

## 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 \$8,200,000.

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 inbound-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-

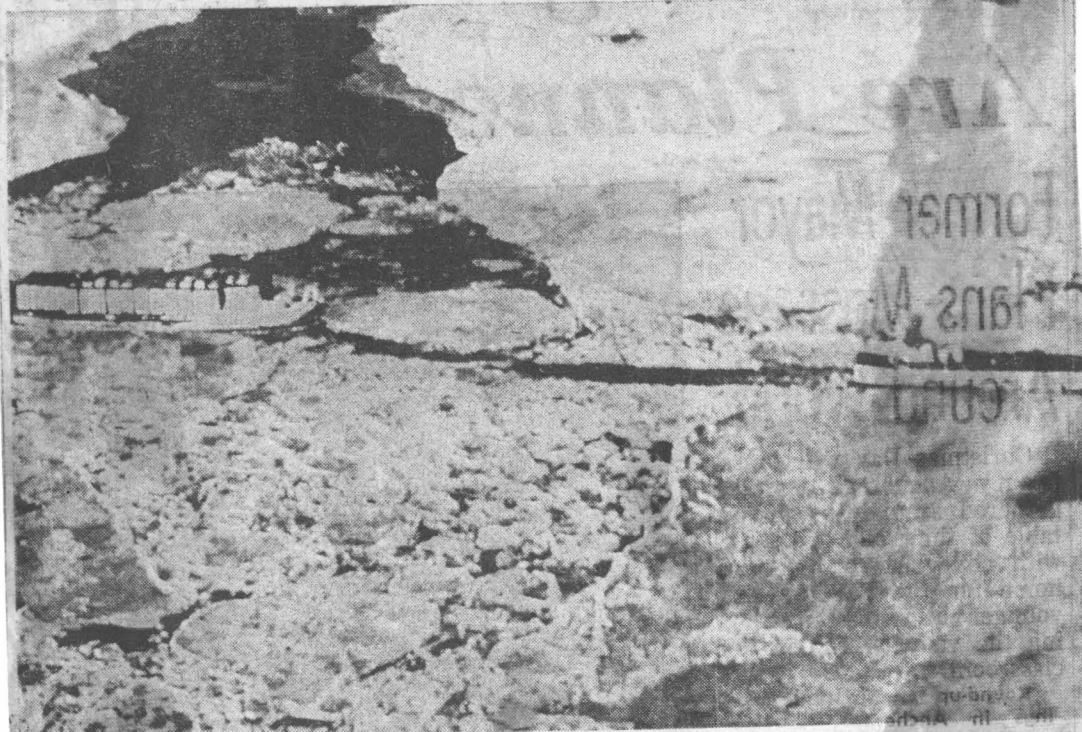
fer of cargo, two 40-ton cranes with 5-ton level-luffing jibs have been installed on the wharf. Carriers in the Alaska trade move approximately 80% of all cargo via containers and vans; hence, heavy lifts are everyday routine. Supplementing the heavy lift equipment at Anchorage are two additional high-speed 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.

## Ice Too Much, Planes Used



ICY WATERS of Cook Inlet yesterday had ice-breakers helping Alaska Freight Lines barge. Above picture was taken near Fire Island.

and shows a civilian ice-breaker, the barge. Cold temperatures here have caused the inlet to freeze, making shipping difficult. (U.S. Army photo)



FAST FREIGHT FOR FOOD - Airmen of the Military Air Transport service at Elmendorf worked through bitter cold unloading produce which was flown here from Seattle last night. The load, which will be broken down and shipped to Ft. Greely and Ft.

Wainwright, is part of the Christmas dinner to be served to soldiers stationed in Alaska. The produce, which was originally scheduled to arrive by Alaska barge, was flown to Elmendorf because of the barge being ice-locked in Cook Inlet. (U.S. Army photo)

## State Rejects Protests Of Tideland Occupants

The division of lands announced today that the state has rejected the protests of four occupants of local tidelands and it will convey title of the tidelands to the city.

THE FOUR, Alaska Fish and Farm products, Emard Packing

company, Alaska Aggregate and Cook Inlet Tug and Barge company had filed protests claiming the state did not have title to the land they lease from the Alaska Railroad.

The protests were filed last spring after the city applied to the state for title to the tidelands. The division of lands held a hearing on the protests in September and the rejection of the protests was issued this morning.

ACCORDING TO a division of lands spokesman, rejection of the protests will make it possible for the four companies to receive title to their land from the city because the railroad does not have the power to give titles. It can only lease property.

## Tugs Said Still In Inlet

The Alaska Freight Lines tugs, Michael and Patrick, due at the port of Anchorage Friday night, are still reported to be at the Forelands, and unofficially are having a hard time with Cook Inlet ice conditions.

The Coast Guard cutter Sedge from Cordova is also reported to be on the scene, but evidently is not big enough to push the ice aside for the tugs. The Sedge was sent to Cook Inlet to replace the Coast Guard icebreaker Storis, which escorted several towboats through the ice.

It has been reported over the past weeks that some of the tug skippers have been unhappy about bringing tugs up the inlet. Tides and winds have packed ice several feet high in places, and during periods of low temperatures the ice is extremely hard, it has been said.

While there have been no reports of hull damage to the vessels, there have been several cases of ice piling up against the sea strainers, inhibiting the flow of water to engine cooling systems.



## TIDELANDS TRANSFER MADE

City and state officials check Anchorage tidelands patent against land plats during transfer of title to the city yesterday. From left are Henry Roloff, port director; Kirk Stanley, state tidelands officer; Roscoe Bell, Division of Lands director; and Harold Strandberg, port commissioner.

## CITY RECEIVES GIFT OF TIDELANDS TITLE

The city of Anchorage has received a pre-Christmas gift from the Alaska Division of Lands in the form of patent to the 926.56 acres of tidelands within the city limits.

Roscoe Bell, director of the Division of Lands, presented the title to port commissioner Harold Strandberg and port commissioner Henry Roloff in an informal ceremony yesterday at Bell's office, thus ending 2 1/2 years of preliminary work.

The tidelands extend from the Elmendorf Air Force Base reservation on the north to Bootleggers cove on the south—or the city limits at the time of statehood.

Surveys indicate most of the land can be reclaimed for industrial development by land filling.

ANY PERSON occupying portions of the tidelands at the time of statehood can acquire title to such land from the city.

One of the first tasks of the city council will be to pass a tidelands ordinance to provide for administration and disposal of the tidelands, Strandberg said.

He said utilization of the

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## Good News For Port From Coast Guard

NEWS THAT the Coast Guard is planning to create a base of operations in Anchorage is encouraging for a number of reasons, among them the fact that it nails down an important peg toward making the Port of Anchorage a year-round facility.

Captain G. I. Lynch, acting commandant of the 17th Coast Guard, said here last weekend that plans now call for a detachment of Coast Guard personnel to be stationed in Anchorage and for an ice-clearing vessel to be stationed here.

The first steps toward implementing the long-range Coast Guard plan have already been taken. The Coast Guard ice-breaking vessel Storis, which operates from Kodiak, has been assigned to escort ships through Cook Inlet to the Port of Anchorage. Although the home base of the Storis will remain at Kodiak, it will be available for duty here.

The Port of Anchorage has been designated the official coordinating agency between vessels requiring escort service through the floe ice of Cook Inlet and the Coast Guard. The arrangement is viewed by Port of Anchorage officials as a most significant step forward, in that it practically assures ice-clearing service for ships coming to Anchorage.

THE COAST GUARD has submitted its plan for expanding operations to include Anchorage and Cook Inlet in its budget request for the coming fiscal year.

Coast Guard officials feel they have justified the budget request, and that barring unforeseen en-

tanglements the appropriation should be forthcoming.

Most certainly, Alaskans will support this expansion of Coast Guard operations.

Operations at the Port of Anchorage on an uninterrupted basis should do much to eliminate the objections of the carriers which have thus far declined to serve Anchorage directly. A major criticism of the port has been that it can be utilized only eight months a year because of the floe ice in Cook Inlet during winter months.

Eventually, this direct shipping service to Anchorage should reflect in reduced costs to the business community in a large sector of Southwest Alaska.

ANCHORAGE will welcome the Coast Guardsmen who are to be stationed here.

Men of the military establishment have been familiar and prominent figures in this city for more than two decades.

The Air Force and Army have contributed much to the development of Anchorage. Representatives of these two services have participated actively in civic and community functions through the years.

To a lesser degree, the Navy has been on the scene here, from time to time, and the relationship has been warm and cordial.

The Coast Guard should find that it will be most welcome here. The people of Anchorage will receive them in a friendly spirit.

We are sure that the Coast Guard will take its place in Anchorage as an important new segment of an ever-growing population.