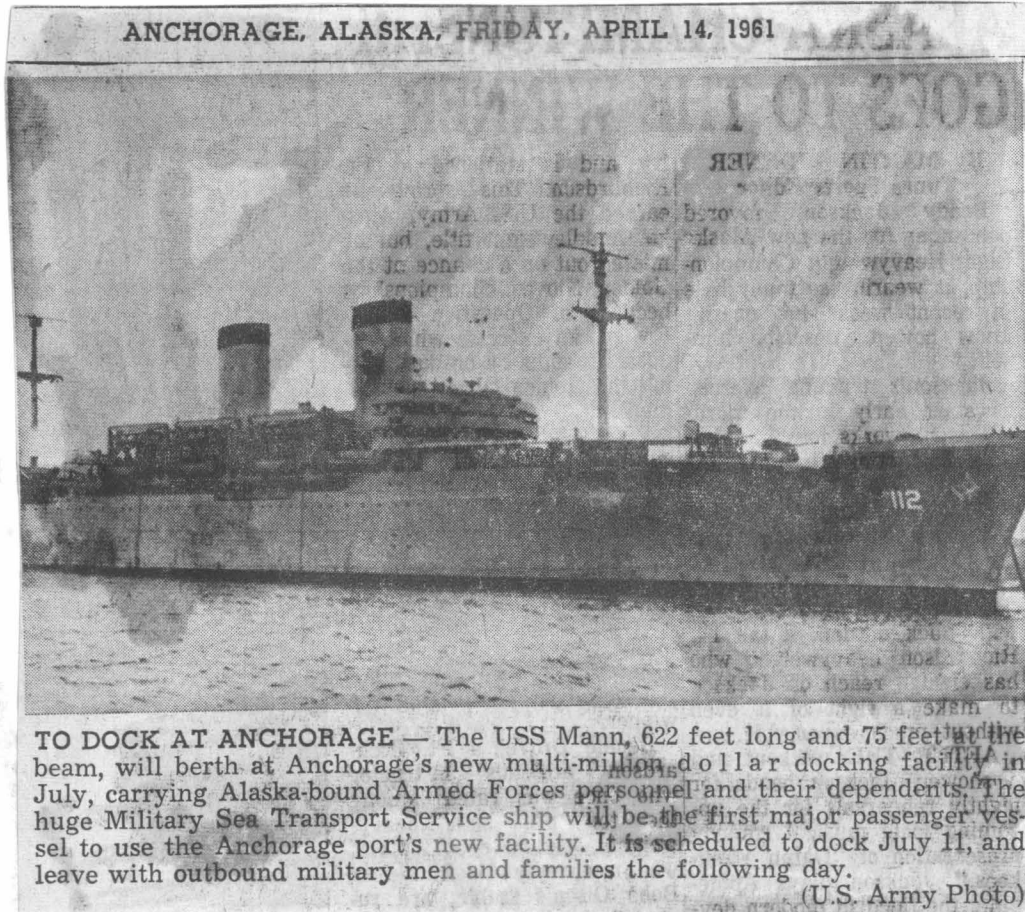
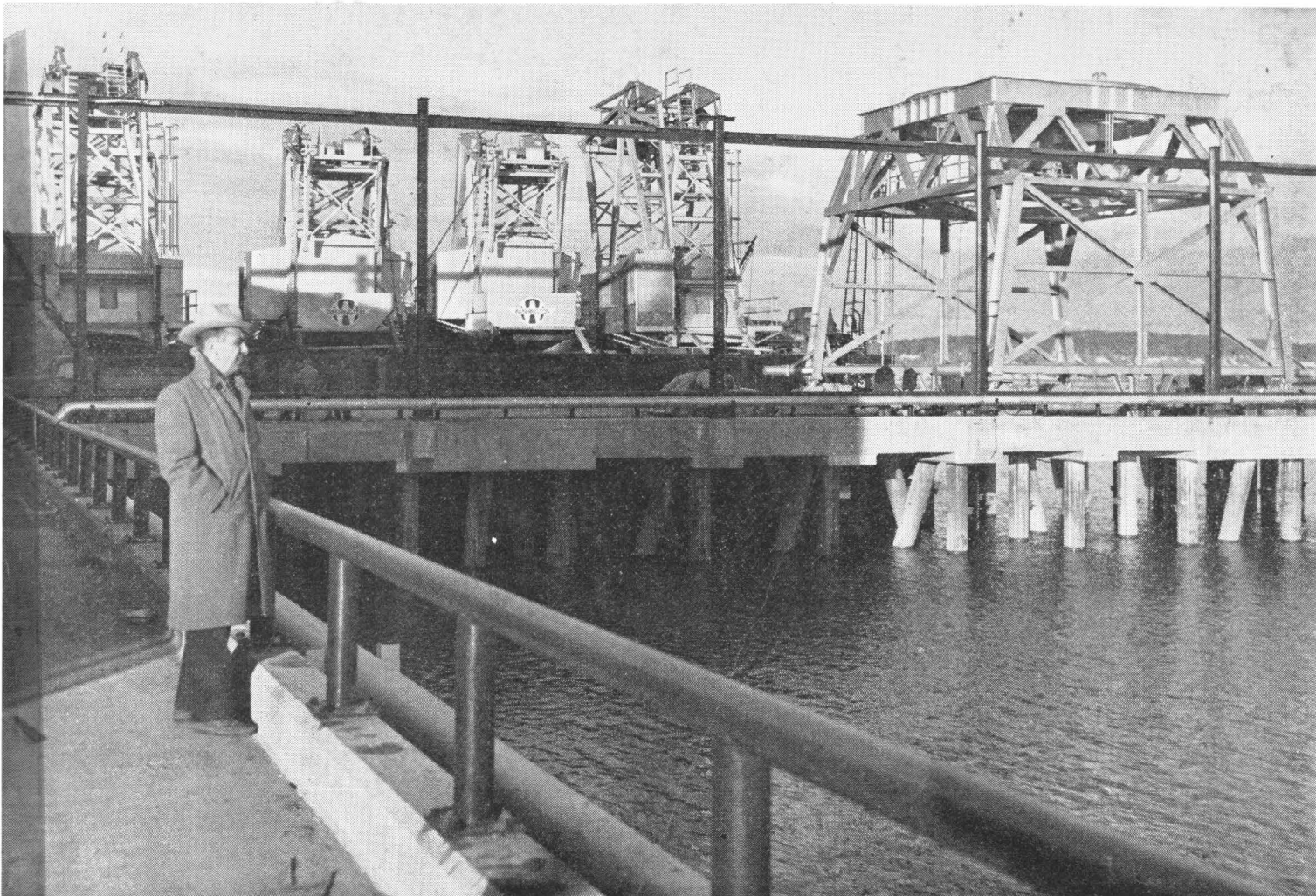




BALANCING ACT — A fork life hoists two bundles aboard a flat car. The port terminal building is seen in the background. From track laid on the port deck, the ARR hauls the lumber and Fairbanks for distribution. The new facility will be formally opened May 10 when the first ship to visit the port, the Japanese Kazakawa Maru, docks with building materials.



TO DOCK AT ANCHORAGE — The USS Mann, 622 feet long and 75 feet at the beam, will berth at Anchorage's new multi-million dollar docking facility in July, carrying Alaska-bound Armed Forces personnel and their dependents. The huge Military Sea Transport Service ship will be the first major passenger vessel to use the Anchorage port's new facility. It is scheduled to dock July 11, and leave with outbound military men and families the following day. (U.S. Army Photo)



LOOKING OUT TO THE FUTURE—A citizen of Anchorage envisions further growth for the state, as new port facilities provide the avenue for expansion of transportation, lowered shipping rates and development of an exporting industry which would handle Alaska's wealth of natural resources.

A PORT AGAINST THE TIDE

By H. C. CRESCENT

20/alaska construction news
April-May 1961

THE evident need of a deepwater cargo terminal at Anchorage, Alaska's largest city, antedated by many years any objective moves in the direction of actual port construction.

According to Henry Roloff, Anchorage Port Director, the key to all planning for such construction was transportation costs.

As the city grew, and the area increased in commercial activity, it became obvious to all observers interested in the progress of Alaska that a facility was needed to export raw materials and to develop Alaska's natural resources for export.

It was evident that the U.S. Army-operated deepwater pier, Ocean Dock, built in 1917, was small and inadequate for handling large volumes of civilian cargoes. It was evident that the cost of barging freight to Anchorage and handling the cargoes at small bulkhead terminals was so high as to impede further growth and development of transportation.

At the present time, most cargoes destined for Anchorage are shipped to Seaward, then transhipped 114 miles by the Alaska Railroad or by truck at additional costs.

The need for exploring the possibilities of direct shipments to Anchorage in deep-draft vessels and reducing shipping costs thereby brought about the creation of a Port Commission by the City of Anchorage as early as 1946, to study and promote possibilities of port development in that city.

In 1952 George Treadwell, then chief engineer for the Port of Seattle, presented a preliminary feasibility study, after which the Port Commission, working with the Corps of Engineers and the U.S. Army, sought to secure federal government support for building the port facilities.

Immediately the question of financing loomed large. The Commission hit on the idea of floating revenue bonds, feeling the commerce from such a port would justify the issuance of revenue bonds.

Alaska Construction News
April-May 1961

More About —

A PORT AGAINST THE TIDE

— from page 22

a summer marked by a prolonged labor strike in Alaska which virtually halted construction progress there and delayed progress on the port. To delay progress further, a bargeload of steel piling, fabricated by the Kaiser Mills in California, was lost in transit in Cook Inlet.

When the spring of 1960 came, an all-out effort by the engineers and contractors was made. Pile driving started April 1. By December 6 the project was complete except for minor work remaining.

The initial construction completed consists of a 600-foot long by approximately 400-foot wide wharf with a 150 by 250-foot transit shed, providing 50,000 square feet of covered area, alongside; four dockside travelling cranes; railroad tracks and an access road.

A double-rail track is provided on the 50-foot wide apron for direct loading of cargo by crane from ship to railroad gondolas. On the inshore side of the transit shed, two railroad tracks are also provided for truck loading, with a loading area constructed for pick-up and delivery of cargo.

For transfer of cargo, four gantry cranes were specified by Tippetts-Abbett-McCarthy-Stratton and built under contract with the city by Washington Iron Works, Seattle.

All four cranes are of level-luffing type, with hinged jib booms. Two are 7½-ton capacity. Each of the other two has double hooks hung on the level-luffing jibs, one of 40-ton and one of 5-ton capacity. Added speed, flexibility and ease of operation, with reduced line wear, result from this unique design feature, in the estimation of Harry Hubbard, chief engineer of the Washington Iron Works.

The four Washington cranes were largely pre-assembled before shipment in two large loads from Seattle last fall. Erection of the cranes was carried out in a three-week period during November under the direction of Louis Bianchi, Washington field engineer. Westinghouse electrical drives and controls are used in the cranes, and all wiring was installed by Veca Electric Co., Seattle.

The 40-ton cranes will be used for

Port Hearing To Be Closed

May 5, 1961

City officials are opposed to closing the doors to hearings on arbitration of contractor's claims against the port of Anchorage, scheduled to start at 9 a.m. tomorrow in Z. J. Loussac Library Auditorium.

City Attorney Richard Gantz said the three arbiters to the dispute between the port and the DeLong Corp. of New York, the prime contractor in the building of the \$8.2 million facility, have ruled the sessions will be closed to the press and public.

"WE DO NOT want a closed hearing," Gantz said. "This is public business involving public money." The ruling is opposed by the Anchorage Port Commission, the attorney's office and the city's consulting engineers, Tippetts-Abbett-McCarthy-Stratton of New York.

Under dispute are DeLong claims totaling at least \$109,104, Gantz said. They include work on dock crane stops, \$4,127; grading, \$574; earth fill, \$790; railroad spur tie-in, \$10,327; and harbor dredging, \$93,296, which DeLong claims should be paid by the city.

The contractor also is seeking a certificate of completion of the port dated last year, Gantz said. DeLong claims the city should pay for insurance since that time plus cost of maintenance of the port, Gantz added.

Hearing On Port Ends

May 5, 1961

Hearing by an arbitration board of \$109,104 in claims against the Port of Anchorage was closed yesterday after 20½ hours of testimony, according to Port Director Henry Roloff.

The builder of the \$8.2 million port, the DeLong Corp. of New York, has entered the claim for work, it says in excess of its contract.

The three man board is expected to submit a written finding on the claims to the city and the contractor, Roloff said.

The press and public were barred from the sessions Friday, Saturday and Sunday in Z. J. Loussac Library Auditorium despite protests of city officials. City Attorney Richard Gantz told the board, "this is public business, involving public money," and the hearings should not be closed.

An Anchorage Daily Times reporter was requested to leave the closed session.

Arbiters are Robert Prescott of the Alaska District U.S. Engineers; Eino Reinikka, engineer for the Alaskan Air Command; and Lee S. Linck, a consulting engineer of Fairbanks.

CITY CARGO BYPASSES MUNICIPAL PORT

April 28, 1961

While the city of Anchorage port lay idle, a barge carrying 27.5 tons of asbestos water pipe purchased by the city for water extensions docked at the Union Oil Company of Calif. wharf nearby, it was revealed yesterday.

The barge, laden with a total of about 400 tons of general cargo for the Anchorage area, docked Wednesday night and continued to be unloaded this morning, according to city port officials.

UNION OIL operates its dock as a receiving point for petroleum products for the area, but, according to an official, has received general cargo in years past before the city dock was built.

But the official said yesterday the dock "is not going to accept any more general cargo."

Port Director Henry Roloff said he had written Union Oil claiming the oil company had not filed a terminal tariff — a schedule of rates charged for use of the dock — with the Federal Maritime Board. Roloff claimed this was required by law.

ROLOFF SAID he recommended the company file a tariff or the city port would be forced "to take remedial action."

The Union official refused to reveal whether a tariff had been filed with the maritime board.

Reported also aboard the barge were automobiles, steel, beer, boilers for the new Providence Hospital, wallboard and other items. The barge is reported operated by Northland Freight Lines of Seattle.

Arbitration On Port Set For May 5

April 24, 1961

As the port of Anchorage received its first customer Friday, port officials announced that arbitration of claims against the port by the prime contractor, scheduled to begin today, have been postponed until May 5.

Bidding on a contract to supply stevedoring services at the port also was closed Friday, but results will have to await action of the port commission, headed by Harold Strandberg. Officials refused to divulge the number of bids received.

WALTER POTTER, resident engineer for Tippetts-Abbett-McCarthy-Stratton, the port construction consultants, also said work began last week on a \$105,500 contract to install heating in the terminal shed. The heating system should be completed in 90 days, Potter said. Alaska Plumbing and Heating Co. is the contractor.

Friday, 278,000 board feet of lumber and a dozen house trailers were unloaded from the barge "Kevalaska," from Ketchikan. One of the new dock's 40-ton cranes unloaded bundles of lumber, bound for Alaska Aggregate Corp., often directly from the barge deck to waiting semi-trailers.

In charge of the operation was Grove Lautzenhiser, port traffic manager, assisted by William Burnett, assistant terminals manager, and Donald Walter, accountant-business manager. Port Director Henry Roloff is in Seattle in an effort to raise new business for the \$8.2 million port.

HANDLING WAS done by North Star Terminal and Stevedore Co. under a temporary arrangement until a contract is let for the work.

The prime contractor, DeLong Corp. of New York, has requested arbitration of claims for a possible \$508,800 for work done in excess of its \$5,083,607 contract for port construction.

Arbitration will begin at 9 a.m. May 5, Potter said. Arbiters chosen by the participants are Robert Prescott, construction division assistant chief of the U.S. District Engineers; Eino Reinikka, chief engineer for the Alaskan Air Command; and Lee S. Linck, a consulting engineer from Fairbanks.

The three arbitrated a dispute between the port and the contractor last year over completion dates for the port.

Sweetbriar Will Dock On Friday

May 1, 1961

The Coast Guard cutter Sweetbriar attached to the Juneau Coast Guard District will dock at Anchorage Friday to participate in Armed Forces week starting Sunday, the port reported.