Port Commission Meets Tonight

The Anchorage Port Commission will meet with the City Council at 8 p.m. tonight to discuss proposed ordinances relating to commis-sion duties and powers, the city manager's office said to-

day.
The proposals restrict some commission powers to comply with City Charter proscheduled budgets reviews by the council in Z. J. Loussac Library.

City To Study Handling Merrill Field With Port

City Attorney Richard Gantz was directed to study he "legality and feasibility of placing jurisdiction of Mer rill Field under the Anchorage Port Commission and direction of it under the port director in an action by the City Council last night.

At present, the airfield is managed as a department by Jerry Hola. The council approved the study at the suggestion of

Councilman George Sharrock

TWIN ACT — Two cranes lift a big brother from the deck of a barge at the Port

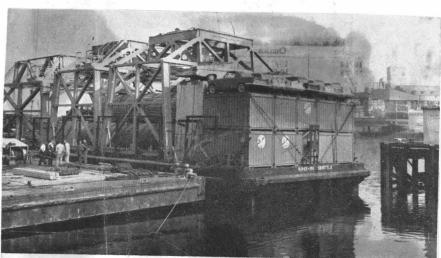
of Anchorage Dock. Suspended is the superstructure and machinery of one of the four gantry cranes which will handle cargo on the dock when the port opens for business. Two of the four gantries will be capable of handling 200 tons at a lick

and the other two, 7.5 tons. A more spectacular balancing act will take place when the superstructures are set atop the gantries, about 1½ stories high.



machinery for the Port of Anchorage dock is expected to arrive at low tide this afternoon, the port announced. The shipment from the Washington Iron Works in Seattle was due to arrive here Friday or Saturday, but storms delayed arrival, it was said.

> PORT CONTRACT - A request for approval of consulting engineering contract with Tippetts-Abbett-McCarthy-Stratton for Port of Anchorage at the annual rate of \$4,000 plus travel was approved by council. The contract for per-formance of the services was withheld pendin completion of the port. Acting city manager C. A. Hostetler said since they are now in business up here with the express purpose of servicing the port, it would be good administration to retain them



The barge Foss 108 is seen here loading out for Northland Freight Lines. She carries sev eral large steel members, part of the huge gantry crane for the Port of Anchorage new dock facilities. The barge will be the first to use the new facilities on her arrival at the port.

Sentember 1960

Dock Cranes Due Here Next Week

Four cranes for Anchor age's city dock are expected to arrive here about Nov. 4, the Port of Anchorage director reported.

The cranes, two of them of 40 ton capacity and two of 7.5 ton, will be mounted on gantries on the dock to handle

They are being shipped via barge from the Washington Iron Works in Seattle.

Four New Cranes Due

A barge bearing machinery is due here tomorrow or Sat-urday from Seattle, the port

The two 40-ton and two 7.5ton cranes were manufactured by Washington Bridge Works, Seattle, which will erect them also. The crane gantries already are in place. Meanwhile, the prime contractor, DeLong Corp., expects to complete its scheduld work on the port Nov. 23, the port consulting engineers said. Erection of the cranes may be completed the second week of December.

and superstructures for four loading cranes to be erected on the Port of Anchorage dock

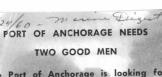
New Firm Will Ship **Bulk Cement to State**

A new bulk cement distribution plans to ship about one3000-ton system will begin operation in barge load of cement to Anchor-

will store bulk Ideal Cement com- plies also. pany products in a converted ship near the mouth of Ship creek, said Ken Hinchey, president of Alaska Aggregate corporation, and founder of the new firm. Alaska Aggregate, as agent for Idealska, will distribute the cement throughout Alaska. A storage facility is currently being constructed in Fairbanks and will be in operation shortly.

Hinchey said the company

Anchorage this week with the age each month, with the operaarrival of 3,000 tons of cement tion to continue on a year around aboard a barge from Portland, basis. After the barge operation begins, Alaska Aggregate plans The new firm, called Idealska, to handle wholesale building sup-



Council Airs

Port Powers

Law Changes Okayed

On Board's Powers

First reading of an ordi

nance to revise the powers and duties of the Anchorage

Port Commission to bring

them into compliance with

the city's year-old City Char-

ter have been approved by

The new ordinance states

that the city manager shall

appoint the port director and "such technical and adminis-

trative employes as shall be

necessary to carry on the

- Under the present ordi-

nance, written when the com-

mission was formed a decade

ago, the commission had a

THE NEW regulation di-

rects that the city manag-

er shall consult with the com-

mission on appointments and

dismissals. But as chief ad-

ministrative officer under

the charter, he has the final

The ordinance also increas-

es five commissioners' tenure

of office from one to five years. Lots are to be drawn

by present commissioners to

determine who will serve one

through five years so that

terms of appointment will be

An amendment offered by

Councilman Bennie Leonard that tenure be limited to three years lost by a vote of 5-2. THE FIVE-YEAR term had

been set at the suggestion of

the commission so that an experienced group would handle the "difficult" port busi-

"The council is expected to

learn its work in three years,'

Leonard said, "I do not see

why the commission cannot

The three-year terms also would be "consistent" with

terms of the other city com-

The first reading was ap-

A 21-page ordinance estab-lishing regulations for the Port of Anchorage has been

unanimously approved at first reading by the City Council.

The addition to the city code

would set the operating rules for users of the port, expected

to berth its first ship some-

time next spring. The port di-rector, at present Henry Ro-

loff, is given direction of op-eration of the port.

The new ordinance sets

rules for docking, mooring,

speed, and other movements

of vessels in the harbor of

Anchorage. Restrictions are

imposed on use of fire, dump-ing of refuse, and handling of

FAILURE TO PAY harbon

charges would result in the

ship being placed on a de-

linquency list, and the owners

being liable for twice the bill plus \$100 in addition.

To enforce the regulations,

the port director is given the

powers of a special police offi-cer of the City of Anchorage,

with the power to arrest.

Lesssees of city tidelands

also are regulated by the or-

dinance. In addition to other

penalties prescribed for viola-

tion of the ordinance, the lessee is liable to lose his lease.

missions, Leonard said.

proved unanimously.

staggered in the future.

power of such appointments.

functions of the port.

the City Council.

The Port of Anchorage is looking for a TRAFFIC MANAGER and a MAN-AGER OF MARINE TERMINALS. Salary ranges are open, depending upon the man we get. Considerable experience required in maritime and port fields. Please send your resume air mail to Henry Roloff, Manager, Port of An chorage, Box 400, Anchorage, Alaska

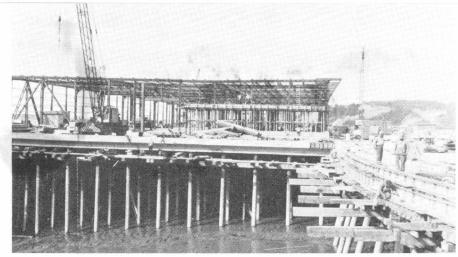


Photo shows massive steel pilings used in pier construction. When tide is in, water rises to within three feet below the concrete pier deck. Steel piling was fabricated in California and transported

Modern Anchorage Port Facilities Readied For Volume Tonnages

Movement of 200,000 tons of first mechanized wharf is expected to be year shipping at a savings of \$19 per able to handle 2000 tons of general ton is expected with the opening of cargo per work day of two ten-hour the first phase of Anchorage's new public port facilities in November.

The \$8.2 million facility is the first step of an ultimate master plan for Anchorage which will see the construction of three cargo berths, each 600 feet long and each with a 150x 500-foot transit shed plus facilities for tankers and trailerships.

The initial stage development, now nearing completion, consists of a 600foot long and 271-foot wide marginal wharf with a 150- by 350-foot transit shed, four dockside travelling cranes, railroad tracks and an access roadway. The wharf and its approach trestle consist of a reinforced concrete deck supported on 1150 steel piles. Two railroad tracks are provided on the 46-foot wide apron at the outboard side of the wharf for direct loading of cargo from ship to rail cars.

For transfer of cargo between ships and the wharf, two 40-ton cranes with 5-ton level-luffing jibs and two $7\frac{1}{2}$ ton level-luffing cranes built for high-speed operation will be installed on the wharf apron. The 40-ton cranes will be used for the handling of truck-trailers, heavy containers and other heavy lifts. When not so used, their jibs will be used together with the 7½-ton cranes for handling general cargo.

The use of high-speed dockside cranes was considered to be essential for efficient operations at the wharf since ship's gear, used at most mainland ports, could be used only a few hours a day because of the large tidal variations at Anchorage. Also with these cranes, turn-around time can be cut to about one-half of that at most other United States ports where high-speed dockside cranes are not generally available. The fully

shifts

Environmental conditions posed unusual problems for design for the port facilities. Since the maximum tidal range in Knik Arm is about 40 feet, and 30 feet of water had to be provided alongside the wharf for berthing fully loaded ships at low tide, the wharf deck had to be set at about 75 feet above harbor bottom -equivalent to the height of a seven-

story building. During the winter, large ice floes will push against the wharf. Ice is also expected to "deep-freeze" the piles in a block as much as 30 feet in thickness, imposing additional loads on the piles. It was necessary, therefore, to design the wharf foundations for higher loads than would be carried by most wharves. Difficult soil conditions compounded the problems and extensive soil boring and pile test programs were necessary to develop safe designs. As a result of these investigations, it was possible to employ a unique and relatively economical pile design.

The piles supporting the wharf

caissons ranging in diameter from 16 inches to 42 inches with annular bearing plates near the bottom of the piles to spread the loads in the manner of a footing, thereby minimizing stresses in the soil.

The piles along the perimeter of the wharf will be filled with concrete and all other piles will be filled with sand to prevent damage by ice. The outboard row of piles will be fendered with low-cost floating 'camels' which will be counterweighted to rise and fall with the tide

Feasibility studies by the firm of Coverdale and Colpitts made in 1956, and brought up to date in 1958, were based on operation of the port during eight months of the year.

These studies showed that for an anticipated tonnage of approximately 200,000 tons in the first year of operation, net savings of about \$19 per ton would be realized in shipping costs. Thus in addition to faster service, the monetary benefits to be derived will in the aggregate exceed \$3,000,000 per year.

Recent experimentation with an ice-breaking tug indicates that in the near future the Port of Anchorage may be operating the year around.

The Port Commission is selected by the Mayor and City Council to serve without pay. The commissioners are Jack Ferguson, N C Anchorage manager: Harold Stranberg, mining engineer; Rod Johnston, banker; Lyle Anderson, lumberman and Kelly Foss, contractor.

Responsibilities of the Commission include the jurisdiction, supervision and control of all the tidelands fronting on the city of Anchorage, with additional responsibility being the issuing of permits, leases for the tidelands tenancy, the fixing of tariffs, dockage and wharfage charges. These include charges assessed against vessels and, in fact, complete control of the development of the Port of Anchorage.

Henry Roloff was selected as Port Director in January. He is presently working to set up the organizational structure of the Port to operate officially when the new marine terminal is completed and volume cargoes beconsist of cylindrical steel pipes or gin moving through in April, 1961.

Looking northward along face of dock. Width of apron from rail to side of transit shed is fifty feet. Huge gantry cranes will straddle a double-rail track to expedite the handling of cargo from railroad cars directly to ships' holds.



Roloff Says City Port Not (Continued from page 1) jurried up the project but

Yet Complete The city has not yet taken over title to the Port of Anchorage facility although the prime contractor, De Long Corp., was to have a "usable

port facility" ready by Nov. 23, Henry Roloff, port director, said. The city's engineering representative, Walter Potter, resident engineer for Tippetts-

Abbett - McCarthy - Stratton, said another inspection may be made tomorrow or early next week. SOME ELECTRICAL work and a fire protection sprin-

kler system were not finished by the deadline set by a board of arbiters last spring, Potter said. The facility may be declared "usable" after the inspection, Potter said, "but we will not accept the project until finally com-The arbiters allowed

DeLong six weeks next spring to complete the port, Potter said. "Relatively little is unfinished," he commented. Yet to be done are touch-up

painting, work on guard railings, the road embankment and paving repairs on the dock deck, Potter said. His inspection may turn up other work unfinished, he added. BUT JAMES Gilshian, project manager for De Long Corp., said the port will be virtually complete at the time of the inspection. He said the resident engineer and the city

(Continued on page 13)

City Port Not Yet Complete

'now do not want to occupy it until next spring, so we are he patsys.' It is usual to close down a project of this type and "give the owner credit" for minor

work to be done, Gilshian If the city persisits in declaring the port incomplete, "We'll ask \$10,000 a month"

to stay over the winter, Gilshian declared. MEANWHILE, a schedule of tariffs-dockage chargesfor the port are expected to be

submitted to the City Port Commission by next Thursday, reported Roloff.

The tariff, being prepared by Associated Traffic Services of Los Angeles, is expected to average 25 to 30 per cent higher than those in force at Seattle docks, Roloff esti-

AFTER consideration by the commission, the proposed tariff will go to the City Council for approval. The sched-ule of charges to shippers al-so must be approved by the holders of the \$6.2 million in nort, revenue, bonds. Reloff port revenue bonds, Roloff

THE REMAINDER of the indebtedness for the \$8.2 million port is in city general obligation bonds.

The proposed tariff is expected to make Anchorage port competitive with Seward and other ports in serving the Anchorage area, Roloff said. Roloff also said he has approached water carriers urg-ing them to create new indi-vidual "overwater" tariffs to the city port. The carriers are Alaska Steamship Co., Alaska Barge and Transport, Inc., and Puget Sound Alaska Van Lines Co., Roloff said.

AT ALASKAN CITIES

JUNEAU (2)—Ralph E. Wilson had invited Wilson to son, chief of the Federal Marschedule Alaska stops on the itime Administration, has ac-Savannah's shakedown trips cepted a state invitation to because the Alaska coastline bring the nuclear - powered merchant ship Savannah to Alaska, Gov. William A. Egan said today. The Savannah is now under powered merchant vessels construction and is scheduled which would not require frequent refueling said today.

for its initial shakedown cruis- quent refueling.

es next year. Because of the experimental nature of the ship, Wilson said, it was not possible to establish any calling schedule at the present time, but he added in a letter to Egan: "WE ARE happy to accept your invitation and we shall plan on availing our-selves of the hospitality of

your north country at some future date. . ."

Shipped to City

A bargeload of equipment for

the new port of Anchorage de-

ock. Installation of the equipment

will be supervised by Louis Bi-anci of Washington Iron Works,

who is aboard the barge. His firm fabricated the cranes on a city

The new port will be substantially completed when the cranes are installed and in operation.

Anchorage Port To Be Classed Port Of Entry Port Equipment

JUNEAU (P) — Gov. William A. Egan said today the Department of the Treasury has filed notice of its intention to designate Anchorage as a customs port of entry. The notice was filed in the Federal Register last Friday, the new port of Anchorage departed from Seattle Wednesday and is expected to arrive here in about nine days.

The barge contains four cranes, control cabs, booms and electric motors to run the gear on the deek Egan said.

The governor said the principal effect of the action will be to transfer the cost of customs inspection en vessels using the Port of Anchorage from the individual shipping concern to the Bureau of Cus

Council gave first reading to an ordinance providing for Port of Anchorage regulations. The regulations are patterned after similar port operations on the West Coast. 12/5/60 News Another ordinance, pertaining to the powers and duties of the

port commission was given first reading at this time. A proposal to amend this ordinance for a 5-year period of office for members of the commission to be changed to three years was defeated by a council vote.