



New Warehouse Of Sea-Land Service Already In Business

Port of Anchorage Eying New Drydock

ANCHORAGE — The Port of Anchorage is considering the construction of a drydock facility. The proposal was put before the commissioners by Bob Logan, an Anchorage marine surveyor who estimated the cost at between \$1.5 and \$1.75 million. At present all vessels needing drydocking must go to Seattle, including the Alaska State ferries.

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SEA-LAND WAREHOUSE BUILT ON GRAVEL FILL

"Inlet mud was our biggest problem — it always is," Manuel Lovengosky chuckled today. "Manny," owner of Arctic Alaska Contractors, and his crews, under foremen Ken Muckey and Clarence Epps, finished the new Sea-Land Service, Inc., warehouse by the end of October, the sticky mud contributing to the delay. "We had to dig out 10 feet of inlet mud and then fill in the hole with 23,000 yards of gravel," Lovengosky explains. "and we put more than 100,000 yards in the parking area." The warehouse constructed on top of the gravel fill is an insulated metal siding structure, 240 feet by 160 feet, and capable of processing 40 vans simultaneously. The huge truck bays on two sides of the building at the Port of Anchorage each have 10 doors and each door can handle two trucks at once. The office part of the warehouse operation is 94 by 60 feet and sports a red brick finish, contrasting with the white of the warehouse itself. The total contract price was \$785,000, Lovengosky says. Work began at the eight-acre site in early June. Inside, there is 16 feet of clearance from the concrete floor to the rafters supporting a plywood decking roof.

Elmendorf Fuel Needs Double

Aviation fuel needs at Elmendorf Air Force Base have doubled since Congress last considered the proposed Whittier pipeline project, the Anchorage Port Commission was told last night. This 100 per cent increase in fuel needs will be met by continued use of the Port of Anchorage and construction of the Whittier pipeline "at the earliest possible date following approval by Congress." The commission was informed in a letter written by Col. Vincent M. Witter, assistant chief of staff for logistics for the Alaskan Command. The commission took no action on the report. WITTER'S LETTER represents the official position of the Alaskan Command in support of the proposed pipeline which would connect Anchorage and Whittier. Although Elmendorf is strategically located to support many military missions, it is "fast becoming deficient in petroleum support," the letter said. A squadron of jet fighters has been assigned to Elmendorf since Congress this past summer countered the military's request for construction funds for the pipeline with a request for additional information in support of the line. WITTER'S LETTER did not mention this fact but did state that "the future level of military activity at Elmendorf Air Force Base will greatly depend on the availability of a continuous and reliable means of petroleum re-supply." It said that the military would continue to ship military fuels from Alaska refineries through the port during the open port season after the proposed pipeline was built — if suppliers remained the low bidders and the port's charges were considered "reasonable." The long-range economic implications of military activities on the City of Anchorage were outlined as follows: ASSURED petroleum support will encourage growth of military activities in the Anchorage area. The pipeline will provide additional employment. Increased civilian employment and increased commerce will make significant contributions to the Anchorage economy. Continued shipment of military fuels from Alaskan refineries through the Port of Anchorage will minimize changes in port revenue. The greatest long-range impact will come from the overall level of military activity which directly affects commerce, civilian employment, availability of funds, and many supply and support activities in the Anchorage area.

Keep City Out Of Private Business

Dear Editor: In your issue of Nov. 16 you carried the following: \$1.5 MILLION DRY DOCK PROPOSED... City's Port Site For Suggested Marine Facility... Commissioners appeared enthusiastic as Robert Logan, a marine surveyor, told them about the modern elevator-type dry dock he envisioned as a part of the dock. Mr. Logan went on to say that about \$300,000 damage occurs to vessels operating in lower Cook Inlet each year and that, at present, the ships all go to Seattle for repairs. Besides that, he stated, the state spends some \$250,000 annually in Seattle for repairs to the state ferries. He also stated, "There are three concerns in Anchorage at present that could do the work now being done elsewhere." In the Nov. 17 issue of the Anchorage Daily Times, Commissioner of Public Works Richard A. Downing agreed that such a facility would be advantageous for emergency repairs to the state ferries Tustumena and Chilkat which operate in adjacent waters. Downing said that no funds were spent in Seattle for repairs to the five state ferries this year, and that normal winter dry docking costs will run to only

some \$40,000 for the five ships. Under Logan's proposal the city would finance the cost of the dry dock lift, finance the cost of covering about three acres of asphalt paving in the dry dock area etc. I am definitely opposed to the City of Anchorage issuing any bonds, revenue or otherwise for the installation of this facility. If the installation of such a facility is such a profitable venture, then why does not private capital make this investment? And, if it can be shown that this would be a profitable venture then I, together with other Anchorage taxpayers might be interested in putting our money into it because under a private corporation there would be some chance of recovering our investment, if not all, perhaps part of it. If we are to be taxed for this facility, then our taxes are gone forever. However, the big point is this, government, whether on a national or local level has no business entering into private competition. That is not the function of government. Our national government is already involved in over 700 federal agencies that compete with private enterprise without constitutional authority to do so. It is a matter of record (1959) that the losses of government activities in these 700 agencies was more than \$19 billion. No doubt the losses are much greater today. Every person or corporation who pays income taxes are helping to pay these yearly losses. It is about time that we got the government out of private business and let us keep the city of Anchorage out of private business also. M. J. Thome

City Clears Dock To Aid Pipeline Job

The city agreed today to keep the Port of Anchorage petroleum dock facilities free of ships next week so that pipeline extensions can be completed by the contractor working on the job.

The new petroleum dock facilities had been scheduled for completion Oct. 23, but things haven't gone according to plans.

The hassle over completion dates on the \$1.1 million construction project includes a contest over whether the contractor — Manson-Osberg Co. — is liable for a \$500-a-day penalty for each day after Oct. 23 it takes to finish the job.

In a session today, the Anchorage Port Commission approved an extension until Nov. 15 for completion of pipeline connections.

The port chiefs said the dock would be kept free of ships from next Monday through Nov. 12 so the work can be done. The contractor had said workmen couldn't make the pipe connections when vessels were in port.

There was no apparent agreement on whether the \$500-a-day penalty would be assessed.

City Manager Robert Oldland applied only to the pipe connection work — and not to the over-all contract completion date.

Clyde Hovik, project manager for the contracting firm, contended that the extension applied to the whole contract and that the penalty should not be assessed unless the work is not completed by Nov. 15.

Dock Building Ends Saturday

The city's new petroleum dock at the Port of Anchorage is scheduled for completion Saturday.

Final inspection of the facility is set for late this week, according to Port Director A. E. Harnet.

Builders fought tides and delays to complete the petroleum dock. Although the original contract deadline was set for late October, additional work extended construction time into mid-November.

The petroleum dock, located south of the port's Terminal No. 1, was built to replace a temporary emergency facility which was carried away by ice last winter.

More Autonomy For City Utilities Urged by Oldland

A proposal which would see commissions of three of the city's utilities—electrical, telephone and port—given more autonomy in their operations has been proposed to the Anchorage City Council.

City Manager Robert Oldland made the suggestion in the first of a planned series of council "think sessions" held yesterday.

"Many of today's (city) problems are related to our utilities," Oldland told the council at the noon luncheon meeting.

HE ASKED that the council give serious thought to allowing the utility boards more flexibility of operation.

Under terms of Oldland's proposal, the council still would retain budgetary control over the utilities with administrative boards handling their day-by-day operation.

The city manager said that a charter change dealing with the boards may be required to put this into effect.

DURING THE course of the two-hour luncheon, councilmen aired their pet projects and suggestions for the city's future operation.

Suggestions covered annexation, cooperation with the borough, improved liaison with the state, the return of the state ferry Tustumena to Anchorage, utility functions, a meeting with area legislators prior to the upcoming session, the long-time dispute between the city and Chugach Electric Association.

Clifford Groh suggested that the city undertake a block-by-block annexation program and that a position be created in the manager's office which would deal exclusively with annexation.

RICHARD ALBERS, who also serves on the borough assembly, said he would prefer to see overall sewer and water service inside and outside the city at the lowest possible cost rather than a "accept three or four more blocks through annexation."

Mayor Elmer Rasmuson suggested that the council attempt to familiarize Gov. William Egan with the city's plans and problems so that city projects would not be unnecessarily delayed at state level.

"We should let the governor know those areas of the city's greatest need," he said.

BOTH WILLIAM Tobin, Anchorage Times managing editor, and Joe Rothstein, editor of the Anchorage Daily News, present at the invitation of the council, discussed the city's liaison with Juneau.

A one-man Anchorage office in Juneau would "pay for itself many times over," Rothstein said.

Ron Rettig wanted to know why Anchorage was "chopped off" of the Tustumena's schedule. The ferry called at Anchorage briefly during its first year of operation but did not call at the port this past year.

OLDLAND REPLIED that the head of the ferry system feels it is not desirable to reschedule the Tustumena into Anchorage.

"It is our desire to bring the Tustumena in," Oldland said.

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Admiral John Harlee, Chairman of the Federal Maritime Commission was a recent visitor to Port of Anchorage City Dock in conjunction with the Federal Maritime Commission's increasing interest in the Alaskan transportation picture. Pictured from left to right are Wallace E. Martens, Chairman Anchorage Port Commission; Donald A. Walter, Acting Port Director; and Admiral Harlee.