

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 commission duties and powers, the city manager's office said today.

The proposals restrict some commission powers to comply with City Charter provisions. The meeting is expected to be held prior to scheduled budget reviews by the council in Z. J. Loussac Library.

Port Cranes Are Due Here Today

A barge loaded with four crane superstructures and machinery for the Port of Anchorage dock is expected to arrive at low tide this afternoon, the port announced.

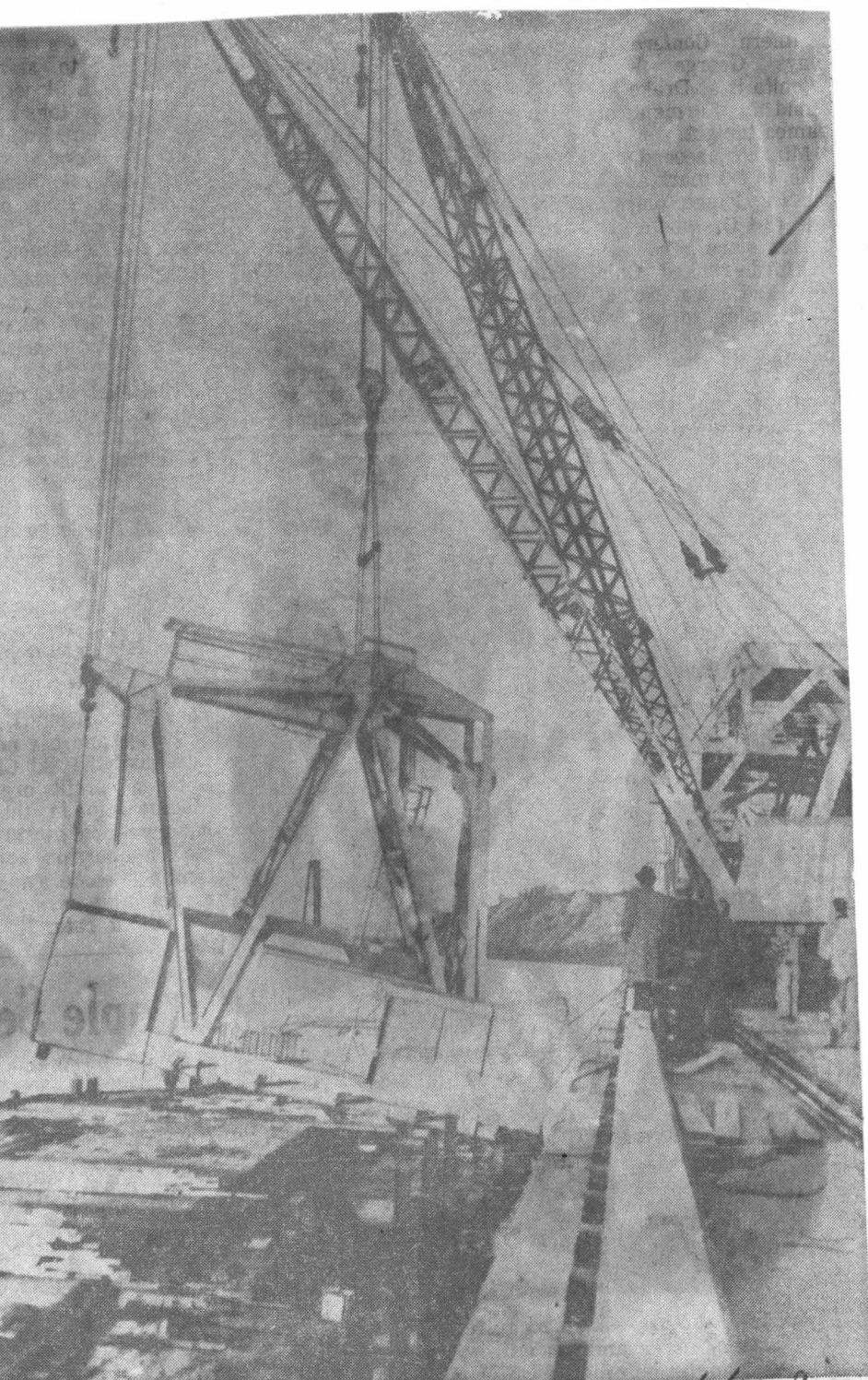
The shipment from the Washington Iron Works in Seattle was due to arrive here Friday or Saturday, but storms delayed arrival, it was said.

City To Study Handling Merrill Field With Port

City Attorney Richard Ganz was directed to study the "legality and feasibility" of placing jurisdiction of Merrill 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 Hala.

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.

PORT OF ANCHORAGE NEEDS TWO GOOD MEN

The Port of Anchorage is looking for a **TRAFFIC MANAGER** and a **MANAGER 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 and air mail to Henry Roloff, Manager, Port of Anchorage, Box 400, Anchorage, Alaska.

PORT CONTRACT — A request for approval of consulting engineering contract with Tippetts-Abbott-McCarthy-Stratton for Port of Anchorage at the annual rate of \$4,000 plus travel was approved by council. The contract for performance of the services was withheld pending completion of the port. Acting city manager C. A. Hostetter 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.

Council Aims Port Powers Law Changes Okayed On Board's Powers

First reading of an ordinance to revise the powers and duties of the Anchorage Port Commission to bring them into compliance with the city's year-old City Charter have been approved by the City Council.

The new ordinance states that the city manager shall appoint the port director and "such technical and administrative employees as shall be necessary to carry on the functions of the port."

Under the present ordinance, written when the commission was formed a decade ago, the commission had a power of such appointments.

THE NEW regulation directs that the city manager shall consult with the commission on appointments and dismissals. But as chief administrative officer under the charter, he has the final say.

The ordinance also increases 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 staggered in the future.

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 business.

"The council is expected to learn its work in three years," Leonard said. "I do not see why the commission cannot also."

The three-year terms also would be "consistent" with terms of the other city commissions, Leonard said.

The first reading was approved unanimously.

Dock Cranes Due Here Next Week

Four cranes for Anchorage'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 cargo.

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

Four New Cranes Due

A barge bearing machinery and superstructures for four loading cranes to be erected on the Port of Anchorage dock is due here tomorrow or Saturday from Seattle, the port reports.

The two 40-ton and two 7.5-ton 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 scheduled work on the port Nov. 23, the port consulting engineers said. Erection of the cranes may be completed the second week of December.

New Firm Will Ship Bulk Cement to State

A new bulk cement distribution system will begin operation in Anchorage this week with the arrival of 3,000 tons of cement aboard a barge from Portland, Ore.

The new firm, called Idealska, will store bulk Ideal Cement company 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

plans to ship about one 3,000-ton barge load of cement to Anchorage each month, with the operation to continue on a year-around basis. After the barge operation begins, Alaska Aggregate plans to handle wholesale building supplies also.

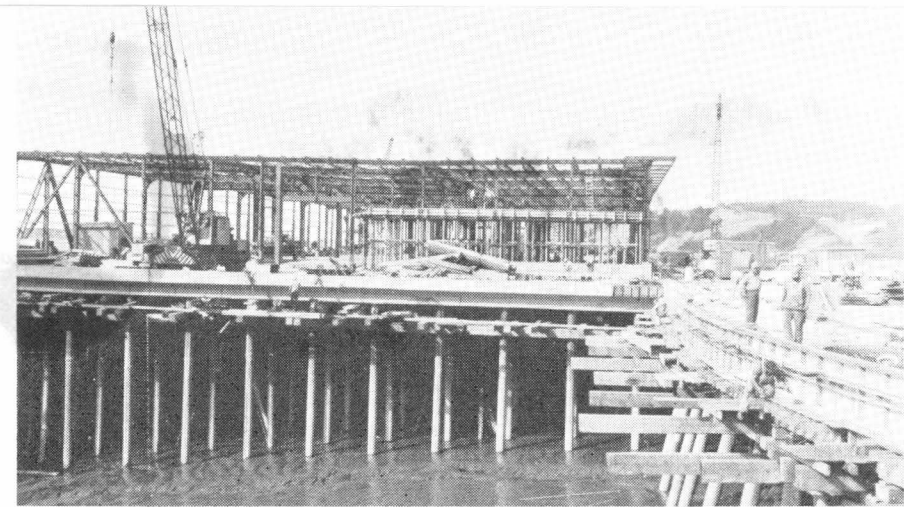


Photo shows massive steel pilings used in pier construction. When tide is in, water rises to within three feet below the concrete pier deck. Steel piling was fabricated in California and transported to Anchorage by barge.

Modern Anchorage Port Facilities Readied For Volume Tonnages

Movement of 200,000 tons of first year shipping at a savings of \$19 per ton is expected with the opening of 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 150x500-foot transit shed plus facilities for tankers and trailerships.

The initial stage development, now nearing completion, consists of a 600-foot long and 271-foot wide marginal wharf with a 150x 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 7½-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

Fall 1960

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 Yet Complete

The city has not yet taken over title to the Port of Anchorage facility although the prime contractor, DeLong 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-Abbott-McCarthy-Stratton, said another inspection may be made tomorrow or early next week.

SOME ELECTRICAL work and a fire protection sprinkler 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 completed."

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 DeLong Corp., said the port will be virtually complete at the time of the inspection. He said the resident engineer and the city

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City Port Not Yet Complete

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hurried up the project but "now do not want to occupy it until next spring, so we are the patsys."

It is usual to close down a project of this type and "give the owner credit" for minor work to be done, Gilshian said.

If the city persists 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 charges—for 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 estimated.

AFTER consideration by the commission, the proposed tariff will go to the City Council for approval. The schedule of charges to shippers also must be approved by the holders of the \$6.2 million in port revenue bonds, Roloff said.

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 urging them to create new individual "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.

NUCLEAR SHIP TO CALL AT ALASKAN CITIES

JUNEAU (AP)—Ralph E. Wilson, chief of the Federal Maritime Administration, has accepted a state invitation to bring the nuclear-powered merchant ship Savannah to Alaska, Gov. William A. Egan said today.

The Savannah is now under construction and is scheduled for its initial shakedown cruises 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 ourselves of the hospitality of your north country at some future date."

Egan had invited Wilson to schedule Alaska stops on the Savannah's shakedown trips along the Alaska coastline as "particularly adaptable, by reason of the difficult conditions of supply which prevail," to future use of nuclear-powered merchant vessels which would not require frequent refueling.

Port Equipment Shipped to City

A bargeload of equipment for 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 dock.

Installation of the equipment will be supervised by Louis Biand of Washington Iron Works, who is aboard the barge. His firm fabricated the cranes on a city contract.

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

Anchorage Port To Be Classed Port Of Entry

JUNEAU (AP)—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, Egan said.

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

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. 12/6/60 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.