

Port faces busiest year yet- (CONTINUED FROM PAGE 52)

unit. Transportation tariffs on iron and steel articles are virtually identical: 2.5 cents per pound via steamship and rail in 1964, and the same via Sea-Land today. Rates for iron and steel articles freighted up the highway on Lynden Transport are almost four times that — 9.8 cents per pound.

Summing up, Davis says, "You can't measure our impact on the community simply by what revenues we do across the dock, or necessarily even in the employment we generate in handling the cargo. But the impact on every

household is real and significant."

The port is in the midst of its "Five-Year Plan" of expansion, trying to keep up with the exploding transportation needs of the city and state. Just completed last year are 11 acres additional storage and staging space immediately back of the docks that was reclaimed from the tidelands. The fenced and lighted space was so desperately needed, says Davis, that "we took beneficial occupancy one day late last fall, and that 11 acres was practically full of cargo the following day." Reclaiming

the land involved more than dumping gravel on the marshy area. Construction of the storage space to earthquake standards meant excavating a trench around the perimeter, shoring with special rock, then filling in with gravel.

Also new as of last year is 360 feet of additional berthing space that will be used for barge operations. Contractor for the \$3,324,756 worth of pier work was General-Swallow. The \$1,425,704 contract for yard and trestle work was held by J.R. Clinton Company. And Christianson Construction Company did the dredging work under a \$249,185 contract.

Out to bid as of late March is a six-million-dollar contract for the completion of Terminal Three (the 360 feet built last year was only the first half of the third dock), plus about six more acres of staging and storage space. The contract includes all fencing, lighting and trestle work involved. Timetable for completion of the project is October 1976. But Davis says, "The contractor may surprise us. And we'd be happily surprised, if they were ready to move and do the whole job this year." The contractors will probably be given notice to proceed the first part of May. By terms of the contract, the pier must be completed in the same year it is begun. "Chances are what will happen is they'll go to work on the staging area this year, get their piling in... they will definitely do the dredging this year, then start the actual pier construction early next year."

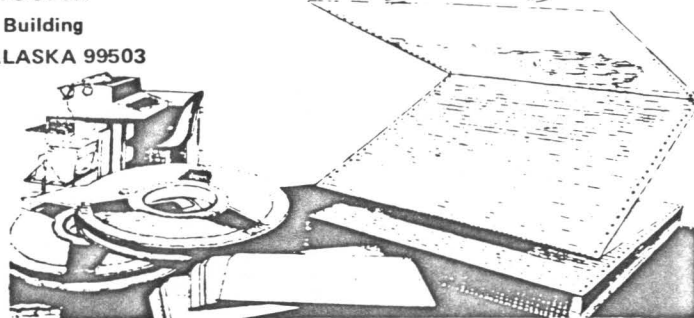
On the drawing boards is a petroleum dock slated for construction in the area back toward town from the existing piers. Estimated to cost \$7.5 million, the project is still in the early planning stages, with no final design, and more crucial, no funding. But Davis is optimistic that this addition will be made fairly soon. "We would hope to follow immediately upon completion of the general cargo facility, which would mean a start for the petroleum dock in the spring of '77. It would be in design in '76 and working out the finances, and be under way, actual construction in the spring of '77."

Davis concedes the port is behind in meeting its growing requirements. Money, or the lack thereof, is fingered

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as the chief deterrent to timely expansion of port facilities. "We've known the need for expansion since 1970. That's when we had our studies completed, the market analysis and all this sort of thing. We were not able to proceed until 1973... So we are behind our schedule, our known need, about three years. The 1970 study indicated we should have that petroleum dock in operation in 1975. Obviously, it won't happen."

Besides the construction delays caused by funding problems, the inlet itself is bringing its share of headaches for port officials. With its thick ice sheets, extremely high tides, heavy fogs, and fast currents, Cook Inlet has never been ideal for navigation, even in the best of times. But the presence of a series of underwater ridges in the channel has caused expensive delays and loss of revenue for carriers using the port, which can be translated to shortages and higher prices for consumers. Sea-Land estimates it will have 17 less sailings this year because of the shoals, or a projected 93,075 tons of cargo that will not move at all. The economics of this is appalling. All other ports are saturated

with pipeline equipment on top of their regular commitments, so the Alaska Highway is the only immediate alternative for moving goods into the state. The projected cost difference between shipping 100,000 tons into Anchorage and trucking it up the highway is \$6.8 million. (An estimated \$14.8 million by truck versus \$8.02 million by ship.)

The Anchorage Chamber of Commerce and port representatives are meeting once a week with the U.S. Army Corps of Engineers trying to work out a speedy solution to the shoals problem. "I'm encouraged," Davis says about the matter. "I believe they (the Corps) feel the project can be undertaken on a more or less emergency basis. In other words, some work done this summer with discretionary funds that are available to the chief of engineers." Estimates of initial work on the shoals fall between \$500,000 and \$1 million. And Davis is confident the work will begin this summer. Assistant Port Director McKinney notes that dredging is done "365 days a year on the Mississippi River."

—PLEASE TURN TO PAGE 58

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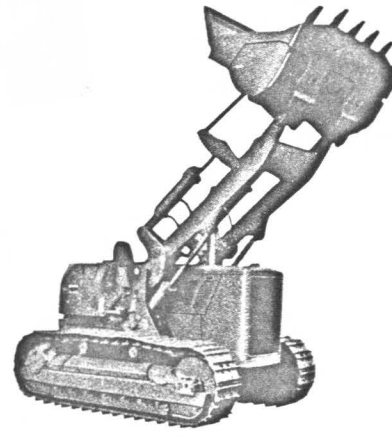
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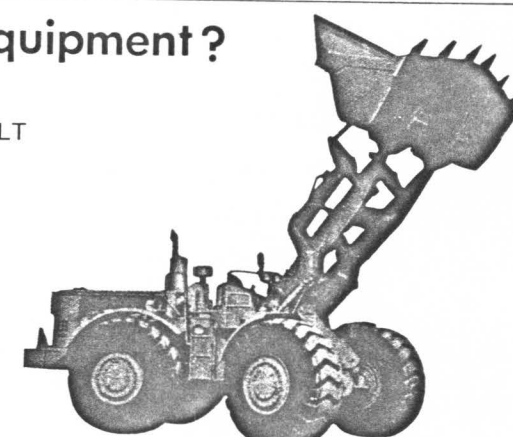
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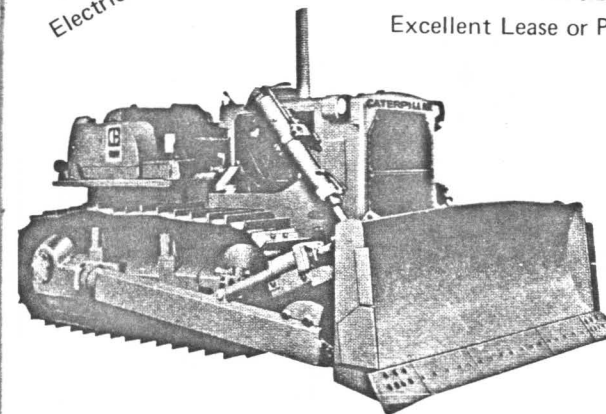
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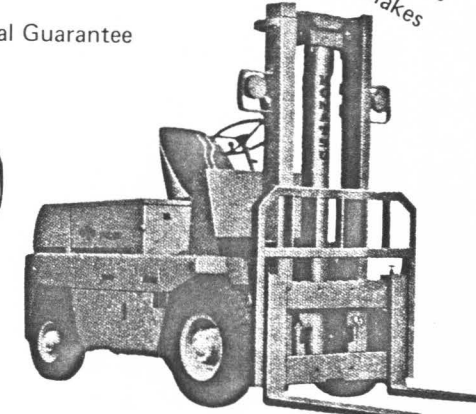
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As for certain port critics who prophesy Cook Inlet is filling up with silt, and the day will come when its waters are no longer navigable, Davis says flatly, "There's plenty of water in Cook Inlet." If anything, he says, evidence indicates the channels may be getting deeper.

Looking to the future, and assuming the inlet won't fill up with silt in the next few years, the Port of Anchorage could add one more dock on the waterline toward Elmendorf Air Force Base stretching to the steep bluffs on the port's north edge. That would carry expansion to the Anchorage corporate limits, too. But this fourth dock is still speculative. "Once we complete this year's construction, then the petroleum dock, we'll be in pretty good shape," muses Davis. As for the ports efficacy 10 years from now, he predicts it will be "reasonably adequate." Port usage has not reached its peak, and is not expected to for some time. Completion of the petroleum dock will bring to a close the first three phases of capital construction at the port, with a price tag of about

\$19 million. Before that is all finished, and probably sometime this year, port planners will sit down and take another look at current and future needs, and they'll map out a second round of expansion and modification.

Port Director Davis foresees no shift away from containerized cargo vessels: "Containers are still the system." But preliminary discussions have been held with carriers offering trailer roll-off combination services. One big advantage the roll-offs would have over Sea-Land's lift-off containers would be the bypassing of the cranes, which would cut down considerably on docking time and usage. "This sort of operation would complement the activities of the port," says Davis. If a deal is finalized with one or more of the roll-off carriers and volume over the port is high enough, Davis says the port might enter a preferential agreement similar to Sea-Land's. But this too is still speculative.

Even more nebulous are various schemes which surface periodically to make Anchorage's dock area an integral part of the city's everyday life, rather than the sterile, strictly business place it

is today. The City Council has looked into the possibility of a "Fisherman's Wharf" or seafood market at the port. One idea is to build a restaurant on top of the port building itself. These innovations would bring color and life to the port, but they'd also cost a lot. And another major drawback would be the lack of parking space in the already-crowded port acres. Access to the port from the landward side should be eased somewhat when the bypass from Government Hill to C Street is completed this fall. But if such a "humanizing" of the port does eventually take place, it will have to have the backing of Anchorage residents... and wait until after the current surge of pipeline traffic has ebbed.

Meanwhile, the port is moving into another record-breaking season this summer. Vessel calls will be at an all-time high, and cargo moving across the docks is expected to be a third again as much as last year. Delays are inevitable, but overall, port officials feel they're in pretty good shape to meet the predicted flood of goods moving into Alaska across their docks. ●

Anchorage Daily Times June 26, 1975

Lawmaking Trio Asks Port Funds

Alaska's three Washington lawmakers have sent a joint letter to the secretary of the U.S. Department of Commerce, asking his help in getting money for completion of the Port of Anchorage's third terminal. Sens. Ted Stevens and Mike Gravel and Rep. Don Young wrote to Commerce Secretary Frederick B. Dent that Anchorage's "tax base is

insufficient to meet unprecedented demands for services which are expected to continue for at least another decade. Sizeable capital improvement projects to keep pace with these demands cannot be undertaken without assistance."

Phase 2 of the third terminal construction calls for harbor dredging and installation of a 750-foot dock. The city is

seeking about \$3.7 million from the Economic Development Administration for assistance in completing the project. The first phase of the terminal project was completed with city and federal money. Each contributed about \$3 million.

About \$3.5 million is available from a state bond issue. It can be used if the federal money is not forth-

coming, but the money has been earmarked for use on a proposed petroleum dock.

The additional facilities are needed at the port to accommodate increasing use by shippers. General cargo shipments at the port increased by 31 per cent last year.

The letter from the congressmen to Dent said, "Alaska is doing its part to help this country become less dependent on imported fuels, and we don't feel Alaska's communities should be penalized severely or required to bear the total burden of meeting this commitment to make the U.S. more self-sufficient for energy."

The joint letter said Anchorage "is suffering from severe dislocation caused by the construction of the trans-Alaska oil pipeline," and that "as Alaska's largest metropolitan center, Anchorage has and will continue to feel the impact of the pipeline construction most acutely."

Sam Coxson, the city's federal grants coordinator working on the application for federal financial assistance, said the city has "a good chance" of getting money

JULY 14, 1975 Pacific Shipper

Seattle-Alaska RO/RO Service

The Seattle Port Commission has approved a proposal by the Port's director of real estate, Glenn V. Lansing, to negotiate a contract-involving portions of Piers 37, 39 and 42—with Sun Shipbuilding and Dry Dock Company, which is planning a roll-on/roll-off service between Seattle and Alaska.

The port has proposed rental of \$384,000 annually (\$32,000 a month) under a 20-year lease subject to rental reviews every three years. The Port also would be entitled to collect from Sun annual dockage fees of

about \$80,000 total.

Meanwhile, Sun Shipbuilding has launched the 24-knot RO/RO trawler Great Land at its Chester, Pennsylvania, yard. The vessel is scheduled for delivery to Totem Ocean Trailer Express (TOTE) which is to operate in the Pacific Northwest-Alaska trade. TOTE, an Alaska corporation, is owned principally by Sun.

William B. Maling, TOTE president, noted that the new carrier—which plans weekly service between Seattle and Anchorage—is currently involved in a preferential berth dispute over a Section 15 filing between the Anchorage Port Authority and a competitor, Sea-Land Service. (PACIFIC SHIPPER: June 30.)

Mr. Maling expressed confidence that "the matter will be resolved by the city-controlled Port Authority on the basis that a new competitor in the Alaskan trade will not only add cargo-carrying capacity to the tight Alaskan shipping picture, but will also substantially increase revenues moving across the Anchorage dock."

"Additionally," he said, "TOTE's new service will offer shippers to Alaska a new ocean transportation mode geared to handling a variety of highway trailers and wheeled vehicles."

The 790-foot Great Land, will be capable of carrying 490 forty-foot trailers and 126 automobiles.

Assuming that the Sea-Land dispute "is promptly resolved by the City" (of Anchorage), Mr. Maling said the service will be started late in August from Seattle, with 2½-days transit to Anchorage.

The weekly sailing schedule calls for a Friday departure from Seattle and a Monday morning arrival at Anchorage.

The service, according to Mr. Maling, "is intended to duplicate any United States inter-city capability."

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