

# Port Tonnage Expected To Double In 5 Years

Cargo movements through the Port of Anchorage are expected to double by 1975 and double again by 1985, according to a port planning study.

To meet expanded needs, a third dry cargo berth, costing about \$5 million, should be completed by 1973, and a second petroleum facility costing about \$2.2 million, should be in operation by late 1974.

The information is contained in a study prepared for the City of Anchorage by Tippetts - Abbott - McCarthy - Stratton, consulting engineers.

The engineers say an additional 39 acres of land behind the projected terminals should be filled and prepared for use by shippers. Cost of this development is estimated at \$2.2 million.

The city port opened in 1961 and handled a total of 38,259 tons of dry cargo and 208 tons of petroleum products. By 1969, the totals were 405,494 tons of dry cargo and 1,187,238 tons of petroleum products.

Dry cargo movements are projected at 810,000 tons in 1975,

and 1,650,000 tons by 1985. Bulk petroleum products are expected to be 2,100,000 tons by 1975, expanding to 4,500,000 tons (32,400,000 barrels) by 1985.

The Tams engineers say the port's third dry cargo berth should be constructed to the north of the existing two berths. The fourth general cargo berth which may be needed in the 1980-1985 period should be constructed to the north of proposed berth No. 3.

But this would be the limit of expansion in that direction for all practical purposes. Any additional long range expansion would probably be in the area south of Ship Creek, the engineers say.

Tams says long range planning efforts in 1985 and beyond should be coordinated on an area wide basis to include the Knik Arm and Turnagain Arm crossings.

Their locations and types of

construction may have an important bearing on such factors as the ice pack, tidal currents and future port expansion areas, the report states.

The engineers recommend that no addition petroleum storage be allowed in the present port area, and that sites at Merrill Field and Anchorage International Airport be used instead.

The only access to the port at the present is from the

south, and Tams says there should be access from the north — probably in conjunction with a Knik Arm crossing — to facilitate freight traffic movements to the north.

Fire Island, the engineers say, is technically feasible as a deep water terminal, but that development as a terminal should "not be considered at this time." Main drawback is cost of a causeway linking the island with the mainland.

## Better Path for Cook Inlet?

By A. CAMERON EDMONDSON  
Business and Resources Editor

Clearing of a channel through Knik Arm Shoal is of vital economic importance to Anchorage and central Alaska, the shipping industry told the Corp of Engineers at an Anchorage public hearing Monday afternoon which was attended by Senators M.R. "Mike" Gravel and Ted Stevens.

Representatives of Seward, on the other hand, expressed opposition to improving the port of Anchorage "at any cost" and suggested a cost comparison be made with utilization of nearly \$20 million worth of port facilities there before any money be spent in upper Cook Inlet.

ROBERT GLUD, a master mariner of Seward, said shifting shoals in the upper inlet were common long before the 1964 earthquake and dredging, once started, will be a recurring thing.

But a spokesman for Chevron Ship Co., operating subsidiary for Standard Oil Co. of Calif. tankers, said it would be "significantly more expensive" to move its products through Seward or Whittier.

The hearing was called by the Corp of Engineers to hear any technical proposals and obtain economic testimony concerning what appears to be a progressively worse shoaling problem in the reach from Fire Island to Anchorage.

ACTUAL testimony centered on the economic importance of solving the problem and no technical proposals were offered.

Col. A.C. Mathews, district engineer who conducted the hearing, said the testimony would be incorporated in a study of the best solution to the problem and another public hearing will be held next summer on the final proposal that will be submitted to Congress as justification for funding the work.

Col. Mathews said hydrographic and seismic surveys plus some dredge samples indicate the shoal consists of large and small boulders and silt which has built up around them.

TWO SHIPS have been seriously damaged in groundings, with losses totaling more than \$1.6 million, it was stated. Specifically mentioned was what is called the "12-foot shoal" which is

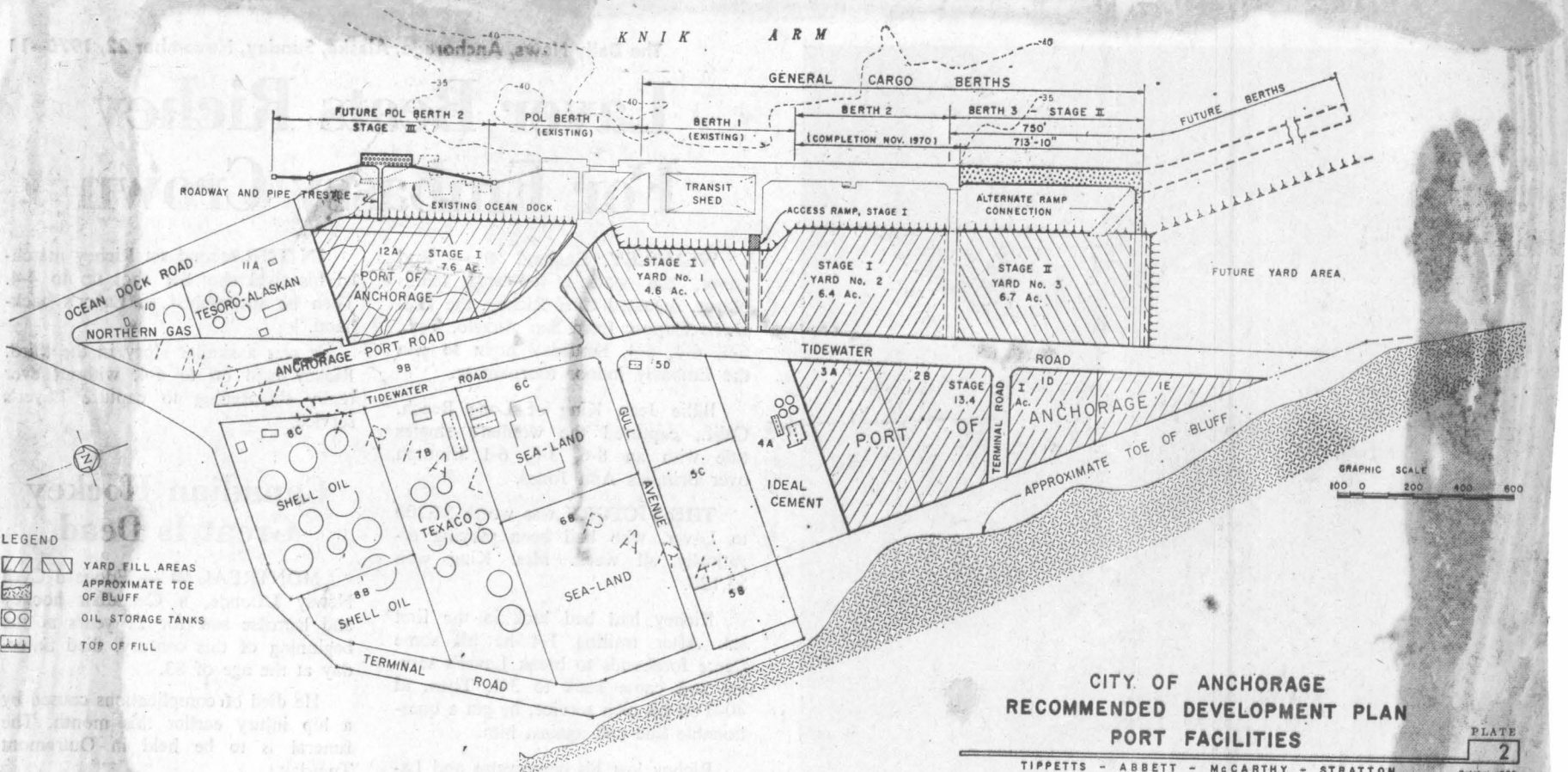
believed to be a large rock that will probably have to be removed by blasting.

O.K. Collar, inlet pilot who brings in Sealand vessels, said the company is using ships with a draft of 20 1/2 feet and require a channel at least 35 feet deep. Because of the sheering action caused by tidal currents and ice, the channel should be at least 35 feet wide, he added.

Bob Logan, speaking as a port commissioner and underwriter representative, said the channel should be deepened to accommodate vessels of 40-foot draft and that upgrading the channel should reduce insurance costs significantly for vessels on the run.

Sen. Stevens expressed optimism that Congressional approval can be obtained for channel improvement. Sen. Gravel agreed, adding that the environmental threat of a marine disaster should aid in persuading Congress. Both senators cut short their attendance at the 90-minute session to attend other meetings.

12—The Daily News, Anchorage, Alaska, Sunday, November 22, 1970



## Anchorage Port's Future Outlined at Dedication

By A. CAMERON EDMONDSON  
Business and Resources Editor

Anchorage's Port Terminal No. 2 was dedicated in a brief ceremony on the dock Saturday morning in which City Manager Robert Sharp outlined the growth of the facility and spoke of extensive further development in the near future.

In addition to local dignitaries, honored guests at the dedication were sis-

ter city Mayors Kaare Nordgaard, Tromsø, Norway, and Tadao Yoneta, Chitose, Japan.

SHARP POINTED out that the port has developed from about 38,000 tons of cargo handled in the first partial year of operation back in 1961 to approximately 1.75 million tons this year and a further increase is expected next year, the first full year of operation for the new dry cargo terminal.

Sharp's predictions of further rapid expansion were based on the recommendations of a report from the city's consultants, Tippetts-Abbott-McCarthy-Stratton, which he had just received at week's end.

The port development study found that the two dry cargo terminals would be adequate to handle the traffic through 1973 but tonnage growth projections "indicate a third dry-cargo berthing facility should be completed during 1973."

AN ADDED terminal should be provided by extending the present wharf northward by some 714 feet with a width of about 70 feet, the report says. Construction should be of the same basic design as the present facility, it was noted.

Further, the study found, a second Petroleum Oil & Lubricants dock will be needed about 1974.

This should be built "south of and adjacent to the existing petroleum terminal," TAMS said. Cost of the two new terminals is estimated to be about \$7.25 million.

ADDITIONAL land for open stor-

age and industrial development will be required to supplement the dock development, TAMS noted. The study estimated that 38.7 acres of tidelands can be claimed by a landfill behind rock riprap, for a cost of some \$2.2 million.

The TAMS recommendation is that sub-surface soil investigations begin as early as possible in 1971 so that design work can be completed in late 1971, a timetable that will be required to assure completion of construction in 1973, the study claimed.

Other recommendations of the report include the need for a highway outlet to the north and that the city forget the idea of developing Fire Island as a marine terminal because it would be prohibitively expensive.

Sharp indicated the city will attempt to obtain federal economic development funds to help finance the additional development. Half of Terminal No. 2 was built with federal assistance funds.

Wednesday, February 10, 1971 Anchorage Daily Times

## Freight Rate Hike Controversial

By A. L. PORTER  
Times Business Editor

The 15 per cent overall freight rate hike sought by the Alaska Railroad and its connecting carriers and Sea-Land Service, Inc., is currently in a state of suspension by the Interstate Commerce Commission until Aug. 14.

The commission has until then to decide whether to approve the rate hike, approve a partial hike or discard the entire increase.

In the interim, "the commission will have ample time to study protests by the state, businesses, Anchorage, Fairbanks and others, and to study additional supporting evidence for the hike filed by the carriers."

But from the wording of the protests as well as the supporting documents, the freight hike apparently isn't just a simple 15 per cent blanket overall hike.

It affects various types of freight to vastly differing degrees. For instance, Sears Roebuck and Company stoutly protests the proposed hike through its Seattle Region which services Alaska. Sears says it sends hundreds of shipments per month by Sea-Land and during 1970 total weight of shipments exceeded 8 million pounds.

Sears claims the rate increases proposed would "have a serious effect upon our business," and adds the increases "are unjust and

unreasonable."

It says commodity rates have been eliminated leaving less than load class rates to apply. Sears says the actual rate increases from Seattle to Anchorage would be, in some cases:

Appliances, up 8.9 per cent; boats, up 52.4 to 183.5 per cent; household goods, up 27.3 per cent; machinery, up 91.2 per cent; paint, up 25.1 to 36 per cent, and wallboard, up 12.6 per cent.

Sears also contends that the protested increase applies on all weights and is thus unjust and unreasonable. Sears feels the percentage increase should be less for heavier shipments because such heavier shipments generally involve less labor costs.

But from the other side, the picture looks different. The Alaska Railroad, in submitting additional information requesting that the rate suspension be lifted, contends that the railroad itself is a victim of rampant inflation in

the form of higher labor, equipment and operating costs.

The railroad contends that even with the 15 per cent rate hike, a typical food basket purchased by Anchorage residents would carry a freight cost factor 36 per cent lower than the same basket of food cost 10 years ago.

As for legality of the freight hike, the railroad says, "It seems the matter of legality depends on whose ox is being gored."

The railroad says the charge for moving a bus between Prince Rupert, B. C., and Skagway on the state ferry system "increased by 24 per cent between 1968 and the scheduled charges shown for April 1, 1971."

The railroad points out that airlines raised their prices about five per cent last October "without a ripple of protest from the state."

As another example, the railroad says municipal taxes on a house without further

improvements rose from \$576.62 in 1960 to 12,064.76 in 1970, an increase of 85 per cent.

"The Anchorage Times has raised its charges for advertisements of train schedules 100 per cent in the last four years," the railroad declares.

The railroad agrees that "inflation is hitting everyone hard, but contends freight hikes are only a small part of the picture."

In fact, the railroad says, "the rates on over 90 per cent of the commodities is lower in 1970 than in 1960 despite this inflation."

If the commission "should decide to hold a hearing on the proposed freight hike, the railroad says, "The percentage of mark up which is based on transportation charges could well be a part of such an investigation which should bring out any and all of the factors which make costs in Fairbanks so much higher than the costs of like items at origin points in the lower 48 states."

8 Anchorage Daily Times Tuesday, February 9, 1971

## Anchorage-Kodiak Service Possible

Direct large van ship service to Kodiak from Anchorage will be possible later this year if Kodiak voters approve a revenue bond issue to finance improved Kodiak dock facilities.

Sea-Land "is looking forward to a much improved facility in Kodiak," said Russ Hoehn, president of Sea-Land Sales of Alaska, Inc.

He said the \$3.5 million bond issue is slated for vote later this month. If approved, it will allow construction of a new dock and a container crane.

When completed, it would allow Sea-Land to route its larger 360-van ships from Seattle to Anchorage to Kodiak and back to Seattle.

This service was provided by Sea-Land to Kodiak from 1964 to 1967, but after Sea-Land modified its larger ships and removed on-ship cranes, the service was suspended because Kodiak does not have a container crane at its port.

Sea-Land has been providing service to Kodiak and also Cordova from Anchorage with the 22-van vessel Pacific Apollo which does have an on-ship crane.

Hoehn said service with the larger ships to Kodiak would improve service and place Sea-Land in a better

"geographical" location putting us closer to the fishing environs."

Hoehn said Sea-Land is cooperating with Kodiak in the effort to get the port improvements there. He said Sea-Land would guarantee financing of the container crane through lease rentals. A similar method was used to finance the two cranes at the Anchorage port.

Hoehn said the Kodiak improvements would also place Sea-Land in a better position to service the Aleutian Islands if Sea-Land decides to offer such service.

Alaska Steamship Co. recently halted its Aleutian Island runs.

Sea-Land recently announced it was placing a third ship in service on the Seattle-Anchorage run, which will allow two sailings into Anchorage each week from Seattle.

The Daily News, Anchorage, Alaska, Thursday, February 11, 1971

## Sea-Land to Expand Its Service Here

Sea-Land Services Inc. has taken the first step in expanding its service to Southcentral Alaska ports by replacing the small Pacific Apollo with an interim barge service.

Alaska operations manager Ernie E. Webb said their Barge 290 will arrive in Kodiak Friday, load a crane at the Navy dock and begin service immediately, running out of North Kenai until ice conditions improve in the upper inlet, probably next month.

Webb said the barge can accommodate 46 of the firm's 35-foot vans plus the crane. The Pacific Apollo can handle 22 vans and is not suited for crane mounting.

As soon as a suitable dock is available in Kodiak, another van ship will be added to replace the barge service.

The Kodiak dock is not now strong enough to support a crane required for handling vans and none of Sea-Land's ships are fitted with cranes, Webb explained.

Kodiak residents are to vote later this month on a revenue bond issue to upgrade the dock. Since payment of the bonds is being guaranteed by Sea-Land, approval is expected. If so, the dock is scheduled to be ready for use by Sea-Land vessels next November.