

# Director Says Port Bond Will End Cramped Berths

By DON HUNTER  
Times Staff Writer

The director of the Port of Anchorage says the \$4.26 million bond issue on Tuesday's municipal ballot is needed just to keep up with business t hand.

The major project in the port's expansion plan is a 180-foot extension of terminal three, said director Bill McKinney. The \$2.54 extension is necessary to adequately service two 790-foot vessels, each of which stop at the Anchorage port once a week and at present berth at the 535-foot terminal one.

The extension will make terminal three 715 feet long, McKinney said.

There's no way to squeeze a 790-foot ship into a 530-foot space, McKinney said, so the carriers Great Land and El Tien occupy both terminal one and the port's petroleum dock each time they come into port. Each ship stops at Anchorage once a week and discharges cargo in about 12 hours.

The El Tien is scheduled to cease her weekly runs into Anchorage Dec. 1, McKinney said, but she will be replaced by a similar-sized vessel next spring.

An estimated \$595,000 will be needed for dredging in the terminal three area, McKinney said, as well as \$1.5

million for construction of new trestles at that terminal.

McKinney said the \$1.5 million will be repaid by the shipping industry. Municipal officials have applied for a \$1.9 million federal economic development grant to help fund the terminal three projects, he said.

Additional items in the bond issue include \$400,000 for the purchase of existing trestles at terminal one from Totem Ocean Trailer Express, the firm that owns the 790-foot vessels which move to terminal three when the expansion is complete.

Another \$200,000 is for construction of a shop and maintenance building. Remaining funds in the bond issue — roughly \$900,000 — will go to improving and expanding staging areas at the port.

The staging area expansion could save Anchorage residents as much as \$200 on the purchase of some makes of new cars, McKinney said, since at present some automobile dealerships have to lease property near the port to hold incoming car shipments until they can be delivered to dealers. If the staging area expansion is completed as planned, the port could provide a staging facility to the dealers free of charge.

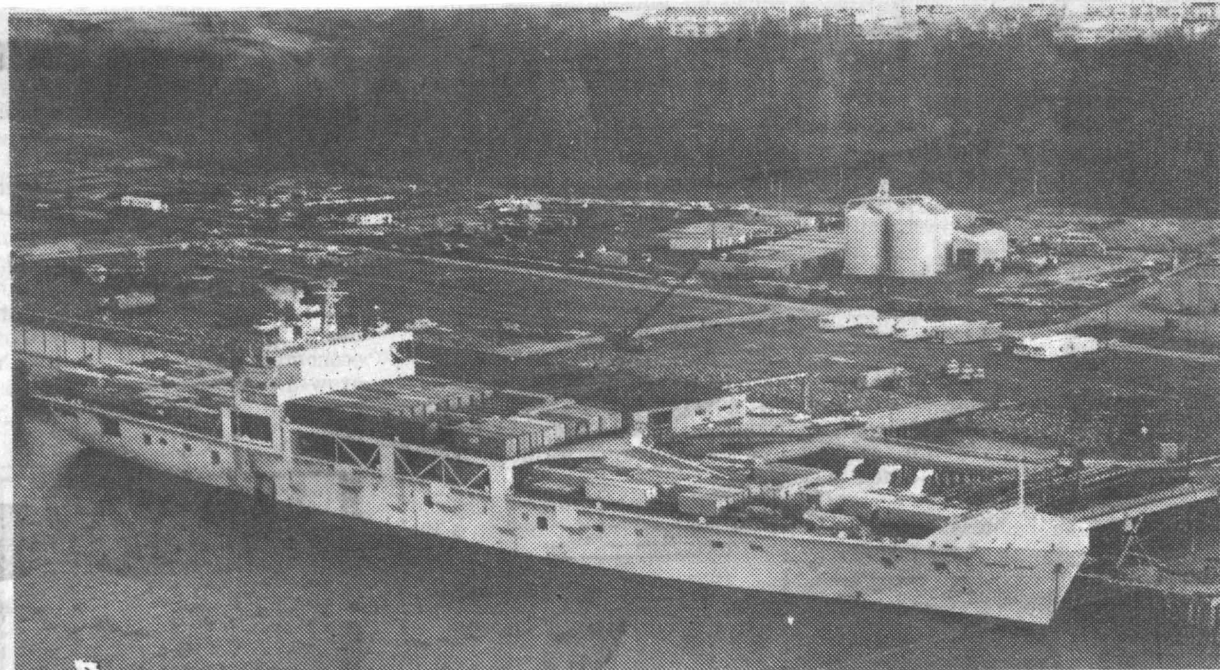
An average of seven vessels per week dock at the Anchorage port, McKinney said, including the two 790-foot ships owned by Totem, three 523-foot Sea-Land vessels and two barges carrying bulk petroleum and other products.

McKinney said officials are attempting to get another water carrier into the local port's lineup. The planned expansion would aid that attempt, he said, but no firm commitment has been made.

"We don't have a guarantee," on the additional carrier, McKinney said, but the expansion would give the port the capability of handling another carrier.

The terminal three expansion would also permit the petroleum dock, which is closed to barges two days a week, while the 790-foot vessels are in port to accept barges on any day, McKinney said.

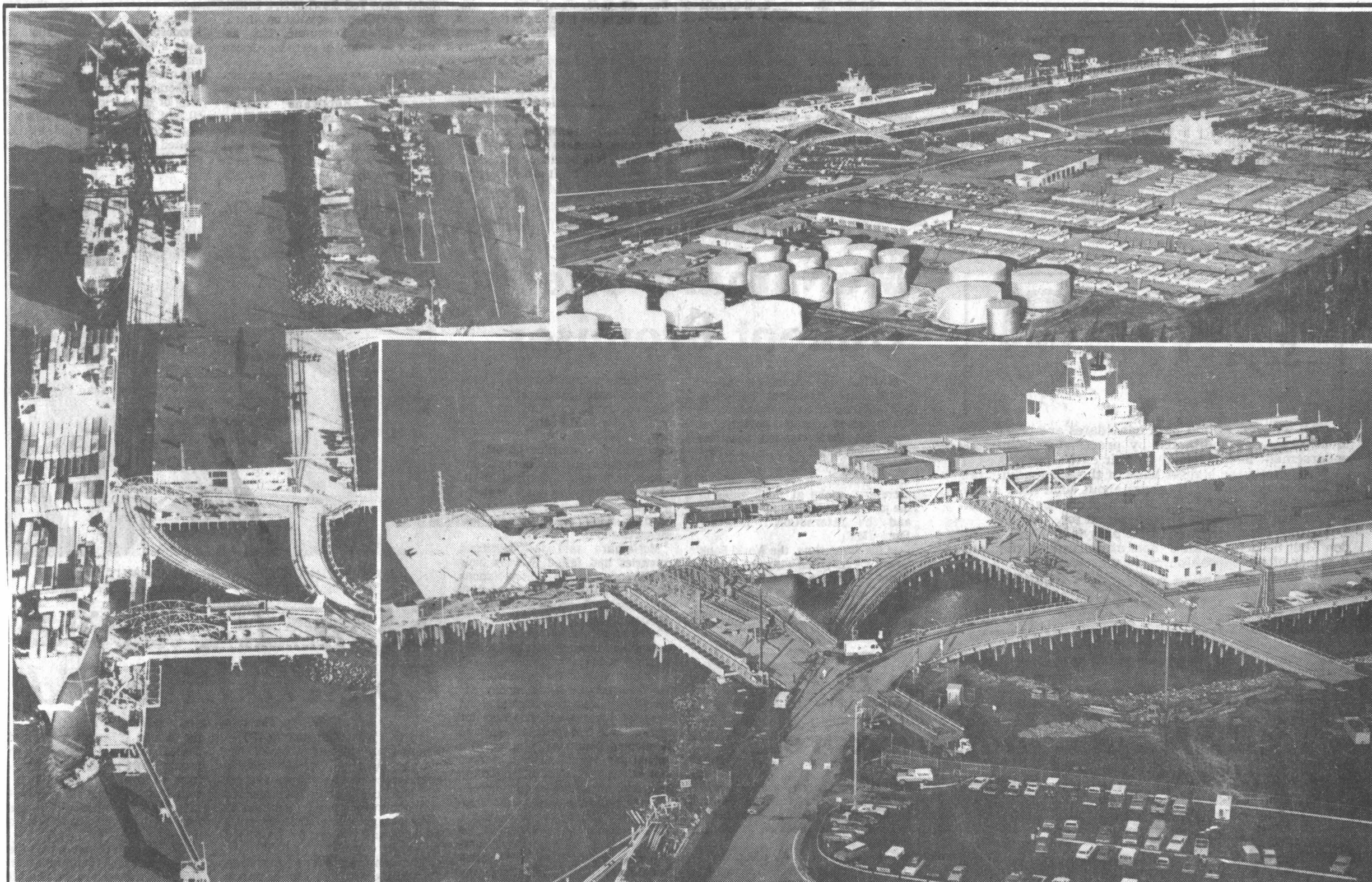
McKinney said his major concern over the bond issue prospects is that many Anchorage residents are not aware of the port's importance to the city.



## BOND WOULD EXTEND PORT

The 790-foot Great Land, owned by Totem Ocean Trailer Express, illustrates the need for expansion at the Port of Anchorage, says Port Director Bill McKinney. The

ship, here berthed at the 535-foot terminal one, also takes up almost the entire length of the petroleum dock at right. The ship docks in Anchorage once a week.



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