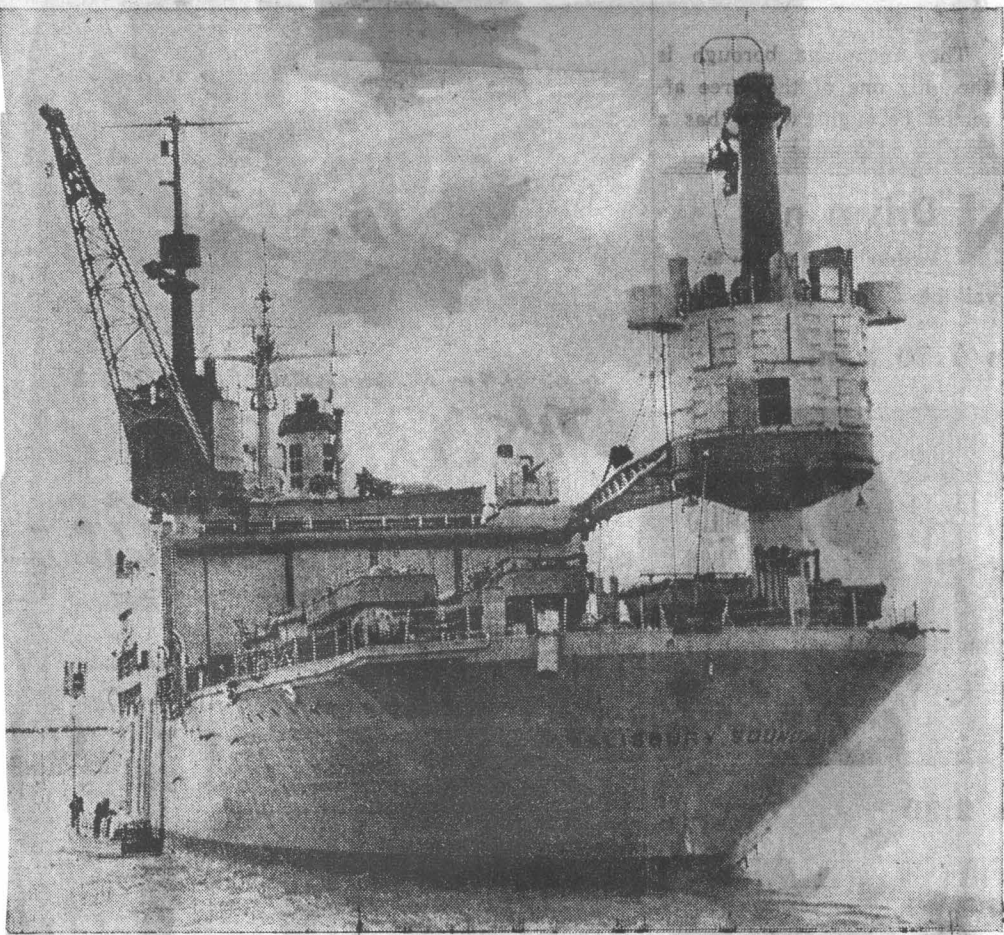


# PORT SEEKS \$4.3 MILLION

Anchorage Daily News, Wednesday, Sept. 22, 1965



READYING FOR VISITORS today is the visiting Navy seaplane tender Salisbury Sound. The vessel's boats will carry visitors from the Port of Anchorage's municipal terminal to the ship for open house from 10 a.m. to 5 p.m. today. The Salisbury Sound came into Anchorage from Kodiak and will return to her home port at the Whidbey Island Naval Air Station after leaving here tonight. Story on Page 3. (Daily News photo)

Anchorage Daily Times 17  
Wednesday, Sept. 22, 1965

**PORT ENGINEERS NAMED**  
The Port Commission has named the engineering firm of Lounsbury, Sleavin and Kelly as design and supervising engineers for the proposed construction of the north terminal at the Port of Anchorage.

## 600 Visitors Welcomed

Anchorage Daily Times 13  
Wednesday, Sept. 22, 1965

Greeters Go Up Gangplank

## Red Carpet Group Is Just Plain Bill

Capt. Ernest R. Horrell, skipper of the 14,000-ton Navy seaplane tender Salisbury Sound, stood at the top of the gangplank, his four gold stripes glittering in the rain.

"Don't say it," said Capt. Horrell.

"So help me, it's true," said Harned. "The name's Bill."

"Thanks, Bill," said the captain.

Up the steps from a launch provided by Western Offshore Drilling charged Miss Rose Golik, chairman of the Chamber's Red Carpet Committee.

Behind her trailed the rest of the group which officially welcomed the Navy ship and its 600 men to Anchorage Tuesday.

"Hello, captain. Welcome to Anchorage," said Bill Scott, president of the Chamber.

"Hello, Bill," said the captain.

"Welcome to Anchorage, captain," said Bill Besser, of the City Port Commission.

"Hello, Bill," said the captain.

"Glad to have you in town, captain," said Bill Ellis, a member of the Red Carpet group.

"Thanks, Bill," said the captain.

"Welcome, captain," said Bill Bolger, of the Armed Forces YMCA.

"Thanks, Bill," said the captain.

"Welcome to Anchorage, captain," said Bill Tobin, another committee member.

"Thanks, Bill," said the captain, by this time beginning to suspect a gag.

Up stepped Capt. E. A. (Bill) Harned, director of the Port of Anchorage.

Anchorage Daily Times 15  
Monday, Sept. 27, 1965

## Ship Capacity Is Increased By Sea-Land

SEATTLE — Sea-Land Service will modify its ships running to Alaska to carry more trailers, it was announced by C. I. Hiltzheimer, general manager of Sea-Land's Alaska division headquartered here.

"Our decision to expand the trailer capacity on the SS Anchorage is a progressive step to provide improved service in the Alaska service," Hiltzheimer said, "and reflects our basic decision to provide year-around weekly service of trailer ships to Alaska and Kodiak."

Hiltzheimer said that the Anchorage, which has been alternating sailings with the SS Seattle between Seattle, Anchorage and Kodiak, will go into drydock here at Todd Shipbuilding Co. for modifications that will increase its capacity from 178 to 292 Sea-Land trailers, which also serve as over-the-road trailer bodies.

Modifications on the Anchorage will take approximately five weeks. Modifications also are planned on her sister ship, the SS Seattle.

During the period when the Anchorage is being modified, the SS Summit, a converted T-2 tanker carrying 226 trailers, will be used as a replacement.

The Summit has been sailing from Portland to Seattle to Anchorage and back to Portland on a two-week schedule. The Portland service will be temporarily discontinued during the modification period.

Sea-Land began its year-around service to Alaska from Portland in the spring of 1964 and maintained schedules during the winter. Weekly service to Alaska will be continued throughout the period of modification.

Under the new schedule, the Summit and the Seattle will sail from Seattle on Thursday morning, arrive in Anchorage Sunday afternoon, sail from Anchorage on Tuesday, arrive and depart Kodiak on Wednesday and be back in Seattle on Sunday.

Anchorage Daily Times  
Tuesday, Sept. 21, 1965

## Port Delays Fuel Change

A lengthy discussion of maintenance costs and procedures in the use of oil versus gas heating at the Port of Anchorage ended in a deadlock at a Port Commission meeting Monday night.

Presenting the views of the oil and gas industries were representatives of both the Oil Heat Institute and the Anchorage Natural Gas Co., Inc.

Arguments for oil heat were also presented by Chase Metcalf of Alaska Plumbing and Heating, who installed the present heating facilities, and John Mlakar of Denali Fuel.

A motion by Commissioner William Besser to go ahead with the transfer from oil to gas heat was voted down by the commissioners.

Because of the lack of accurate figures from both industries for comparison purposes, a final decision on the shift will be postponed until next spring.

8 — Anchorage Daily News, Thursday, Sept. 30, 1965

## AT PRESS CLUB

## Expanded Port Terminal Facilities Needed Here

Members and guests at the Alaska Press Club luncheon yesterday heard talks on two separate bond issues.

CAPT. A. E. (Bill) Harned, director of the Port of Anchorage, spoke of the need for additional space to accommodate them.

Cliff Hartman, representing the Greater Anchorage Borough School District, told about students who have to attend school in shifts, of the expected increase in students and of the need for classrooms to accommodate them.

Harned said Anchorage is yearly losing revenue from oil exploration boats which refuse to wait to dock here and go someplace else.

AND HE SAID that although a berth has been built at Kenai to accommodate these boats, many have promised that they will come back to Anchorage after the new port is complete.

"There's no question that we need this terminal," Harned said.

Speaking about the need for a fire protection system for the waterfront area, he said with the "large increase in construction in the port area, no one can deny the need for fire protection."

HARNED also quoted comments of speakers at the recent Pacific Trade Association Conference in favor of expanded port facilities for Anchorage.

Speaking for the School District, Hartman said that since he came here in 1948, the student population has increased by 1000 per cent.

HE SAID that in five years the senior and junior high enrollment will double and the elementary school enrollment will increase by 60 per cent.

"At this rate we need a minimum of 50 new classrooms a year," Hartman said.

Anchorage Daily News, Tuesday, September 21, 1965

## Port Delays Decision On Heating Fuel

The Port Commission last night decided to put off consideration of possible conversion from oil heat to natural gas until after the coming winter season.

In making the decision the commission rejected a recommendation of the port administration to switch to natural gas heating.

Representatives of the "Oil Heat Institute" and Anchorage Natural Gas Co., Inc., appeared before the commission; however, the commission said it wanted more comprehensive data upon which to base a decision.

## Two Bond Propositions Are Favored

Two port bond issues, totaling \$4,325,000, will be proposed to the Anchorage City Council Tuesday.

The port commission approved the two issues last night.

One, for \$3.2 million, is for a minimum 600 by 60-foot north extension of the port dock, a trestle from the wharf's north end and a connecting road to Tidewater road.

THIS WILL permit terminal traffic a free flow across the dock.

The second issue, for \$1,125,000, will pay for purchase and installation of a crane capable of handling van cargo.

Total cost of the dock extension is estimated at \$3,526,000. Included in the total is bonding approved earlier this year by voters for a 150-foot extension of the port dock.

PRIOR TO approving the bond issues, the commission accepted a feasibility study which had been prepared by Lounsbury, Sleavin, Kelly and Associates.

The report presented an analysis of economic factors in the area which will affect future development of the port and contained recommendations on port expansion.

The study recommended:

1. CONSTRUCTION OF a pre-stressed concrete wharf and related facilities in 1968.

2. The project should be funded by temporary borrowing with ultimate funding with municipal general obligation bonds.

3. Total facility cost of \$3,526,000 would exclude the cost of dredging and constructing a bulkhead for the port's industrial park.

LOREN LOUNSBURY told the commission that the report was conservative in estimating projected revenues and "on the high side" in setting construction costs.

He said between \$60,000 and \$90,000 more assured revenue would be generated "if the new construction was done right now."

Additional revenue was calculated only on "knowns," he said.

WHILE THE additional known revenue would not meet increased debt service for a time, the port extension would "generate" additional income in the industrial park.

(Continued on Page 2.)

the commission was told.

A. E. Harned, port director, termed the industrial park "a money maker."

Existing annual debt service costs for the port now is \$600,000. It would increase to \$840,000 with construction of the new facility.

HARNED ADMITTED that the report shows that the port cannot meet all of its debt service at this time.

But the picture can change.

Additional facilities can lure back the business the port has lost because of lack of space.

IN 1968, THE port can re-finance. Harned said he visualized "a marriage of the port and the industrial park" at that time.

In 1969, the city will renegotiate its contract with Sealand. This will boost annual revenues from this source an estimated \$100,000.

Revenue figures used in the report are intentionally kept low. They do not take into account potential revenues from a number of sources.

THE FEASIBILITY report, which covers a five-year period, shows an increase in estimated revenues for the port dock from \$665,000 in 1966 to \$932,000 in 1970.

Operating expenses in 1966 are estimated at \$273,000, leaving a net operating revenue of \$392,000 to cover \$498,800 in debt service for a \$106,800 deficit.

In 1969, estimated net operating revenues are, for the first time, larger than debt service requirements by \$65,500.

In 1970, operating expenses are estimated at \$355,000 with a net operating revenue of \$577,000 or \$222,000 more than is required to cover debt service.

If the Anchorage City Council approves the commission's bonding recommendations, the issues will go to city voters on October 5.

Anchorage Daily Times 11  
Wednesday, Sept. 15, 1965

## Nine Bond Issues Slated For Ballot With Total Value Of \$29.4 Million

The City Council has approved a final three bond issues for the Oct. 5 ballot, boosting the dollar total sought by the city to \$29,475,000.

The mill-rate increase on the city's general fund will run from .83 to 1.35 mills if all of the bonds pass. City Finance Director James Bell said today.

The city now taxes at 8.4 mills, using 100 per cent assessed valuation of private property.

Under the maximum mill increase taxes would go up about \$40 a year on a \$50,000 house, Bell said.

In estimating the mill - rates that will follow from the passage of various bonds, the finance director emphasized the difficulty of making pin - point predictions.

Three revenue bond issues and a Port of Anchorage container crane bond issue — all scheduled on the Oct. 5 ballot — will not effect taxes, Bell said.

The remaining bond issues are five general obligation affairs, backed by the city's general fund. Bell said sale of the

bonds would not begin until next year, meaning assessments will not begin until 1967.

The general obligation bonds which will effect the mill-rate are: \$10 million for street improvements, \$1 million for sanitary sewers; \$750,000 for the Port Industrial Park, \$225,000 for fire department improvements and \$3.2 million for the north dock extension at the city port.

The mill - rate will increase from between .07 and 0.41 mills in 1967 for the \$10 million street paving bonds.

Passage of the bond issue would give citizens a six year paving program with about 80 per cent of the money recovered with interest through the 100 per cent assessment program for street paving.

The remaining 20 per cent would cover storm drain installation and city-state matching funds on certain roads in the city.

A mill-rate increase of from .07 to .20 mills can be expected in 1967 if the \$1 million sewer bond issue is passed.

Should voters approve the \$750,000 issue for the construction of water system extensions and improvements in the Port Industrial Park, the mill - rate will jump somewhere between .10 and .16 mills in 1967.

Approval of the \$225,000 bond issue for fire department improvement will boost the rate about .08 mills.

Finally, voters are being asked to approve a \$3.2 million bond for the construction of a 600-foot north dock and a 320-foot trestle at the Port of Anchorage.

Bell estimated an increase of .5 mills in 1967 if the issue passes.

Anchorage Daily Times 5  
Thursday, Sept. 23, 1965

## Sea-Land Opens New Terminal For Fairbanks

A new freight terminal for Sea-Land Service, Inc., in Fairbanks, will begin operations Monday, according to Bob Phillips, operations manager for Sea-Land in Alaska.

An open house for the new facility will be held Friday.

The terminal will house a 20-door enclosed warehouse, an office area with teleprinter service to all other terminals, and a garage with spaces for 24 trailers and refrigerated units.

About 50 people will be employed at the terminal.