

# Port's Expansion Is Meeting Topic

City officials will meet Monday to discuss port expansion plans and outline their strategy for landing federal matching funds for a three phase, \$14 million construction program to triple the port's cargo handling capacity by 1975.

Port Director Irwin Davis, City Manager Robert Sharp, and George Treadwell, representing port engineering consultants Tippetts, Abbott, McCarthy and Stratton, will put their heads together to form up the city's proposal to the U.S. Economic Development Administration for matching funds.

Davis said, "As soon as we get some indication on the EDA funds we'll probably go for a special election" in the city for voter approval of the necessary bonds.

Federal money helped build the present facilities, but manager Sharp is concerned about the competition for federal funds this time. He said four states, Alaska among them, are competing for pieces of the EDA's annual \$7 million budget. Seattle, he said, is making a particularly strong pitch for expansion money, partly to reverse the slump in that city's economy.

Davis said this year's total traffic tonnage of dry cargo and petroleum products would nudge the two-million ton mark. The total will increase to almost three million tons by 1975 and is expected to double by 1985. The projections came from the consulting engineering firm, but Davis said, "We did the study without including pipeline impact." If construction on the line begins, "The tonnage is going to go way, way up," Davis said.

The port director thinks the present "is an opportune time to approach the project." The new dock facility, completed last year, began with feasibility studies in 1965. "The study indicates we should have a third facility," Davis said, "but even if we get the go-ahead now we're going to be a year behind their projections."

Davis says the expansion is planned as three separate projects.

Each would need voter approval before the city could sell the bonds needed to finance the work.

The first phase which Davis hopes to begin next summer would cost about \$1.5 million. This project would fill in 32 acres of tideland behind the main dock to provide open storage and staging space, extend a railroad spur into the area, provide lighting and for an access ramp to the new storage yard from terminal No. 1.

The second phase, the biggest and most expensive at \$7.5 million, would construct a new 712-foot long berthing facility north of the existing terminal, pay for a causeway to link the terminal with the other shore facilities and fill in the tidelands behind the new dock for additional storage.

Phase three calls for the construction of a \$4.8 million petroleum products dock south of the existing port. Until the city learns how much money, if any, the federal government will contribute to the expansion, city manager Sharp won't know how much bonding the project will require. But even so, he says, the tax impact will be minimal. Each phase would add about one-fourth of a mill to the general tax rate, Sharp said.

"I'm not so much concerned about the quarter mill impact on the general fund as I am concerned about not keeping the Port of Anchorage up to demand," he said.

2-Anchorage Daily News, Thursday, December 9, 1971



Daily News: Neal Menschal

A Coast Guardman checks with a highpower light to see if he can detect any remaining gasoline beneath the Port of Anchorage dock, scene of a spill Tuesday night.

## Investigation to seek cause of gas leakage

The Coast Guard will begin an investigation of the gasoline spill that shut down operations for four hours at the Port of Anchorage Tuesday night.

Among other things, Guard investigators will run tests on the valve in the dock pipeline suspected of being the cause of the spill, a port spokesman said.

WILLIAM McKinney, assistant port director, said that the cause of the spill was not known. By late Wednesday the gasoline had been dissipated by tidal action.

Although the exact amount of the spill was not known, Coast Guard Commander H.G. Lyons said apparently about 500 gallons had spilled.

The gasoline was noticed about 7:45 p.m. Tuesday as longshoremen were working on the Sea-Land Brighter Galveston at the dock. The longshoremen, McKinney said, noticed a gasoline odor and reported it, and port operations were suspended for the remainder of the working day.

AN ANCHORAGE Fire Department truck stood by all night pumping water onto the gasoline. A crew remained early Wednesday, although there appeared to be no danger.

Normal operations resumed at 7:15 a.m. with only a few precautions, McKinney said. Truck drivers and visitors were asked not to smoke on the dock.

alaska construction &amp; oil report / January, 1972

### McKINNEY AND MOVIUS NAMED TO PORT POSITIONS

Port Director E. Erwin Davis has announced the appointment of William D. McKinney to the position of assistant port director, Port of Anchorage.

McKinney, who was born in Anchorage, has been employed in the transportation field (air-rail-water-motor freight) in Alaska for the last 30 years. He has been associated with the Port of Anchorage for four years, holding the position of port office manager.

Stepping up to fill the vacated port office manager's position is Mrs. Joan Movius.

Mrs. Movius has been employed by the Port for the past nine years as traffic clerk. □

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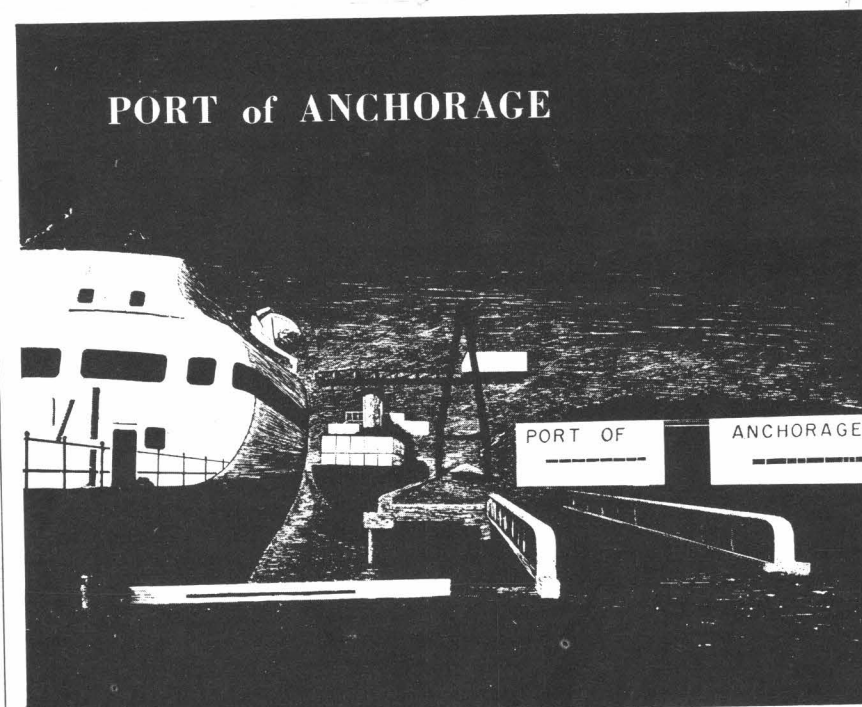
## ALASKA'S LARGEST PORT

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- General Cargo
- Petroleum
- Bulk



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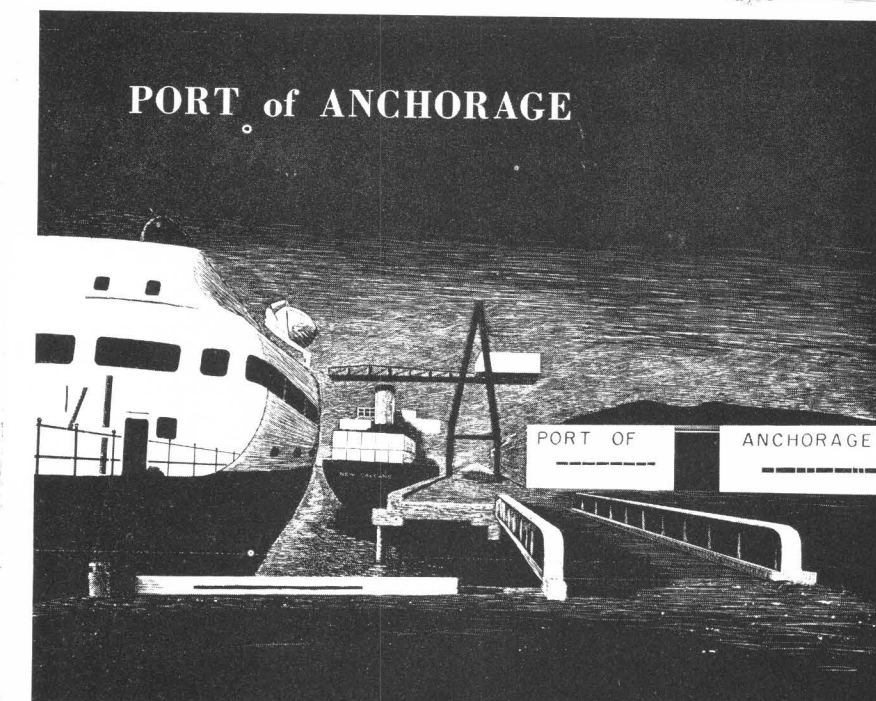
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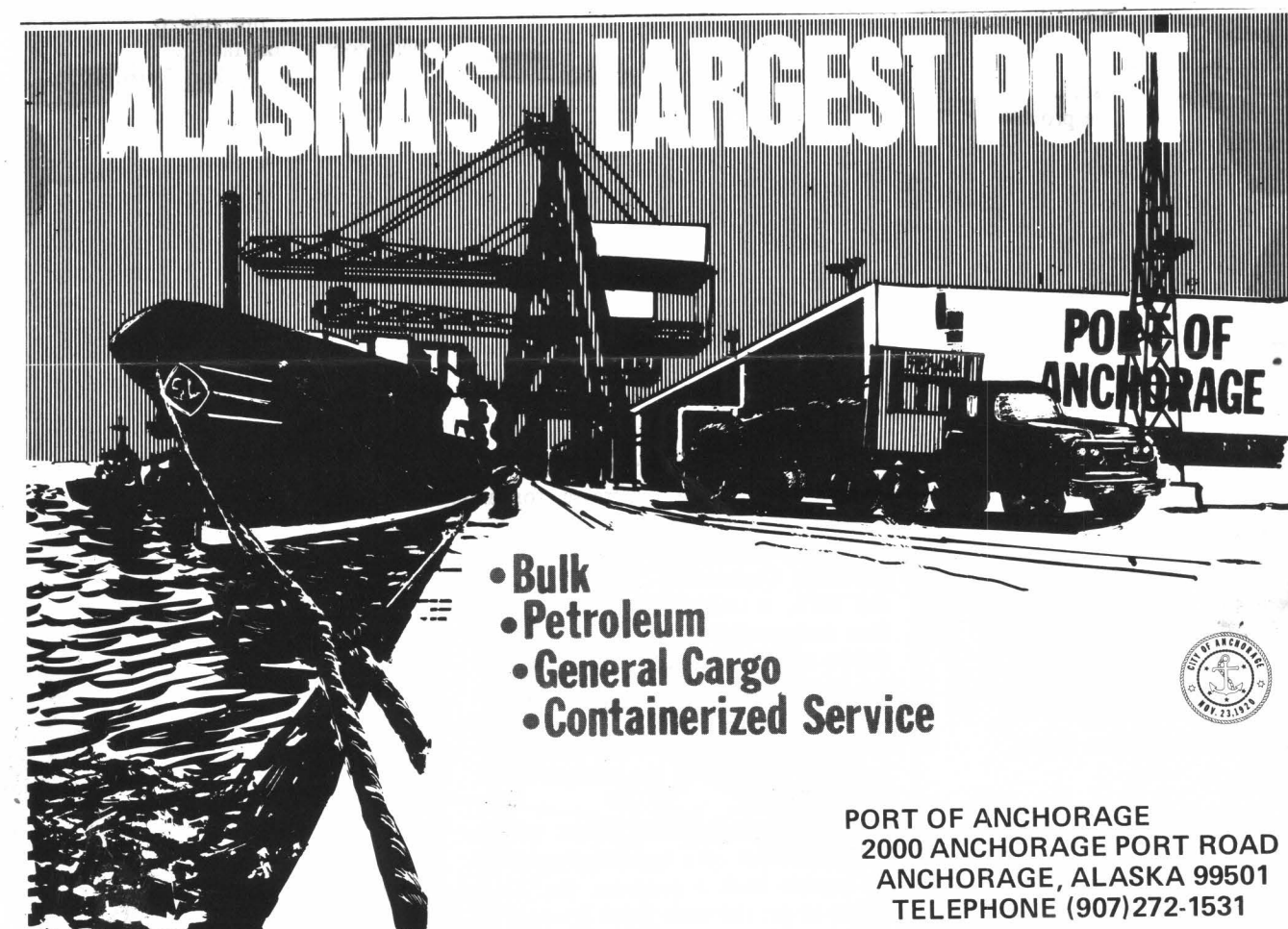


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