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 deck and \$750,000 in bonds for bushes. ing a 150 foot extension onto

"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,



A BUSY PORT OF ANCHORAGE TO EXPAND

month will permit expansion of the busy municipal Port of Anchorage. The port is completing a year ofsuccess and expansion and Port Director A. E. dock and a new \$1,750,000 petroleum tanker dock.

Approval by city voters of bond issues earlier this 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

deficit during the first year of power engines.

000 and a net income of \$165,- viously shipping had relied on seriously congested, to the ex-port generates direct payrolls this basis the Anchorage water-

an increase of 820 per cent over 303, in contrast with the \$96,600 tugs or barges with 3,000 horse-tent that oil supply and explora-in excess of \$2½ million antion vessels could not be served. nually, serving industries gen-

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

The Anchorage port was compared to the fact that following the earth-quake oil companies moved their facilities here and all facilitie The Anchorage port was com- their facilities here and all facilities, Harned said. They are porary petroleum dock was community are over twice the pleted in 1961 and handled 38,- petroleum products for the rail- leasing five to nine additional erected on an emergency basis direct, payroll, based on the petroleum products for the railbelt area are now discharged
tion, which was far below forecasted 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 \$336,000 and a net income of \$65.
petroleum products for the railbelt area are now discharged
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 railbelt, area are now discharged
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 railbelt, area are now discharged
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 railbelt, area are now discharged
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 railbelt, area are now discharged
acres in the industrial park and
building a three-quarter million
dollar truck terminal, besides
buying additional trucks and
the present time dry cargo
other rolling stock. "All this
serviced at the single 600 foot
city dock.

According to figures prepared
building a three-quarter million
did not last the winter out. At
the present time dry cargo
other rolling stock. "All this
serviced at the single 600 foot
city dock.

According to figures prepared
building a three-quarter million
did not last the winter out. At
the present time dry cargo
other rolling to figure products. This past year the dock was
by the Corps of Engines.

bordering the dock.

more than \$5 million dollars in ing. Also, marginal tracks are nually.

developing this area, and since the earthquake, the oil comat the rear of the transit shed at the dock was light, Harned at the rear of the transit shed at the dock was light, Harned at the dock was light. tary capital investment to main- available on request. Tugs ace tain and run storage and dis-available, and two si tribution plants is nearly \$25 companies located there million, according to the com- gangs available upon mission report.

front supports 12,800 dependents Two oil companies, a petrol-in our area:" The history of the city dock the city dock which successfully weathered the fire hazards of Harned said that he has re- pany, and an import-export the Lathrop dock constructed in those first few days when Inlet cently been quoting statistics company have leased and de- 1915 just west of the present waters were oil-covered, hanfrom an issue of the magazine veloped 31 acres, with an ad-Alaska Railroad terminal build-dled its first ship within three Pacific Shipper, to the effect ditional 10 acres now under ing. A port commission was days after the quake. that the Anchorage port han- lease or option for future de- appointed in 1946 to establish "We had a lot of good luck," dles more goods than any other velopment. A bonded open stormunicipal port facilities. In Martens said. "None of those

port in Alaska, if petroleum products are included, although in dry cargo handled, Whittier, Seward and Anchorage are are included and Anchorage are are included and Anchorage are are included. The aith dock is a positive dealth of this year.

The aith dock is a positive dealth in the water, and in 1956, \$6.8 Other members of the unpaid The city dock is a modern million in revenue bonds were port commission are Robert

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.

The City dock is a modern steel industrial minor 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 now the pier is 600 feet long will be priming the local economic and the control of the city's 90 acres of waterfront property bordering the dock. with a 46 foot wide apron and omy with direct and indirect Since 1961 industry has spent two rail tracks for direct load-benefits of over \$20 million an-

panies have increased their far for loading cargo to beyond pointed out that "we could not cilities by 290 per cent. That points.
industry has 582 employes with a \$5.2 million annual payroll at dockside, mobile cranes with ate help of the Corps of Enhave swung right into operation and the total civilian and mili- lift capacity up to 100 tons are gineers. We had one great fis and they bulldozed anoth

REPORT COMPLETED Anchorage Daily News, Tuesday, March 1, 1966

Borough Port District Urged For Waterfront Development

wide port district, replacing functions: the Port of Anchorage, is just concluded by the engineering firm of Tryck, Nyman and Hales.

authority "be given a man- to the report. date and adequate finances to Incoming goods now make promote, guide and sponsor up the major part of Alaska

Both city and borough are the development of the port, cargoes. Relatively little maurged to support expansion of industry and exportable natuthe present Port Commission ral resources of the state, as New commerce must be deinto a Borough Port Authority well as attend to the routine veloped.

Anchorage Daily News, Friday, March 4, 1966

Building.

Creation of a borough- with increased powers and operations of the port facili

Noting the commission's AGGRESSIVE promotion is velopment study for the city powers now are somewhat vital if the port is to achieve limited, the report urges this its real potential, according

Raw materials — major part of the state's exports - must compete in the rest of the nation with similar products obtained nearer to the point where they are consumed at

This points to development of foreign markets as prime

DEVELOPING such exports will require cooperation of city, borough, state and federal governments, according to the report.

It proposes: A study of mineral resources of the hinterland and

probable markets; encouraging new industries which would generate Dacki cargoes; coordinating all governments to provide incentives and tax moratoriums; an investigation into subsidized overland freight rates for out-

tion of petroleum industries in the borough. THE waterfront study covers an area extending from north of the Port of Anchor-

bound cargoes; speedy promo-

age to Chester Creek. It includes a portion of the Alaska Railroad tracks, right of way for an industrial highway bypass, docks, warehousing area, a business park, a small boat harbor and other

facilities. Total construction costs estimated at \$37 million - do not include the bypass road or the small boat harbor.

2 Anchorage Daily Times Tuesday, March 22, 1966

Port Group

Anchorage's Port Commis-

sion will review bids for con-

struction of the North dock

extension when it meets

Monday evening. Bids were

A joint bid by Swalling Con-

struction Co. of Anchorage-

and General Contractors of

Seattle is apparent low of five

bids submitted. The base bid

for construction of the termi-

nal is \$2,392,240. The firm

bid \$135,389 for construction of

fender piling at the present

city dock, \$14,000 for test piles

and \$325,536 for fender pilings

PACIFIC MARINE construc-

tion of Kodiak bid \$2,727,473

for the base bid, \$151,596 for

Alternate 1, \$18,800 for Alter-

nate 2, and \$17,966 for Alter-

Manson - Osberg's bid was

\$2,588,979 for the base bid,

000 for Alternate 2, and \$40,-

M-B Contractors' base bid

was \$2,536,451 with Alternate

1 at \$145,656, Alternate 2 at

\$10,000 and Alternate 3 at \$9,-

K, INC., BID \$2,840,000 for

the base bid and \$218,800 for

Alternate 1, \$10,000 for Alter-

nate 2 and \$72,000 for Alter-

The engineer's estimate is

\$2,813,330 for base bid and

\$135,440, \$30,000 and \$30,000

for Alternates 1, 2 and 3.

A. E. Harned, port director,

said plans call for the bids to

go to the Anchorage City

Council on April 12.

\$206,900 for Alternate 1, \$10,-

000 for Alternate 3.

nate 3.

nate 3

for the extension.

opened yesterday.

Port Commission Backs Plan For Ship Creek Boat Harbor

|record Monday night favoring safety, efficiency and cost. In-Times Staff Writer the Ship Creek site over Port creased congestion with larger The long-eyed Ship Creek site of Anchorage and Woronzof ships at the port also was a defor a small boat harbor has won sites also proposed for the fa-termining factor in the choice Although finances are not

the project from the City Port Located at the mouth of Ship presently available for the fa-Creek, the endorsed site was cility, the final site choice was The commissioners went on chosen on the basis of overall necessary so the Corps of Engineers can firm up engineering plans for the harbor and so potential builders, such as restaurant or coffee shop investors, can begin plans for the area. During Monday's night session, Port Director A. E. Harned hit as "entirely unfair" the position which the state has taken in not offering to allow an additional \$50 payment each time the ferry Tustumena docks here on its weekly schedule be-

ginning this spring. Harned, in a letter to State Commissioner Richard Downing last month, asked that the state pay an extra \$50 in addition to the regular \$100 docking fee because of increased charges demanded by the Anchorage Long-

The Albin Stevedore Co. originally said that a flat charge asked by the union, and the state agreed to pay that fee. Now, however, an extra \$50 is being charged for a five-man tie-up crew and walking boss. In reply to Harned's letter. Downing said that the \$100 per trip has already been budgeted and should remain in effect. "The fee is fair and reason-

able," Downing wrote. Harned said he has written to the stevedore companies asking them to attempt to negotiate with the longshore union. Harned also talked to Bill Morris, traffic manager for the State ferry system, and reviewed the tie-up problem.

"He seemed to understand the problem and said he will discuss it with Commissioner Downing,' Harned said. Harned added that the seven

ferry tickets would not cover the extra charge asked by the stevedore companies. Commissioners also voted to begin legal proceedings immediately against the insurance companies and underwriters from which the city is attempting to collect for more than \$5 million damages to the dock re-sulting from the Good Friday

per cent profit on the sale of

"We have been dragging our feet long enough," said Commissioner William Besser. The city has received only \$750,000 from the insurance com-

panies for dock damage

Texaco Ool Company's tanker California is unloading today at the Port of Anchorage's municipal terminal.

THE TANKER arrived last A spokesman for the port

Texaco beat its last year's early arrival date of March 27 by 17 days. Wailer said the last tanker to visit the port in 1965 came into Anchorage Dec. 17.

He said the California ex-

Tanker Arrives At Port March 10, 1966

Bid Opening Delayed

On Terminal at Port

to be opened March 15, now ture.

A. E. Marned, port director. Harned.

THE 63 BY 610-foot wharf tion makes it unnecessa

will be constructed at the form large areas of concrete

cility. It will permit berthing Pre-cast members to be

vessels of up to 30,000 dis-used in the dock construction

placement tons, according to can be fabricated locally,

A 355-foot trestle will con- The trestle connecting the

nect the north end of the new north end of the new wharf

wharf to the shore and allow- to the shore will be the steel

ing for a continuous flow of pile groups supporting pre-

traffic from the existing fa-stressed concrete beams in

ty to Tidewater Road. consecutive 70-foot spans.

The main wharf will be A FENDER system will be

north end of the existing fa- over water, Harned said.

will be opened April 1.

cility to Tidewater Road.

Bids on construction of the built of pre-stressed and pre-1 Bids will be opened

Port of Anchorage's second cast concrete piling with a p.m. April 1 at the city

terminal originally scheduled pre-stressed panel deck struc- Municipal Light and Power

THIS METHOD of construc-

installed to protect the wharf

The new wharf facility was

designed jointly by Louns-

bury-Sleavin-Kelly of Anch-

orage and S. Charles Dear-

from tides and ice.

styne of Seattle.

night - weeks ahead of any such previous arrivals

said last night that the California's visit marks the earliest in the year that a tanker has ever come into the Anchorage port.

Wayne Weiler, Alaska district representative for Texaco, said the California is unloading 136,000 barrels of motor gas, stove oil, diesel fuel and aviation gasoline for distribution throughout the state.

THE FUEL was loaded at the Anacortes, Wash., refinery, Weiler said.

perienced no problems comin through the ice. The California tied up at

the municipal terminal at 7:30 p.m. yesterday. She moved into the dock as one of Sea-Land's cargo vessels moved out. The icebreaker Milton II was standing by during the berthing operation.

Weiler said the next Texaco anker is due into the Port f Anchorage April 15.

Anchorage Daily Times Monday, Feb. 28, 1966

City's Port Report Completed

The completed version of a \$14 million for two complete new concept is required," the federal agencies to create in-\$37 million waterfront develop- docks. ment for the City of Anchorage Allowances for contingencies, through 1990 was released today engineering and administration of the City Port Commission as new industries. by the engineering firm of costs boost the total from \$26.8 a Port Authority of the Greater Tryck, Nyman and Hayes. million for the above items to Anchorage Area Borough. Designated as the Waterfront \$37 million.

Development Subdivision, the land covered in the plan exland covered in the plan extends from Chester Creek to Ship Creek.

The cost estimate includes Trail by-pass highway running \$7.1 million for earthwork and rip-rap, \$900,000 for internal earth of the plan does not include a gateway to the limiter lands," the following recommendations for dations were made:

—Exploration and cataloging of interior mineral resources and markets.

—Encouragement of new incorporated in the Borough recommendations for lands," the following recommendations for control of interior mineral resources and markets.

—Encouragement of new incorporated in the Borough recommendations for lands, and the suggestion that they be incorporated in the Borough recommendations for control of the waterfront subdivision are included in the plan does not include a gateway to the limiter lands, the following recommendations for control of the waterfront subdivision are included in the plan does not include a gateway to the limiter lands, and the following recommendations for control of the waterfront subdivision are included in the plan does not include a gateway to the limiter lands, and the following recommendations were made:

—Exploration and cataloging of interior mineral resources and markets.

—Encouragement of new incorporated in the Borough recommendations for plants and the plants are also as a gateway to the limiter lands, and the following recommendations for control of the waterfront subdivision are included in the plants are also as a gateway to the limiter lands, and the following recommendations for control of the waterfront subdivision are included in the plant does not be a gateway to the limiter lands, and the following recommendations for control of the waterfront and cataloging of the waterf roads, \$75,000 for railroad sid- port.

roads, \$75,000 for railroad sid-port.

ing, \$1.8 million for utilities, \$3 "For a development with an million for five boat slips and estimated cost of \$37 million, a estimated cost of \$37 million, a "Prompt promotion of the "Business Park," bordered "Business Park," bordered "Business Park," by Ninth Avenue and

report states. centives and a tax moratorium an investigation of subsidized

To make the Port of Anchor- overland freight rates for out-

-Encouragement of new in- Zoning Ordinance.

ough Area.

petroleum industry in the Bor- roughly by Ninth Avenue and M Street (extended to the wa-Suggestions to encourage ter's edge) behind the water-"backhaul" include revision of front subdivision, and asks the port land and facility leasing city to decide if such a developschedules, work with state and ment would be beneficial.