Director A. E. Harned termed the study "very conservative in its figures."

The study, by Lounsbury, Sleavin, Kelly and Associates, encompasses the period from 1966 to 1970.

The estimates of revenue and expenses show that all presently existing debt service can be paid off by 1969, leaving the port operating in the black.

The estimates are based only on existing facilities.

According to the report, "Income to the port through the construction of the proposed wharfage extension indicates an additive of between \$60,000 and \$90,000 a year... to offset existing and new debts necessary to fund the extension."

Commissioner Bill Besser, admitting that the 60-page report was a lot to digest, said he didn't think you can amortize a \$4.3 million bond at \$60,000 to \$90,000 a year.

Besser said there is "no question about refinancing existing bonds — we are paying too much interest."

Anchorage Daily News, Friday, September 3, 1965



LOOKING LIKE JACKSTRAWS, piling are going into place at the Port of Anchorage's new petroleum dock. The facility, being constructed with bond funds approved last May, replaces a temporary dock built last summer.

to meet emergency fuel delivery needs. Ice carried away the temporary dock last winter. Sea-Land's vessel Summit lies off the port in the background.

Anchorage Daily Times 5 Saturday, Sept. 4, 1965

## Dock Builder Faces \$500-A-Day Penalty

A \$500-a-day penalty charge awaits the firm building the city's petroleum dock for every day after Oct. 27 that the dock is not completed, Port Director A. E. Harned said today.

A delay in construction of the dock will work hardships on port operations this winter and create more serious problems in the spring, he said.

Gus Lorenz, superintendent of construction for Manson-Osberg, the firm constructing the dock, has reported the job is three weeks to a month behind schedule.

In spite of strong efforts by workmen, the deadline will not be met, he said. "The \$1,193,285 contract allowed 180 days after notice was received in which to complete the dock," Harned said. Notice of contract award was given April 30, he said.

An automatic, "liquidated damages" clause in the contract provides that the company will pay \$500-a-day to the city, if the job is not completed on schedule, the port director said.

He observed that the firm started work "about a month late, although I don't know why."

Lorenz listed high tides in Knik Arm as the major cause for construction on the work falling behind schedule.

The port director pointed out that "oil companies have indicated that they plan to put tankers into Anchorage this winter."

"If the petroleum dock is not finished, we still could use the main berth, but we couldn't offer the water ballast that tankers need as readily there as we could at the petroleum dock."

If the petroleum dock is not completed during the winter, "more serious delays and complications will arise in the spring," Harned said.



KEEPING A CLOSE eye on the petroleum dock construction are, left, Gus Lorenz who is the superintendent of construction for Manson-Osberg, builders of the dock, and Page Gilbert, resident engineer for Tippetts-Abbett-McCarthy-Stratton, port's consulting engineering firm. (Daily News photos)

## Port Job Off Schedule; Knik Arm Tides Blamed

High tides in Knik Arm are blamed as the major cause for the Port of Anchorage's petroleum dock construction falling behind schedule.

Completion date for the \$1.25 million project originally was October 28.

Gus Lorenz, superintendent of construction for Manson-Osberg, the firm which is building the petroleum dock just south of the port's terminal, said the job is three weeks to a month behind schedule.

HE SAID crews are closing the gap but felt the October 28 deadline could not be met.

Vital parts of the dock will be in place, to prevent ice damage, by that date, Lorenz said.

The petroleum dock is being constructed with bond funds approved last spring by Anchorage voters.

IT REPLACES an emergency dock built after the earthquake, that was carried out by ice last fall.

Page Gilbert, resident en-

Anchorage Daily News, Saturday, September 18, 1965

## Port's Budget On Agenda At Next Session

The Port of Anchorage's preliminary budget will be considered when the port commission meets Monday.

A report on the military's Whittier-to-Anchorage petroleum pipeline, tentatively set for delivery to the commission on Monday, has been postponed.

The military has claimed that new military contingencies have made construction of the pipeline vital.

Congress, during the past summer, removed funds for the line from the military budget so that the facility could be studied in greater detail.

No later date has been set for the military's Whittier report to the commission.

The commission will meet in the City Council Chamber, starting at 7:30 p.m.

Anchorage Daily News, Tuesday, September 21, 1965

## Engineers Selected For Port Construction

The Anchorage engineering firm of Lounsbury, Sleavin and Kelly were named as design and supervising engineers for the proposed construction of the Port of Anchorage's Terminal No. 2 last night by the Port Commission.

The firm had previously been selected as the port's consulting engineering firm beginning Jan. 1, 1966 under terms of the port's trust indenture.

Gene Brown of the First National Bank of Seattle, the trust officer in charge of administering the indenture, gave his official approval of the Anchorage firm in a letter read to the commission.

Lounsbury, Sleavin and Kelly were also the design engineers on the planned north extension of the city dock which was postponed when construction bids turned out to be in excess of available funds.