ALMANAC
Thursday, September 11, 1958
Daylight Today 13 Hrs., 19 Min.
Sunrise 5:16 a.m. Sunset 6:35 p.m.
High yesterday 57
Low last night 46

Anchorage Daily Times

READ BY ALASKANS EVERYWHERE

FORECAST
Cloudy with rain tonight. Considerable cloudiness Friday. Low tonight 46, high Friday 56.

FORTY-THIRD YEAR | PHONE 56201 | ANCHORAGE, ALASKA, THURSDAY, SEPTEMBER 11, 1958 | 16 PAGES | PRICE 10 CENTS

$8,000,000 PORT WORK BEGINS

Port Volume Sets Record

A record month was established at the port of Anchorage during May when 92 vessels used the facility.

Port tonnages for the first five months of this year are up 300 per cent over the same period last year, said Henry Roloff, port director. The biggest volume of new tonnage is attributed to offshore drilling activity by oil companies using the port as a supply point.

During May, the port established a 24-hour daily operation to service tugs, barges and tender vessels supplying offshore drilling sites.

This week, Pure Oil Co. will have four barges using the port to deliver 2,500 tons of equipment. The equipment will be stored in the terminal pending trans-shipment, Roloff said.

WORLD PORTS *and the Mariner*

ALASKA PORT POST

Henry (Hank) Roloff, on the staff of the Port of San Diego for the past eight years, has been appointed Port Director of the Port of Anchorage, Alaska. Roloff's resignation from the Port of San Diego will become effective 1 March 1960.

Anchorage now has a population of about 100,000 and is constructing harbor facilities costing $8,000,000. The new terminal facility will be completed by the fall of this year.

Roloff may be reached as follows: Port Director, Port of Anchorage, City Hall, Anchorage, Alaska.

WANGANUI HERALD (N.Z.)

NEW PACIFIC TRADE ROUTE TO OPEN

ANCHORAGE, Alaska (Reuter).—Trade between Japan and Alaska will begin soon when a cargo of heavy construction materials and other Japanese products arrives at the Port of Anchorage. Arrival of the Japanese cargo about May 12 will also mark the initiation of a new Pacific Ocean trade route between the Orient and North America.

The impending arrival was announced by the United States Alaska Corporation, a privately-owned firm whose president, Mr George S. Grimes, said the project had been planned for over two years.

He said his firm expected to bring in at least four shipments to Alaska this year.

Imports would include general steel products, cement, oil well casing and tubing, oil well supplies, chemicals, general construction materials, machinery, and foodstuff.

They were being imported under long-term agreements with Japanese manufacturers and their trading company representatives.

Captain Asami, of the Japanese Kawasaki Shipping Line has spent a week in Anchorage surveying the bay and harbour facilities and meeting officials of Anchorage Port Authority and the city of Anchorage.

It is expected that he will be master of the MS Kazukawa Maru, the 6307-ton vessel which will bring the first consignment of goods to Alaska.

Captain Asami said in Anchorage that the shipping line he represents "is honoured to be part of this initial step towards a constant flow of trade between Alaska and Japan."

On the return voyage to Japan the vessel will carry raw materials from the lumber and pulp mills in South-eastern Alaska.

Mr Grimes said the corporation is "thoroughly investigating every possibility for readily available Alaskan exports to Japan."

"This two-way traffic," he said "will have a great impact on the Alaskan economy, helping to lower the high cost of living, providing new opportunities for local employment and the necessary market outlets which will encourage development of Alaska's natural resources."

FULL SCALE CONSTRUCTION ON CITY PORT STARTS

Official ground breaking on construction of the Anchorage municipal port came today. In the group attending were Councilman Hewitt Lounsbury; Jack Ferguson and Rod Johnston, City Port Commission members; City Manager George Shannon; George Heinsen, acting city engineer; George Matkin, resident engineer for Tippetts-Abbett-McCarthy-Stratton, the engineering firm on the $8,000,000 project; James J. Gilshian, project manager, DeLong Corp., prime contractor. Shown is excavating work on the site where an approach embankment will be built—to consist of a two-lane highway and a railroad spur. The road will connect the port facility to Ocean Dock Road going into the terminal yards. The dock itself will be built on tidelands. Behind this, the city has approximately 60 acres for the facility.

Ceremony Marks Start Of Project

Facility Expected To Be In Operation Here In Two Years

Official ground breaking for the Anchorage municipal port came today at 9 a.m. The DeLong Corp., New York, prime contractor, has begun full scale construction of the facility which is expected to be in operation in 1960.

Attending the official ceremony were Councilman Hewitt Lounsbury; Rod Johnston and Jack Ferguson, City Port Commission members; City Manager George Shannon, and other city and construction officials.

The dollar value of the work initiated this fall, according to James J. Gilshian, project manager for DeLong, will exceed $1,000,000. The complete port facility will cost approximately $8,000,000.

The ground breaking came as a historic milestone in the planning of the long-sought municipal port facility which is expected to provide lower shipping rates for the Greater Anchorage and Railbelt areas. Its supporters have gone ahead with plans despite considerable opposition in some quarters and have determined that the facility is economically feasible, that it will handle a large amount of tonnage to boost local economy.

Ramstad Construction Co., Anchorage, has been awarded a subcontract for approximately $400,000 worth of work, which will include excavating the present unsuitable material in the location where the approach embankment will be built, filling the excavation with imported sand-gravel material, installing the substructures under the embankment, and constructing the embankment proper.

Apex Concrete Co., Anchorage, has been awarded a subcontract to build two site offices. One will be used by George Matkin, resident engineer for the engineering firm of Tippetts-Abbett-McCarthy-Stratton, New York, and his staff. The other will be used by the DeLong firm. The value of the completed temporary office in place will be $20,000, according to Gilshian.

The DeLong Corp. will try to complete the approach embankment, test pile work, site preparation work, and some of the dredging this fall. Weather conditions may necessitate completion portions of this work next spring?

BUILDING PAGE

Anchorage Daily Times

6 Anchorage Daily Times Friday, Sept. 19, 1958

PORT PROJECT LEADER WORKED IN MID EAST

JAMES GILSHIAN

James Gilshian, project manager for the prime contractor on construction of the Anchorage municipal port, was hired by the DeLong Corp., New York, especially for the local project.

Gilshian has had major port facility work experience in the Middle East.

A graduate of the University of Michigan, he holds a degree in civil engineering. He has been joined here by his wife and 3-year-old daughter, Barbara. This is his first time in Alaska.

Gilshian worked for the Arabian-America Oil Co. as construction engineer in Saudi Arabia. There he worked on a major port facility project, bulk plants and pump stations.

He engineered the Jedda bulk plant on the Red Sea and in constructing this built an offshore platform which involved pile driving and decking, "using the same general principles that will be applied on the Anchorage port," he said.

He also worked for the American Independent Oil Co., which has joint concessions with J. Paul Getty in the Neutral Zone, which lies on the Persian Gulf between Saudi Arabia and Iraq. There he was project engineer for the company's program and just before he left had completed $8,000,000 in facility expansion including marine items similar to the Anchorage project.

Gilshian worked for the City of San Diego for three years, mostly structural work. He also was employed by the California Division of Highways as a design engineer. During World War II he was a Navy pilot, flying in the South Pacific and European theaters.

John Thomas is in Anchorage as an administrative assistant to Gilshian. He worked on the Alaska Highway and was in Alaska during the war.

Dick Skeel is in the New York office of the DeLong Corp. to handle material lineup and purchasing, Gilshian said. In Napa, Calif., Bill Eliason, a technical expert, is overseeing work on a barge, built especially for the Anchorage project, which will be used for pile driving.

PORT DREDGING WORK PREPARES FOR PILING

Preliminary dredging has started in the new municipal port area in preparation for test piling, according to James Gilshian, project manager, DeLong Corp., prime contractor.

The work involves removing approximately 10,000 yards of muck down to an elevation of minus 35 which means that at low tide there will be 35 feet of water depth at the berth. This depth is sufficient for large vessels such as T-2 tankers or Liberty ships, Gilshian said.

A barge, now on its way from California, built especially for DeLong for the Anchorage project, will be used for driving test piles this fall and for doing the permanent pile driving for the dock proper.

Gilshian said an attempt will be made to complete the approach embankment, test pile work, site preparation, and some of the necessary dredging this fall. Weather conditions may necessitate completing portions of these items of work next spring, he said.

The test pile work consists of driving 30 piles, which vary in diameter from 16 to 42 inches, and driving a lesser number of additional piles which will be test loaded to three times the design loading.

The driving of the permanent dock pile will start in the spring. Present plans call for placing more than 1,100 piles. The pile driving work will be completed in the spring of 1960. The concrete dock will be started shortly thereafter; and it is expected to be completed in June 1960.

The entire, $8,000,000 project is due to be completed by September 1960.

Council Gets Port Request

Port of Anchorage Manager Henry Roloff will request approval of the city council to his attending a Federal Maritime Commission hearing in Seattle later this month.

The FMC hearing will begin March 13. The commission will consider a request by Alaska Steamship Co. that it be permitted to increase freight rates to westward Alaska and on certain products shipped to all Alaska points.

The hearing, third in a series which has extended over the past two years, can have a critical impact on the Port of Anchorage, Roloff indicated.

Other actions scheduled for council consideration when it meets tonight include purchase of vehicles for several city departments, a request for a variance to permit operation of a kindergarten at St. Mark Lutheran Church, a report on power generation and transmission negotiations, a resolution authorizing purchase negotiations for five acres of land in the port district area, a resolution directing the preparation of a street improvements assessment roll and setting a hearing date.

By Edna Atkinson

New Alaskan Port Facilities

By Reuters

Anchorage, Alaska

Now, almost 200 years after the British explorer Captain James Cook discovered Cook Inlet in 1778 while seeking a northwest passage, the port of Anchorage, and with it south-central Alaska, has been opened to ocean trade.

At an inaugural ceremony for the new $8,200,000 port and its facilities, Harold Strandberg, chairman of the Port Commission, summed up their significance with the words:

"Alaska's future prosperity depends on the export of raw materials."

Direct access to those materials, including coal, cottonwood, minerals, and petroleum, by ocean-going vessels, means lower shipping costs, and, therefore, more competitive prices to the outside world.

Time Saved

At the same time, a great saving will result in the cost to Alaskans of consumer goods and other imports.

These, hitherto, have had to be unloaded at Seward, reloaded onto a train, and then unloaded again at the Anchorage yards.

The new port will also save time. Though coming to it may add several hours to a voyage, two or three days of transit time formerly consumed in the handling of cargoes will be eliminated.

Anchorage today is a very different sight from that seen nearly 200 years ago by Captain Cook, as he examined the lonely shoreline of Cook Inlet, the mountains towering behind it.

The new port, which has a fully mechanized pier equipped with four big traveling cranes, is at the trade center for the "railbelt," and untracked Western Alaska; the air-hub for North Polar and United States airways, and the "oil capital" of Alaska.

Anchorage's small wooden pier, built in 1917, and operated by the United States Army for military freight, has been inadequate for civilian cargoes. Large amounts of civilian supplies for the railbelt, ranging from food and clothing to nails and safety pins, have had to be shipped to Seward's year-round, ice-free port, and then transferred 114 miles by rail to Anchorage.

High-Speed Cranes

In recent years, air freight has helped out. Overland transport along the Alaska Highway also has been used, together with some barge traffic.

Now, the new port's high-speed dockside cranes, capable of handling 2,000 tons of general cargo a day, will cut ship turn-around time to about a half that prevailing at most other United States ports. But here, in any case, an ordinary ship's loading and unloading gear could be used only a few hours a day because of the great tidal variations occurring at Anchorage.

Many problems were overcome in building the new port, begun in August, 1958, and completed last winter.

For example, the maximum tidal range in the Knik arm of Cook inlet is about 40 feet, so 30 feet of water had to be provided alongside the pier for the berthing of fully loaded ships at low tide. The pier's deck is 75 feet above the harbor bottom, a height equivalent to that of a seven-story building.

Ice

During the winter, ice floes knock against the pier. Ice coats the piles in thicknesses of up to 30 feet, so the foundation of the pier had to be designed to carry this additional weight.

Because of the soil at the bottom, special steel-pipe caissons filled with sand or concrete had to be used as piles. These range from 16 inches to 42 inches in diameter and are fitted with annular bearing plates near the bottom in order that the load may be spread.

The first cargo ship to use the port was the Japanese motor ship Kazukawa Maru, which unloaded 1,800 tons of building materials and took on 150 tons of tallow in May.

Barges from Ketchikan, Alaska, have brought southeast Alaskan spruce. Other carriers have unloaded foodstuffs, house trailers, automobiles, and unitized containers holding bulk general cargo.

Exports

In mid-July, the 622-foot military transport USS Mann brought armed forces, their dependents, and baggage, and left with other military personnel who had completed their tours of duty here.

As for Alaskan exports, Japan is already in the market for cottonwood, growing in virgin forest along the railbelt. Birch, aspen, and Alaska cedar are other timbers available under a new export policy dealing with raw logs of minor timber species, recently inaugurated by the state of Alaska.

Japanese industrialists have shown interest in Alaskan coal and methane, both within the sphere of the port's operation.

Adjacent to the pier are 55 acres of city land and a large area of tidelands, ready for leasing and industrial development.

Experiments with an ice-breaking tug indicate that the new port might be able to remain in operation all the year round.

Port Barge Due Oct. 13

A barge built especially for Anchorage municipal port construction is expected to arrive here about Oct. 13, according to James Gilshian, project manager, DeLong Corp., prime contractor.

Arrival of the barge, from Napa, Calif., where it is being constructed, has been delayed for several days, he said.

The barge will be used for driving test piles this fall and for permanent pile driving for the dock proper next spring. The $650,000 barge, to arrive here completely outfitted, will allow test pile work to start without delay.

Excavation of the dock area is continuing. Ramstad Construction Co., sub-contractor, is starting to backfill with gravel material, putting in a concrete box culvert to protect lines going to the adjacent Army dock—steam, oil and condensate (water) conduits.

It is hoped, Gilshian said, to have port construction offices in operation next week at the site.

Port Building Has Resumed

Construction resumed today on the city's $8,000,000 port facility, expected to be in service Nov. 2.

Bert van der Meer, acting as resident engineer for the designers and supervisors of the port, said M. B. Gilbrough Co. this morning started driving piles for completion of the port decking. Van der Meer's firm is Tippets-Abbett-McCarthy-Stratton, engineers and architects.

About 950 piles are needed to support the decking, van der Meer said. Almost 200 were driven last year.

Testing of piles offshore will resume as soon as floe ice disappears, van der Meer explained. Erection of a transit shed and installation of four gantry cranes will follow completion of piling and decking about July 1, he said.

About 150 men will be employed at the height of construction.