



## City of Anchorage

Founded 1915

Incorporated 1920

### CITY COUNCIL

Mayor: George Byer  
 William Besser Harry Pursell  
 Robert Livie Ron Rettig  
 Bennie Leonard George Sharrock  
 Roy Nigh Joe Yesenski  
 City Manager C. A. Hostetler

April

MUNICIPAL BULLETIN

1961

### CITY COUNCIL NOTES FOR MARCH

March 7 - Council approved the plans for the new fire station which is to be built on Airport Heights Road between Fifth Avenue and DeBarr Road. The architect was also authorized to prepare the way for a call for bids on the building.

Council approved sending a Police Department employee to the Keeler Polygraph Institute in Chicago for a 6-week training course in the use of the polygraph.

The bid of Alaskan Plumbing and Heating for the installation of a heating system in the transit shed of the Port of Anchorage at a cost of \$105,550 was accepted as the low-est and best bid.

Council approved the purchase of 15 items of City equipment from various firms which had submitted competitive bids. Successful low bidders included--Carrington Com-pany, three items at \$24,105; Craig Taylor Equipment, one item at \$11,046; Bashaw Equipment Company, one item at \$3,070; Alaska Sales and Service, six items at \$54,516.55; and Yukon Equipment, one item at \$7,486.

The accounting firm of Scott, McMahon & Company was authorized to perform a sur-vey and make recommendations on the possible merging of the City Tax Assessor's and Independent School District Assessor's Offices and functions.

Council approved the purchase of water utility materials from several firms which had submitted competitive bids. Purchase contracts were awarded to the H. D. Fowler Company for 13 items at \$11,724.80, Kellar Supply Company for three items at \$6,339.08, Northland Pipe and Supply for five items at \$8,029.48.

March 14 - Approval was given to a \$2,180,372 capital improvement program for 1961. Included in the construction plan are provisions for spending \$876,772 on water utility improvements; \$761,600 on sanitary sewers; \$202,000 on storm sewers; and \$340,000 on streets and roads. The improvement program was prepared by the Plan-ning Commission. Council also voted to adopt the Planning Resolution which established priorities for the various improvements. The vote included the provision that the vari-ous projects would be done only if the money was available and Council gives its approv-al to each project separately.

The offer of the General Electric Supply Company to supply the electrical utility with a 3,750 KVA substation at a cost of \$51,976 was accepted as lowest and best bid.

Council adopted a resolution deploring discrimination in housing. The resolution also urged all citizens to refrain from such practices.

(Continued on Page 3)

in 1956, the people of Anchorage approved the issuance of \$6,800,000 in revenue bonds for its construction.

Final designs and plans were prepared by TAMS in 1957. The firm was hired also to supervise the construction work. Bids for the port were received in June 1958. Two months later, \$6,200,000 in revenue bonds and \$2,000,000 in general obligation bonds were sold to a group of investment bankers headed by Ira Haupt and Company of New York.

Immediately following the sale the successful bidders, DeLong Corporation of New York, and the Washington Iron Works of Seattle, were given notice to proceed with the construction. It was finished, except for a few cleanup items, last December.

Facilities at the port include a general cargo wharf equipped with two 40-ton gantry cranes and two 7 1/2 ton gantry cranes that operate efficiently at any tide level, a transit shed, road and rail access, and a railroad storage area. The wharf is lo-cated 700 feet offshore and is connected to the shore by trestles. The four cranes on the wharf are the only ones of their type in use in the United States; a few European ports are equipped with them.

The Port Commission, headed by Harold Strandberg, is the policy making body for the operation of the port. Management of the port is in the hands of Port Director H. Henry Roloff whose staff includes a traffic manager, terminal assistant, an ac-countant, pier foreman, and two stenographers. The port offices are located at the new facility.

PORTS and HARBORS - September 1961



PORT OF ANCHORAGE: Officials of Alaska's newest and most modern seaport officially dedicated the new \$8,200,-000 terminal last month. The new terminal took over three years to build and is equipped with four modern level bluffing gantry cranes of high lift capacity. The development of the Port of Anchorage represents the first major seaport development in Alaska in over twenty years. It was built to serve the needs of the rapidly expanding City of Anchorage and to provide an export center for Alaska's natural resources. First major ship to call was the USS General Mann.

## Port of Anchorage, Alaska

(Formal dedications ceremonies for the new \$8,200,000 terminal being held on July 8, 1961, the Port of Anchorage has emerged into full membership in the world of modern ports. Below is given a brief descriptive story of the history of the newest seaport in the United States and the most modern port in the 48th State. Ed.)

The Port of Anchorage is strategically located in central Alaska on the Knik Arm of Cook Inlet.

Alaska is a land of 571,000 square miles. It is about one-fifth the size of the 48 states, or stated another way, it is about the size of the countries of France, Spain and Sweden combined.

To develop the export potential of this great area, the Port of Anchorage as a municipal seaport only recently came into being, but the discovery of Cook Inlet dates back almost two hundred years.

Captain James Cook, sailing under the flag of England, first discovered the long inlet in 1778 and gave it his name. One Hundred and Thirty Six years later the City of Anchorage came into being following an order issued by President Woodrow Wilson ordering the Alaska Railroad to be built.

The construction of the railroad created a need for seaport facilities to unload the equipment and supplies necessary to complete the project. On November 23, 1920 the new municipality of Anchorage incorporated, but it was more than 30 years later before attempts to build city owned port facilities were undertaken.

As early as 1946, city officials created a Port Commission, and in 1952, George T. Treadwell, then Chief Engineer of the Port of Seattle, made a preliminary study of port requirements. These studies indicated the feasibility of constructing a deepwater cargo terminal at Anchorage. In 1954, the citizens of Anchorage anxious to improve their already booming city, approved the issue of \$2,000,-

000 of general obligation bonds for port improvement. Private engineering and consulting firms were retained to conduct feasibility studies and engineering estimates for the planned improvement. These studies indicated the great potential of cargo movement into the Anchorage area from Pacific Coast points, and in 1956, \$6,800,000 in revenue bonds were issued for the construction of first stage facilities.

The initial project now completed consists of a 600-foot long marginal wharf with a 50,000 square feet transit shed. Additionally, the new terminal uses four dockside travelling gantry cranes for cargo discharge. The dock is built of reinforced concrete deck supported on steel piling, with two rail tracks serving the 46-foot apron and another double track is located inboard of the transit shed to expedite rapid movement of in-bound-outbound freight.

Severe tidal conditions in Cook Inlet, surpassed only by the Bay of Fundy, posed unusual design and construction problems in building what is rated to be the most modern terminal along the Pacific Coast. The fast moving waters of the inlet have a maximum tidal range of 40 feet. This factor when added to the necessity of providing a minimum of 35 feet of water at low tide for fully loaded freighters required that the wharf deck had to be set at about 75 feet above the harbor bottom. For purposes of comparison, this is equal to the height of a seven-story building.

To meet modern day requirements for rapid and efficient trans-

fer of cargo, two 40-ton cranes with 5-ton level-luffing jibs have been installed on the wharf. Carriers in the Alaska trade move approximately 80% of all cargo via containers and vans; hence, heavy lifts are everyday routine. Supplementing the heavy lift equipment at Anchorage are two additional high-speed level-luffing cranes with 7 1/2-ton capacities. When combined with the 5-ton jibs on the heavy cranes, all four pieces of equipment can be used to handle the general cargo ships that call in the offshore trade.

The use of high-speed dockside cranes were a pre-requisite in the development of the new terminal because the normal practice of using ship's gear, utilized at mainland ports, could be used only a small portion of the day due to the unusual tidal ranges. The modern equipment cuts ship turn-around time to about one-half that of most United States ports where high-speed dockside cranes are not generally available. The fully mechanized terminal is capable of handling over 2000 tons of general cargo per day.

Original engineering and feasibility surveys of the port indicated only an eight month per year operation because of winter ice conditions generated from the many fresh water rivers that flow into the headwaters of Knik Arm. Recent experimentation with ice-breaking tugs indicates that the Port of Anchorage may soon be operating the year around.

The K Line, Kawasaki Kisen Kaisha, Ltd., provides frequent service to the Port of Anchorage from Japan and Port officials are predicting rapidly expanding trade between Japan and Alaska. Efforts are underway to expand the export of natural resources from Anchorage and these include all types of mineral ores, coal and timber. The strategic location of Anchorage, the State's largest city in terms of population, promises a bright future for this, the newest seaport in the United States and the only new port created in Alaska in the last 40 years.