

High demand shown for small boat harbor

By JOHN LINDBACK
Daily News reporter

Demand is high for a small boat harbor in Anchorage, which preliminary estimates indicate could cost about \$26 million to construct, says a feasibility study commissioned by the municipality.

"Our... findings substantiate a very definite need for the facility," said Guido Zemgals of Tetra Tech Inc., an engineering, design and planning firm conducting the study for the Municipality of Anchorage. "We feel that with careful adjustments to the proposed harbor plan, an economically via-

ble project can be developed."

A 14-page summary of the firm's findings was distributed this week to the Anchorage Assembly. The panel is scheduled to discuss the conclusions with representatives of Tetra Tech and city officials at a July 21 work session.

The summary is mostly an analysis of local demand for a small boat harbor. It also includes preliminary cost estimates for construction, operations and maintenance. A graphic layout in the summary showed how the facility might look at its proposed site near Ship Creek.

A determination of need constitutes the first part of a four-phase study to examine the possible construction of a small boat harbor here. The other three phases are scheduled to be completed by York Steel Inc., owners of the land proposed for the harbor.

Cost figures included in the study may not be accurate, according to Jim Dunn, director of the Municipal Transportation Department. The sensitive nature of soils in the area could lead to expensive complications, he said.

"They may be quite accurate, but on the other hand they

could be inaccurate," Dunn said.

Tetra Tech officials said it was necessary to determine preliminary cost estimates to do other parts of the study, Dunn said.

The potential demand for boat harbor space by recreational and commercial boats is estimated at 250 boats in 1980, 440 in 1990 and 712 in the year 2,000, according to the study.

"The small boat harbor facilities available in Cook Inlet cannot currently provide the level of service and access desired by commercial and recreational users," the summary

said. Demand for the facilities and services was identified through public surveys, interviews with boat owners and dealers, and observations of current use at other regional harbors.

The layout for the facility included a harbor of 36.7 acres, with a capacity of about 200 boat stalls. Service areas include dry storage for 267 vessels, administration and maintenance, boat-launching ramps, hoists, parking, boat repair and commercial operators.

Operations and maintenance for the facility, based on 1981

costs, were estimated at about \$328,000. Annual revenues were projected at \$1.5 million.

"It is expected that the boat basin would operate six months of the year while commercial areas would operate for the full year," the consultants said.

"Lengthy wait-lists for slip space at other regional harbors confirm the expressed high demand for slip space."

A survey conducted during public meetings indicated more than 50 percent of the respondents wanted permanent stalls, services that include boat fueling, and operations during all tides.

Anchorage Daily News

Tuesday, July 21, 1981

Problem may kill coal port

By BOB SHALLIT
Daily News business editor

Engineering problems at the Port of Anchorage have damaged, and possibly killed, plans to use the port as a loading area for Alaska coal destined for the Far East.

Sources close to negotiations between the Municipality of Anchorage and Sun Eel Shipping Co. Ltd. of Korea say the engineering problems deal with several pipelines that currently run beneath the planned coal port site.

Those lines would have to be moved, at considerable expense, to accommodate the underground coal loading facility envisioned by the city and Sun Eel, a shipping firm which had planned to move nearly one million tons of coal annually through the port.

"In order to proceed, (Sun Eel) will have to provide substantial reclamation to the area," said one informed source, who asked not to be identified. "Either it will be

done here with more than the planned (expenditures) or we will have to start looking for another port."

The most likely alternative port, according to most sources, is Seward — the Kenai Peninsula town that lost out when Sun Eel selected Anchorage as its preferred site in May.

Darryl Schaefermeyer, Seward's assistant city manager, said Monday he had heard that Anchorage was no longer being considered as a possible site for the coal export facility.

"We've been told — not in any official manner — that the negotiations for a facility in Anchorage have fallen through," he said.

Schaefermeyer said, however, that Sun Eel has not approached Seward officials to discuss any possible lease arrangements.

Seward has signed an agreement with Torkelson-Kellogg, a

Utah-based engineering and construction firm, to build a coal facility. That agreement is contingent on Torkelson-Kellogg's ability to line up coal supplies in the state.

"We've always felt that Seward was the more logical place because Seward has the space to develop into a world-scale operation," he said. "We feel the company we're working with has more to offer, and we have an agreement that is good for Seward and attractive to Torkelson-Kellogg."

William Noll, an attorney representing Sun Eel, declined comment Monday. Anchorage officials also were mum on the apparent setback for this city's coal export plans.

Mayor George Sullivan, who is scheduled to address the assembly this evening on the coal negotiations, said he would have no comment Monday, but added, "I'll probably be ready to address Sun Eel's concerns at the assembly meeting."

The assembly is scheduled to vote on a request by Sun Eel's Alaska subsidiary for a 50-year lease for the use of 4.5 acres at the port.

When Sun Eel announced in May that it had selected Anchorage over Seward, company officials said work would begin on the underground facility in August. They said the facility, which was given a price tag of between \$5 million and \$7 million, would be completed in time for shipments to begin in spring of next year.

Now, those plans are up in the air.

"It was a good agreement," said one official close to the negotiations between the city and Sun Eel. "But the engineering work (done by both parties) showed that it simply could not be designed given the port site."

Friday, July 3, 1981, The Anchorage Times

Study: boat harbor could support itself

by Lyn Whitley
Times Writer

A small boat harbor at the mouth of Ship Creek could be self-supporting and still bring in more than \$1 million annually to the city if construction is financed with a state grant, according to a preliminary study.

Tetra Tech Inc. engineering firm estimated it would cost \$25.7 million to build a 5.7-acre boat basin with space for 200 small craft to dock. The firm recently completed a study of the local demand for such a facility.

The basin, according to the pre-

liminary plan, would be dredged on the southern bank of the Ship Creek where it flows into Cook Inlet.

The land is owned by Alaska Railroad and leased to York Steel Co. Duane Henson, president of York Steel, has agreed to let the municipality build the public harbor on some of that land.

As soon as the Anchorage Assembly has reviewed Tetra Tech's study of the demand for the harbor, Henson is ready to begin a \$427,500 state-funded study of the soils, a preliminary design and a master plan for the project.

The entire study phase of the project was funded by the Legislature last year with a \$500,000 appropriation.

The first phase of that study by Tetra Tech estimates that a year ago there was a demand for a place to store 250 boats in Anchorage. In ten years, using population and income projections, the firm estimates a storage space demand for 440 pleasure and commercial crafts.

The study explains that building only half the number of slips as demand projections estimate for 1990 is more economically feasible because

of the cost of dredging a larger basin area.

Also, according to the report "a 200-slip basin is considered the minimum size for successful operations given anticipated peak boating usage and launching cycle times."

Estimates show that about 100 of the 200 slips could be leased on a semi-annual, permanent berth basis. The other slips could be leased on a transient day-rate basis at a higher slip fee.

Service areas around the basin could provide dry storage for 267 vessels, administration and maintenance, boat launching ramps and ho-

ists, parking and boat repair yard.

Tetra Tech predicted the boat basin would operate six months a year and the commercial areas would operate year-round, with an estimated annual revenue of \$1.5 million. Annual operating and maintenance costs for the harbor will be about \$328,000, Tetra Tech estimated.

The \$25.7 million price tag for the harbor's construction does not include other parts of a larger plan for the area that could include space for warehouses to lease to private companies, fill for areas outside the boundaries of the small boat harbor.

Sunday, July 12, 1981, The Anchorage Times

Port plans stir debate on coal dust pollution

by Bob Miller
Times Writer

"There's not going to be any coal dust in the air, none what-so-ever," when the Port of Anchorage starts its regular coal shipments to Korea, a city official charged with enforcing Anchorage's environmental laws said Friday.

But mayoral candidate Tony Knowles isn't so sure. "Nothing could be worse for Anchorage's businesses and neighborhoods than to wake up and find themselves under a thin layer of coal dust," he said.

"Looking elsewhere where you have piles of coal, you'll find that you also have coal dust," he said.

An agreement between the Port of Anchorage and the Korean firm Sun Eel Shipping Company on building a coal facility at the Port of Anchorage is on the agenda for passage at the July 21 meeting of the Anchorage Assembly.

Carl Harmon, environmental engineer for the state Department of Environmental Conservation, issued citations against Sun Eel for allowing dust to escape into the air during its trial shipment late last year. Sun Eel used front-end loaders and an estimated 15 tons of coal dust escaped into the air.

Harmon told the company never to use that coal-loading method again.

Since then, he has been in close contact with the company as they have drafted plans for shipping a minimum of 38.4 million metric tons

of coal to Korea between 1982 and 2031.

"I'm very pleased with their preliminary plans. They call for a completely enclosed system which will not allow any coal dust pollution of the air, water or land," Harmon said Friday.

"We will not approve any facility which allows dust to escape," he said.

Current company plans call for the coal to be emptied directly from the bottom of train cars through a hopper into a 20-foot deep concrete pit.

The pit will be equipped with a gathering conveyor to transport the coal to a ground-level stockpile about 500 feet from the waterfront. The coal will be transported to ships on a fully enclosed conveyor belt.

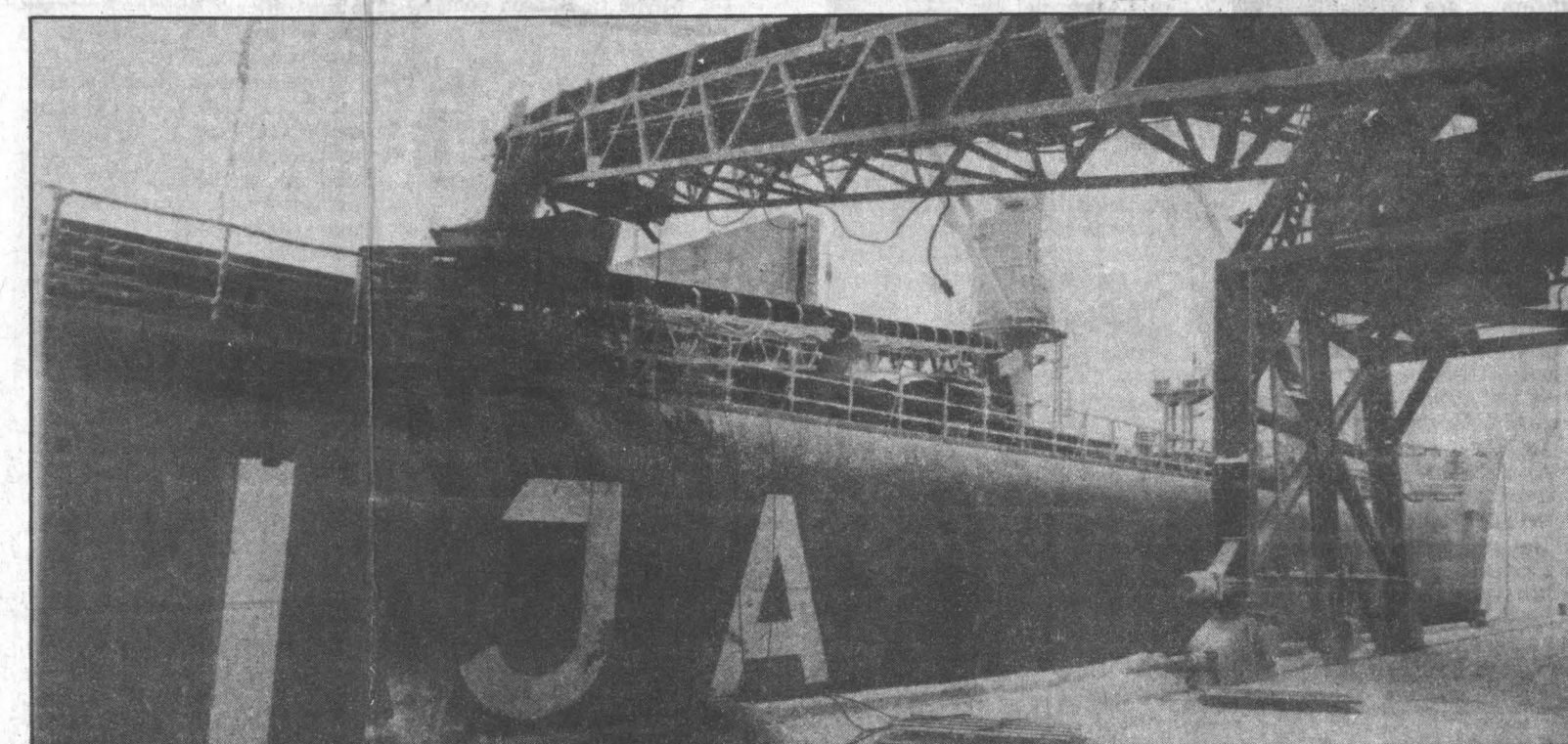
Harmon said this is an accepted system, routinely used on the East Coast.

Knowles said coal should play a role in Anchorage's economic development, but "the question is how and where."

He said he sees Anchorage as a commerce center providing service and support for industries elsewhere in Alaska.

"Harmon's description of the safeguards sound good, but I'm not sure that I'm going to take the promise of one person from a regulatory agency on something as important as this," Knowles responded.

Knowles said public hearings should be held on the subject, and



In a trial shipment, Alaska coal was loaded on a Yugoslavian ship Sava last December, bound for Korea

that he is unhappy the city is preparing to vote on the issue in the absence of such hearings.

Harmon said the designs he has described "are still in the planning stage and if enough people request a public hearing before we approve a

final design, then we'll hold a hearing."

Eric Myers of the Alaska Public Interest Research Group said even if a safe dockside plan is approved, there could still be problems with the railroad transport of the coal from

Healy mines to Anchorage.

He said the coal will be stored in a dockside stockpile of 50,000 tons or more while awaiting ships and that this could present a pollution hazard as well.

But Stan Hungerford, a DEC air

quality engineer, said, "Coal is transported by rail to Fairbanks all the time, and I've never heard a complaint."

He said if the coal was transported on enclosed railroad cars, dust would probably not present a problem.

ANCHORAGE, ALASKA, WEDNESDAY, JULY 22, 1981

Shaky ground kills coal plans at city port

By DON HUNTER
Daily News reporter

A Korean shipping firm's plan to build a coal loading facility at the Port of Anchorage has been upset by shaky ground.

Following the advice of Mayor George Sullivan, the Anchorage Assembly Tuesday night tabled a measure providing for the lease of about five acres of city land at the port to Sun Eel Shipping Co. Ltd. of Korea.

Sullivan withdrew an administration request for approval of the lease, saying questions about the stability of the soil at the site had soured the deal.

The company, Sullivan said, is requiring a site with soil conditions capable of supporting weights of up to 1,500 pounds per square foot.

Anchorage loses \$40 million

Anchorage's portion of state money flowing through the state municipal assistance bill will be slashed by about \$40 million, Mayor George Sullivan told the municipal assembly Tuesday night.

Sullivan said he had just received word that Gov. Jay Hammond had reduced the

appropriation for the assistance bill from about \$285 million to \$200 million.

That, Sullivan said, will probably reduce Anchorage's share of the state money by about \$40 million. Further details about the appropriation were not available Tuesday night.

The soil at the Port of Anchorage site can support about 300 to 400 pounds per square foot, he said.

"They (Sun Eel) had requested that we

stabilize' the site to meet the company's needs, Sullivan said. But that would cost "several millions of dollars that we don't have."

The mayor did not address reports that an

□ Hearing on controversial convention center packs Anchorage assembly meeting. Page A-12

Anchorage coal facility also would have required moving several pipelines running underneath the proposed five-acre site. Other city officials, however, acknowledged that the location of the pipelines also was a problem.

Anchorage's withdrawal from the coal project leaves Seward as the most likely site.

The Korean firm plans to ship up to one million tons of Alaska coal to the Far East annually.

The now-scrapped plan for the Anchorage coal facility — to be built at a cost of \$5 million to \$7 million — called for shipments to begin in the spring.