# Man Who Wrote First Port Economic Report Comes To See Facility

George T. Treadwell, the man who wrote the first economic feasibility report for the Port of Anchorage, is in town to inspect the facility.

**TREADWELL** is now associated with Tippets-Abbett-McCarthy-Stratton, engineers and architects for the $8,200,000 port, which opened last May.

At the time he prepared his report on the feasibility of establishing a port at Anchorage in 1952, he was with the Port of Seattle. He later retired from his position with the Seattle port.

As an associate with TAMS, he is conducting the annual inspection of a facility, which was only the Port Commission's dream at the time of his first contact with it.

**ACCORDING TO TREADWELL,** annual inspections are required by the trust agreement between the city of Anchorage and the trustee, Seattle First National Bank.

During his visit, he will check the physical plant, determine whether the port is being properly maintained and approve next year's budget, port tariffs, rates, charges and insurance coverage.

**HE WILL MAKE** a report of his findings to Seattle First National and the bank, in turn, will report them to the bond holders.

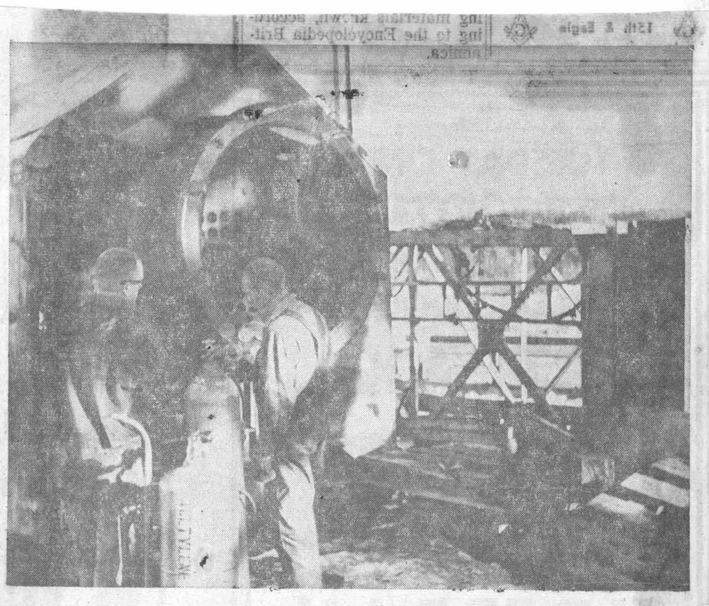
Treadwell said this morning the pier is in "excellent condition" and it "doesn't lack maintenance." He added that maintenance will be "no problem for years to come."

He noted the "expeditious manner" in which tonnage has been handled at the port and declared that gross revenues per ton, after stevedoring costs were deducted, "were encouraging."

Treadwell said he hoped the people in the area would use the port more by requiring that goods they purchase be handled through the port.

**"THE MAN WHO BUYS** the goods directs how it is to be delivered, he said. "All reports indicate that it should not be more expensive to use the port if true charges are assessed at each point."

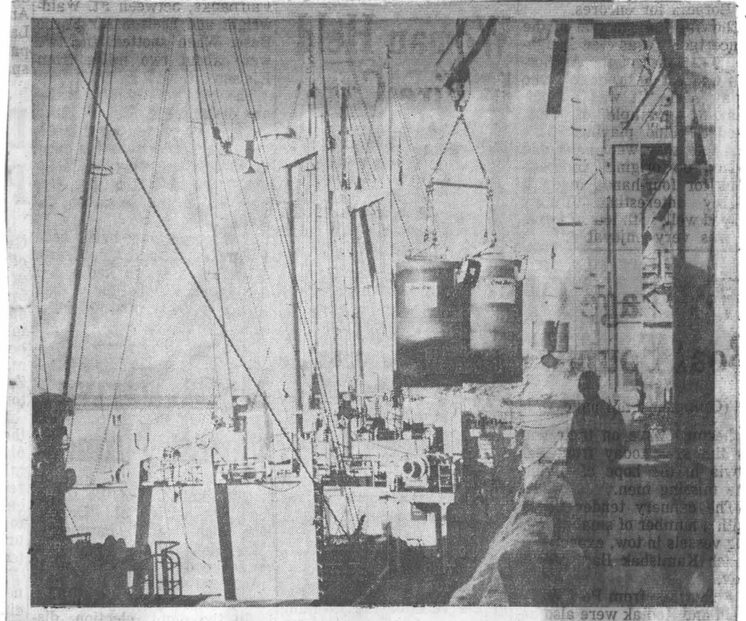
Treadwell will return to Seattle tomorrow.



**REPAIR DRILLING EQUIPMENT**

Workmen make last minute repairs on drilling equipment at the Anchorage dock as it is prepared for loading on a barge to go to Trading Bay where it will be used to drill a well on the West Forelands of Cook Inlet. Pan American Petroleum Co., in charge of the wildcat operation, had the equipment transferred from large to small barges here for a beach landing at Trading Bay. Some equipment was damaged at sea en route here.





**ANCHORAGE TIMES SHIP COMES IN**

Stevedore crews are shown unloading 1,000 tons of rolled newsprint from the Norwegian freighter "Trolleggen" which brought the paper from Vancouver Island, B.C. The heavy rolls, hauled to the Times Building by Garrison Fast Freight, will last the newspaper about nine months. This was the largest newsprint shipment made to Alaska. It was manufactured by Crown Zellerbach Co. The vessel docked Sunday morning and left the port of Anchorage today.

# Big Cargo Of Paper Unloaded At Port

Trim and clean with a freshly painted white super-structure, the chartered Norwegian freighter "Trolleggen" arrived at the port of Anchorage yesterday with 1,000 tons of newsprint for the Anchorage Daily Times.

Skippered by Capt. Rolfe Henriksen, the 375-foot freighter made the run to Anchorage from Vancouver Island, B.C., in three days, 19 hours. It arrived in Anchorage at 10 a.m.

**AS SOON** as the ship was secured to the new port dock, trucks of Garrison Fast Freight began to be loaded with the giant rolls of paper manufactured by the Crown Zellerbach Co., at Elks Falls, B.C. The ship was unloaded by local stevedores by 10:15 p.m.

This was the first time the ship had ever been to Alaska, and at three years of age, was the newest ship to dock here. The vessel was built in Norway, and is on permanent charter to Crown Zellerbach.

Capt. Henriksen said the 34-man crew, 33 Norwegians and one Belgian, work 18 months, and are then flown home for a six-month leave.

**THREE** stewardesses and a woman radio operator are included in the ship's company.

The vessel left Anchorage this morning, to return to British Columbia. The "Trolleggen" is normally used along the Pacific Coast, from B.C. to southern California. It is exclusively used to carry paper.

The 1,000 tons of newsprint it brought to Anchorage, which will last the Anchorage Daily Times about nine months, is the largest shipment of newsprint ever to be moved to Alaska.

**AT THAT,** the ship was only loaded about one-third of capacity, it was reported.

Capt. Henriksen reported the trip was smooth, with winds only reaching 20 knots. He did say ther were storms ahead of him and behind him, when the ship crossed the Gulf of Alaska. But they were avoided, he said.

# Port Expert Lauds Times' Paper Move

George Treadwell, the engineer who made the first survey declaring a port of Anchorage feasible, said here today "the Anchorage Daily Times pointed the way to make the city port a success."

He hoped that more businessmen in the Anchorage area follow the Times' example in shipping via the municipally owned dock, Treadwell said. This week, the Times received shipment of 1,000 tons of newsprint.

**TREADWELL** is in town inspecting the port for the holders of the port bonds. He is an associate and Pacific Northwest manager for Tippetts - Abbett - McCarthy-Stratton, the city's consulting engineers on the port project.

He will report to the bondholders' trustee, the Seattle First National Bank, on condition of the port physical plant and proper maintenance, Treadwell said. He also will determine whether the port follows proper operating procedures, consider approval of the budget and tariff and investigate whether proper insurance is carred on the installation.

Treadwell's report to the Anchorage Port Commission in 1952 estimated yearly tonnage at 250,000, he recounted. "The port will make it in a few years," he said.

**WHILE PORT** business so far this year has not met estimates of 130,000 tons, the "expeditious manner" in which cargo is handled and gross revenue after stevedore fees "are very encouraging," Treadwell said.

Anchorage merchants can make the port a success, since "the man who buys the goods determines how they are delivered," Treadwell continued.

Use of the port would not be more expensive than other methods of shipment according to studies made, Treadwell said, "if true charges are assessed" by each carrier involved.

Alaska challenge is met as new

# Anchorage Dock Contends With 40-Foot Tides

By RON PHARES

FOUR BIG "BIRDS" now rule the roost at the new dock of the Port of Anchorage, and hold promise of a tremendous future for the Alaska city. These huge birds—cranes, really—stand on long legs and are silhouetted against the blue of the Knik Arm of Cook Inlet and the white of the majestic Alaskan mountains.

A visitor to Anchorage will see these cranes before he sees the other evidence of the major construction to provide docking facilities for deep-sea ships at this Far North outpost—a dock that was built to withstand the force of some of the world's greatest tides.

H. H. Roloff, port director, explained that the unusual "birds" are level-luffing gantry cranes and are among the first to be installed at any United States port. The jib atop the boom is raised and lowered automatically to keep the load at a fixed level as the crane-operator changes the angle of the boom.

The dock-side cranes were installed at Anchorage, because an ocean vessel stopping here often can not use its own gear for loading and unloading, due to tides of approximately 40 feet at the harbor. The high-speed cranes also make it possible for the Port of Anchorage to cut "turn-around" time to about half that of other ports.

The distinctive dock construction is a necessity because of the peculiar position Anchorage occupies geographically.

COOK INLET was named in 1778 by Capt. James Cook who, sailing under the flag of England, first discovered the long bay of water extending into the north country beyond the 60th Parallel. At the point where Anchorage now is, the inlet divides into two "arms." The Knik (pronounced K-nik) Arm proceeds north and east, and the Turnagain Arm (so named by Cook when, frustrated in not finding a through passage, he had to "turn again") goes south and east.

A century later, United States purchase of Alaska from Russia for $7,200,000 was ridiculed as "Seward's folly." Ironically, in 1958 when bonds were offered to underwrite the construction of the new Anchorage dock, the $8,000,000 issue (more than the original price of Alaska itself) was purchased quickly by astute investors throughout the United States.

Alaska's size and the position held by Anchorage were prime considerations in the dock construction.

The area of Alaska is about one-fifth that of the states, excluding Hawaii. On maps of the same scale, the distance from Southeast Alaska to the western tip of the Aleutian Islands spans the width of the mainland states.

Anchorage boosters had long felt that a port to bring ocean cargo to the economic and population center of this tremendous area was necessary. All cargo destined for Anchorage and north to the interior formerly had to be shipped to Seward, 114 miles by rail to the south. There it was reloaded and shipped by either the Alaska Railroad, which has some of the steepest grades in the world, or by truck over a two-lane highway that winds along the edge of Turnagain Arm and over two mountain passes. All this meant additional cost to the consumer.

AS EARLY AS 1946, the City of Anchorage named a five-man Port Commission to make docking facilities at Anchorage a reality. They were faced with the physical obstacles of high tides, fast water, clay bottom on the Inlet, floating ice in winter and a short construction season. Opposition also came from political and financial interests controlling the carriers that then served Alaska. All this, added to the fact that Alaska was not yet a state, made the eventual completion of the dock a difficult task.

One of the first construction problems was that of pile-driving, an operation that would be mere routine at most ports. At Anchorage, however, the low tides every day would leave the barge and its pile-driving equipment aground at the most unpredictable angles in the mud. To permit continuous operation, a "land-going" barge, 60-by-120 feet, was specially built for the pile-driving equipment, with hydraulically controlled legs at each corner. The legs could be individually raised or lowered to keep the barge-deck level and at the proper height as the tide rose and fell.

The piling itself had to meet exceptional demands. The deck of the wharf had to be 75 feet above the harbor bottom, to assure 35 feet of water to accommodate the draft of the largest freighters at the low ebb of a 40-foot tide. This exceptionally high dock level, plus a clay bottom in the inlet, required the piling to be sunk to an unusual depth.

Piling not only had to be long, but also extremely strong to withstand the jolt of floating ice during winter months. For this purpose, interlocking sections of cylindrical steel pipe were used, their diameter ranging from 42 to 16 inches, with the perimeter piling filled with concrete and the others with sand.

As on any big job, there were difficulties that could not be anticipated by the engineers. A sudden spring storm at sea caught a barge load of 735 steel piling and dumped the load into 260 feet of water, where there was no possibility of salvage. A carpenters' strike held up construction for a considerable time, and to a lesser degree a steel workers' strike plagued the contractors.

SURPRISINGLY enough, the peculiarities of the Anchorage tides apparently have reduced the anticipated dredging operations. This small favor is probably a contrary whim of the inlet, since the engineers had predicted the necessity of almost constant dredging to maintain 35 feet of water at dockside at low tide. However, instead of sending silt to drift against the piling and build up into a shoal, the fast-running tides have acted as a scouring agent to keep the bottom cleaned.

After completion of the dock and rail installations, the cranes could be placed. Two 40-ton gantry cranes with five-ton level-luffing jibs, and two high-speed level-luffing cranes with seven-and-a-half-ton capacity, were set up. With this equipment, the terminal is capable of handling a ship's cargo at the rate of more than 2,000 tons of general cargo a day, in two ten-hour shifts.

Lumber can be handled at the rate of 90 tons an hour. Crane-operators, who, naturally, still are proceeding at below-maximum speed with this new equipment, unloaded lumber at the rate of 65 tons an hour from the first barge brought to the dock. A great deal of general merchandise being shipped by vans can be handled at the rate of 200 tons an hour.

To facilitate handling of this merchandise, there are wide access and loading areas, with 53,000 square feet of space for in-transit storage and sorting of cargoes. The 46-foot-wide wharf apron permits rail and truck movement direct to shipside, and 75 feet of turn-around space on the inshore side provides easy access to the 150-by-350-foot in-transit shed, which is heated for the protection of general merchandise in winter, and has sprinklers for fire protection. There is also storage space for 20 railroad cars at the rear of the in-transit shed.

THE dock initially was established for service on an eight-months-of-the-year basis. However, since neither Cook Inlet nor its arms ever freeze solid, experiments by the Coast Guard indicate that Anchorage well could become a year-around port. Even with only eight months of operation, the dock easily can handle 250,000 tons of cargo estimated for the Port of Anchorage by 1965, considering normal growth of population for the area.

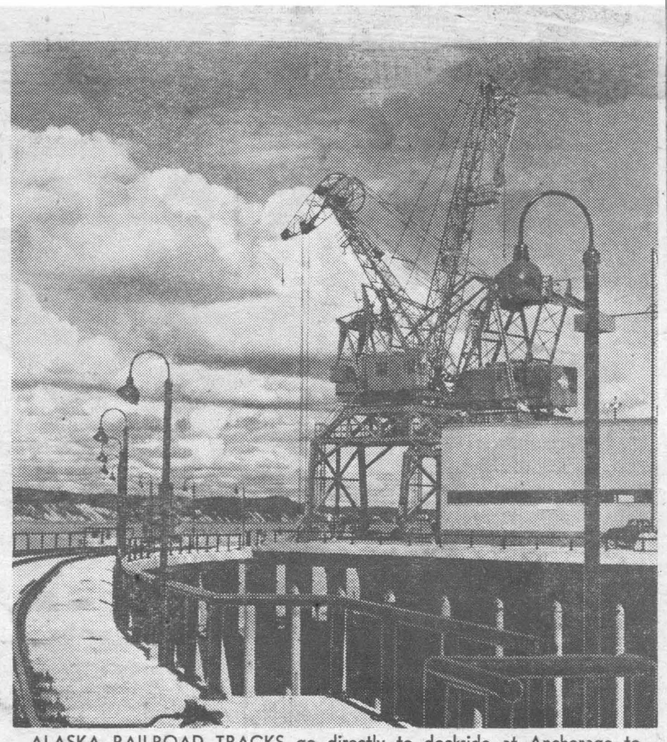
This gives little consideration to the growing importance of Anchorage as a cog in the mechanism of world trade. There are 11 United States and international air lines, six truck lines and the Alaska Railroad now tieing Anchorage to the rest of Alaska and to the world.

With increased transportation facilities, the expansion of Alaska's natural resources—mineral ores, coal, timber, oil, gas and related products—is certain to make more demands upon the Port of Anchorage.

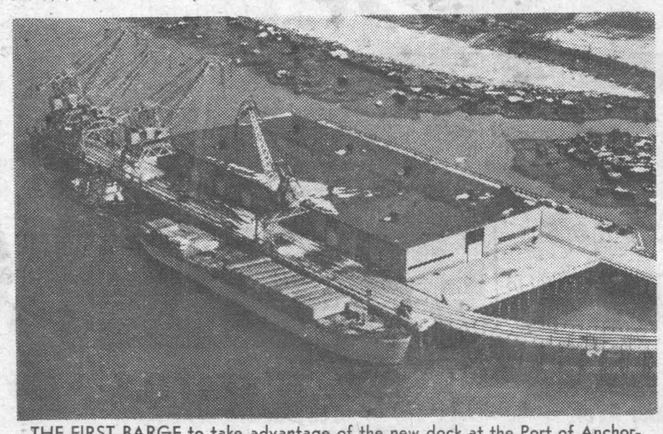
There is every indication that Anchorage will continue to grow as it has since it went from a population of 3,000 in Second World War days to the present 80,000 population in the Greater Anchorage area. These factors all point to a new chapter in the development of Alaska.

The five members of the Port Commission who control the destiny of the port know this. They are already looking forward to the years ahead when the six-berth seaport, as presently planned, will be inadequate to handle Alaska's commerce.

Roloff gives full credit to Harold Strandberg, Port Commission chairman, who has given dedicated service to the port project from dream to reality, and to Rodney Johnston, Lyle Anderson, C. R. Foss and Jack Ferguson, commission members. Roloff is assisted in the management of the port by Grove Lantzenheiser, traffic manager; W. M. Burnett, terminal manager, and Donald A. Walter, accountant and business manager.



ALASKA RAILROAD TRACKS go directly to dockside at Anchorage to facilitate the loading and unloading operations on the ocean-going vessels.



THE FIRST BARGE to take advantage of the new dock at the Port of Anchorage was unloaded with the use of the new level-luffing gantry cranes.



# Port Loading Record Set

Anchorage longshoremen, who established a West Coast record for speedy handling of newsprint last week, continued to set records this week as they loaded scrap iron aboard the steamship Ocean Mariner, now at the port of Anchorage.

Two stevedoring gangs loaded 1,428 long tons of scrap iron on Sunday which is a new speed record for this port. How it compares with other ports has not been determined. A long ton is 2,240 pounds.

Two gangs worked 15 hours on Sunday and were scheduled to continue the 15-hour work days until the ship is loaded. An estimated 8,000 long tons of scrap are heaped high near the port. It is being loaded onto trucks and railroad flat cars, by the use of large magnets on cranes.

It is expected the ship will complete loading by the end of this week.

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