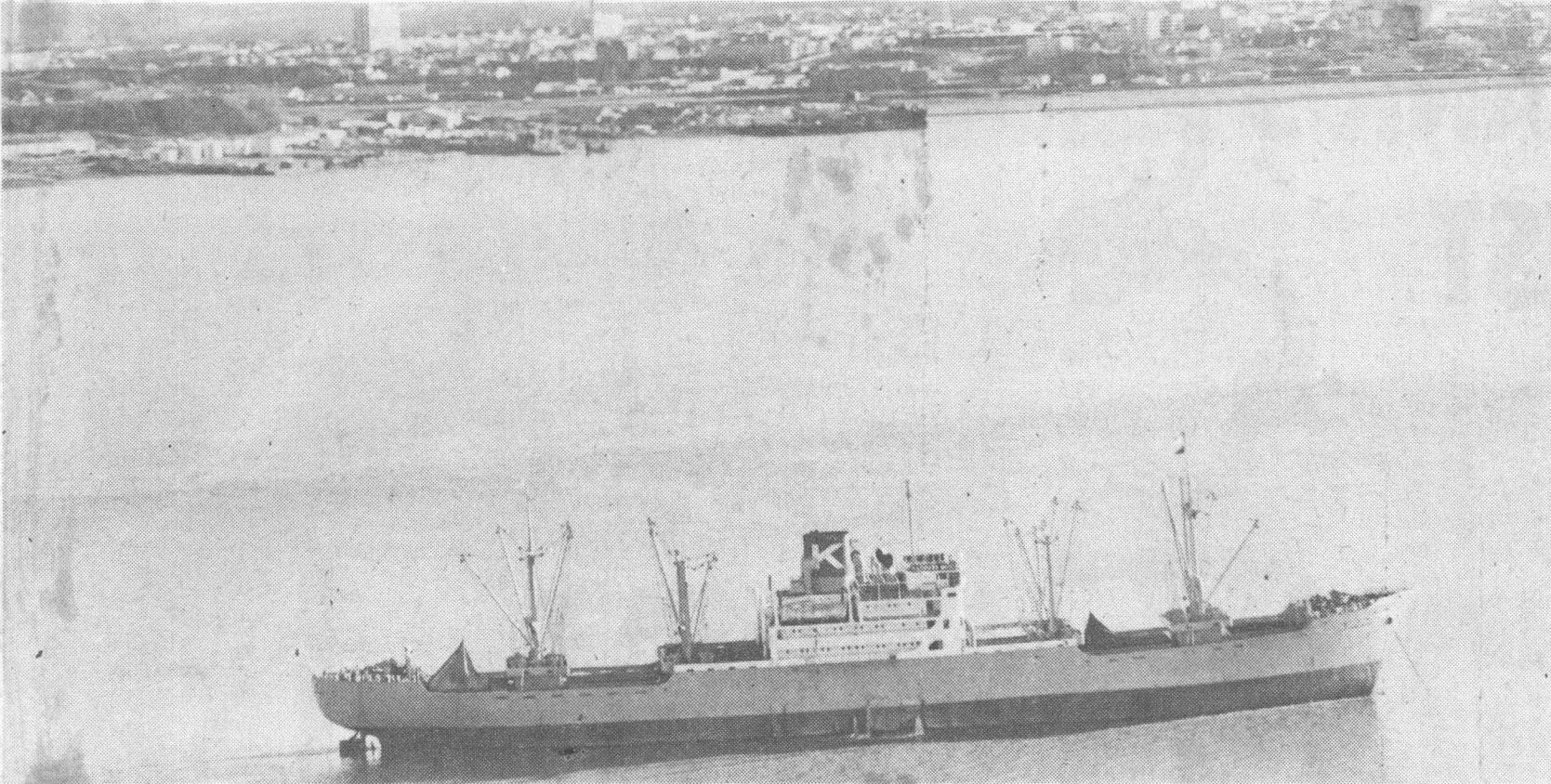
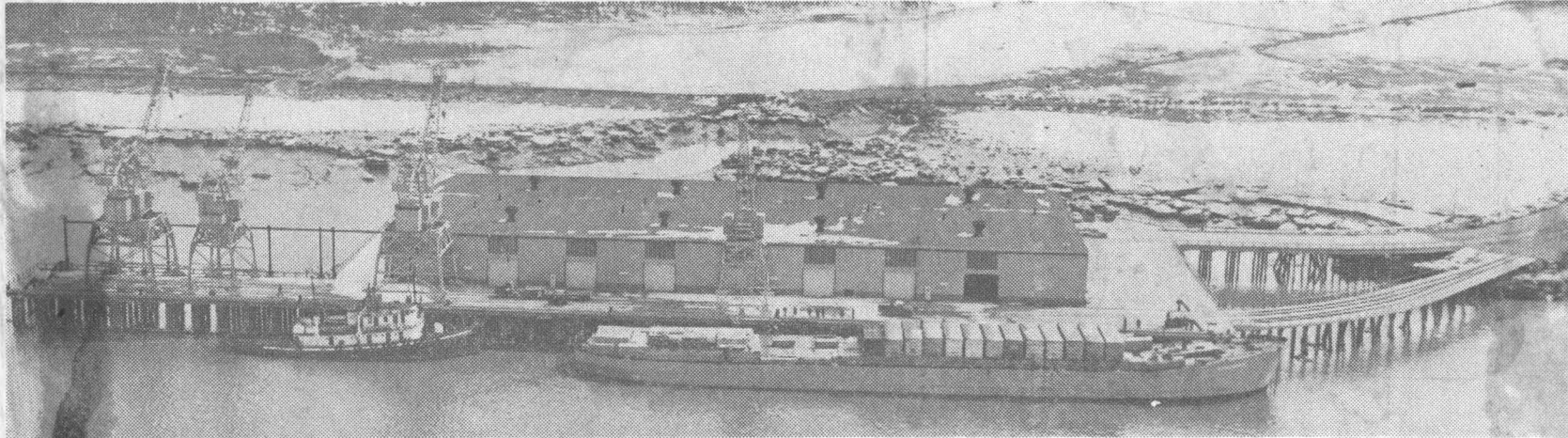


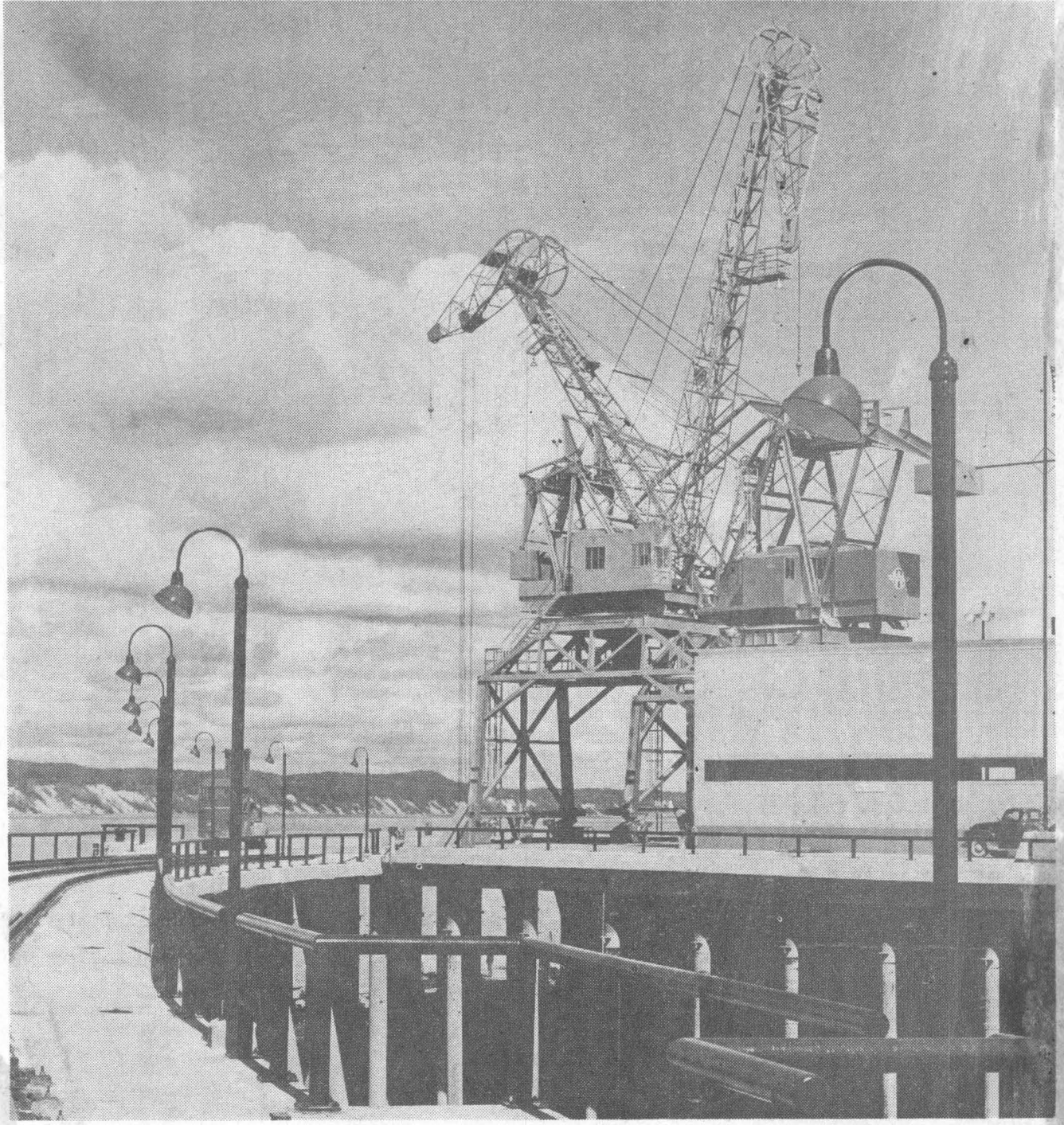
Port of Anchorage Establishes A New Era In Transportation



TRADE WITH JAPAN — A Japanese freighter anchors in Cook Inlet off Anchorage, while waiting to dock at the new Port of Anchorage. Japanese ships en route to Sitka to load wood pulp for Japan often have called at Anchorage to discharge and take on freight. The Port of Anchorage is seen as a boon to shippers in the Alaska Railbelt area in providing more direct transportation connections for ocean commerce. —Mac's Photo, Anchorage



BARGE TRAFFIC—The Port of Anchorage has provided facilities for a considerable amount of barge traffic from Seattle. The barges arrive loaded with trailer vans which are then hauled by truck on their arrival in Alaska. Note the gantry cranes. —Mac's Photo, Anchorage



PATTERN AGAINST SKY — The Port of Anchorage is equipped with two 40-ton and two 8-ton level-luffing, electrically-operated cranes. The first of their type to be installed in Alaska, they were a necessity in the new terminal because the normal practice of using ship's gear could be used only a small portion of the day because of the unusual tidal ranges in Cook Inlet. The steel cranes make an interesting pattern against the sky. —Mac's Photo, Anchorage

Citizens Underwrite \$8,200,000 Terminal

A new era dawned in the transportation future of Alaska during 1961, following the opening of the \$8,200,000 Port of Anchorage dock. The new cargo terminal, three years under construction, was built with public funds underwritten by the citizens of Anchorage in order to provide local facilities for ocean borne freight.

Harold Strandberg, chairman of the Anchorage Port Commission since 1952, stated in his dedication address, "The opening of the Port of Anchorage to international trade foretells a bright and promising future for the import-export economy of Central Alaska."

"With the establishment of major seaport facilities on Cook Inlet," Strandberg states, "all of the tremendous wealth located in the Railbelt area and within trucking distance of Central Alaska's highway system are now potentially competitive within the price structure set by world markets. Swedish and Japanese trade commissioners have in 1961, renewed their interest in developing the export market for Alaska's natural resources."

Competitive Rates

"The new terminal at the Port of Anchorage permits our businessmen interested in this market to develop their ores, timber and other products at a delivered price competitive with the international market price established in such places as South America, Australia and Europe, not to exclude, of course, all the Pacific Coast ports of Washington, Oregon and California."

According to Henry Roloff, the director of the Port of Anchorage, the export of scrap iron has already reached volume proportions in 1961, with more than 12,000 tons shipped this year. At least six Japanese vessels are expected to call at Anchorage this year.

"Once Alaska businessmen recognize the tremendous export market available to them by the use of a port especially designed to economically handle Alaska cargoes, we predict that within a few years the Port will be served by ships flying Scandinavian, European, British and Canadian flags," Roloff said.

Completion of the new port facility at Anchorage took approximately three years with initial phases of construction beginning in 1958. First commercial cargoes were handled over the dock in April of this year. The official dedication

on July 8, 1961, was marked by the presence of civic and political leaders of the state, with top military leaders representing every armed service being present to formally open the only new American seaport to be built in the last half-century.

Marginal Wharf

The new dock has a 600-foot long marginal wharf capable of handling the largest commercial ships in use today. A fully heated transit shed, covering 50,000 square feet, is located adjacent to the wharf to provide covered storage for the transshipment of perishable freight.

To meet modern day requirements for rapid and efficient transfer of cargo, two 40-ton cranes and two 8-ton cranes have been installed on the wharf. The highly sophisticated, fully electric luffing cranes are the first of their type to be installed in Alaska. Use of the special cranes was a prerequisite in the development of the new terminal because the normal practice of using ship's gear, utilized at mainland ports, could only be used a small portion of the day because of the unusual tidal ranges in Cook Inlet.

The modern equipment cuts ship turn-around time to about one-half that of most United States ports when high-speed dockside cranes are not generally available. The fully mechanized terminal is capable of handling over 2,000 tons of general cargo per day.

All-Year Operation

Original engineering and feasibility surveys undertaken by port officials indicated only an eight-month per year operation because of winter ice generated from the many fresh water rivers that flow into the headwaters of Knik Arm. Recent studies indicate that with the use of ice breaking equipment, the Port of Anchorage may soon be operating the year around to handle demand for twelve-month cargo service directly to Alaska's largest city.

Headed by a five-man commission, the Port of Anchorage has already prepared a 30-year expansion program. The long range master plan includes the construction of six additional docks providing specialized facilities for the handling of petroleum products, bulk ore and coal as well as storage and warehouse space for general cargoes. Members of the Port Commission authorizing the master plan are Rodney L. Johnston, C. R. (Kelly)

Foss, Jack Ferguson, Lyle Anderson, and Harold Strandberg.

Currently plans are under way to develop the nearly 100 acres of land lying adjacent to the terminal in order to provide open storage space for export cargo as well as prepare sites for the installation of petroleum storage tanks. The Shell Oil Company now is in the process of constructing a 10-acre tank farm for storage of oil products.

Domestic Trade

Although major emphasis is being given to the development of the import-export

trade available to the State of Alaska, the expansion of the domestic trade between the Northwest and Central Alaska has not been overlooked. Port officials have been actively engaged in a series of efforts designed to lower freight rates from Seattle, and protests have been filed with the Federal Maritime Commission pertaining to existing rate structures and types of service available to communities in the Railbelt area. In general, these protests have drawn attention to the discriminatory practices and high rate levels paid by Alaskans for cargoes carried by domestic barge and steam-

ship lines serving the Railbelt area from Seattle. According to Port Director Roloff, "This will be a long prolonged fight, but it is one we must win if we are to maintain the health of Alaska economy, find jobs for all our people, and keep Alaska products moving into the channels of international trade."

"We are aiming for that day when a six berth seaport will be much too small to handle Alaska's commerce," Roloff states. "When that day comes then it will be up to the Alaskan communities to build newer, bigger, better seaports," he concluded.

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Icebreaker Will Spur Development Of Port

THE COAST GUARD'S decision to station an icebreaking vessel in Cook Inlet is an important step toward the year-round operation of the Port of Anchorage.

Even though there might be a few strings attached to the proposed icebreaking service by the Coast Guard at the present time, the important thing is that a start has been made.

The Coast Guard vessel reportedly will be stationed in Cook Inlet environs to provide escort service to ships serving Anchorage. This apparently will be its principal mission, although it will also be on call to conduct search and rescue operations when necessary. It might even be necessary for the vessel to perform other functions in line of duty.

THE ICEBREAKING service can knock holes in some of the objections lodged against the Port of Anchorage.

One of the main criticisms of the city's fine new installation has been that it can be served only eight months a year, that when the floe ice in Cook Inlet becomes heavy steamships and barges are unable to navigate.

This is not a unique problem. Ports in many places of the United States and the world are icebound

during the winter months. This doesn't necessarily mean that these ports must shut down for the winter. Sturdy vessels designed to clear the ice for freight-carrying ships are utilized to excellent advantage.

Neither is it a precedent for the U.S. Coast Guard to provide this service for public ports. The Coast Guard performs icebreaking service for ports in New Jersey, in Delaware and in New York, to name a few.

THERE CAN BE good reason to expect regular Coast Guard icebreaking service after this temporary program has been completed.

The Coast Guard, like all other federal agencies, operates on an annual budget and as of now there probably is no item in that budget, other than contingencies, to take care of the Cook Inlet trailbreaking.

However, once the operation on Cook Inlet is proved successful and in the public interest for the people of Western Alaska, there is reason to expect the Congress and the national administration to support the request for funds to continue it on a permanent basis.

When that is done, the Port of Anchorage will without doubt have hurdled one of its major obstacles.

Storis To Remain Here Until Dec. 5

Cmdr. O. L. Dawson, captain of the Coast Guard icebreaker Storis has announced that he expects the 230-foot vessel to operate in Cook Inlet until about Dec. 5.

"We will provide a channel through the ice to anyone who needs it," he said in an interview aboard the vessel. Dawson said the Kodiak-stationed icebreaker was diverted Sunday from a supply run to Cook Inlet to help the Navy tug Tawakoni out of Cook Inlet. It has since been ordered to stay here until the newly converted Alaska Freight Lines icebreaker arrives from Seattle.

Peter Rude of Alaska Freight Lines said early this week that the converted Navy ship is expected here during the first or second week of December.

However, Dawson added that the Storis at Kodiak will only be 24 hours away from Anchorage, and will be available for emergencies throughout the winter.

"BUT," HE added, "Our workload of supplying Coast Guard facilities along the western and southeastern coast, and being on search and rescue call, is too heavy to allow us to be stationed here."

The Storis is believed to be the first Coast Guard icebreaker to operate in Cook Inlet. Dawson said the heaviest concentration of ice is in the upper inlet, above the Forelands. The Forelands are two promontories of land, one on either side of the inlet about 80 miles from Anchorage, that act as gates inhibiting the free flow of ice to the open sea.

"This ice, which is over 50 per cent frozen salt water, jams against the sea strainers of commercial tugs, slowing the flow of water through their engines," Dawson said. "There have been no reports of hull damage to vessels the Storis has escorted," Dawson said.

He added that the ice runs from 3-10 inches thick, but is deeper where wind or tide has pushed it into pressure ridges.



CMDR. O. L. DAWSON

U.S. To Send Icebreaker

Storis Headed Here From Southeastern

An announcement today by Sen. E. L. (Bob) Bartlett (D-Alaska), that the Coast Guard will provide icebreaking services in Cook Inlet this winter has been termed "true but incomplete" by Peter Rude of Alaska Freight Lines.

Rude said he has been advised by Coast Guard headquarters in Juneau that a vessel will be provided here until the icebreaker Alaska Freight Lines is readying can be moved from Seattle. "After that time the Coast Guard will only bring an icebreaker into Cook Inlet when ships are in trouble or some other emergency arises," he said.

At this time the Coast Guard has icebreakers stationed at Juneau, Kodiak and Cordova, but they have many missions to fulfill and icebreaking in Cook Inlet will only be one of them, Rude indicated.

The vessels will still be primarily used for search and rescue and other such work. However, the icebreaker "Storis" is now reported to be en route to Anchorage, and is either at Ketchikan or Juneau at this time.

OFFICIALS at the Port of Anchorage said today they have only received sketchy reports of the message released by Bartlett. However, one official did say, "The news that the Coast Guard will provide this service can be attributed to a community effort here in getting the Coast Guard to realize our needs."

The Alaska Freight Lines vessel, a converted 204 foot Navy rocket launching ship, is expected here during the first or second week of December, Rude said.

Six Barges Unloaded At the Port

Port of Anchorage has more barges and ships tied up to its facilities today than any time since the port opened last May.

ACCORDING TO PORT officials local longshoremen are busy loading and unloading six barges. The barges are expected to remain until tomorrow.

At the port are two Alaska Barge and Transport craft, loaded with retrograde, construction and geophysical equipment from the Aleutian chain and the DEW line. The barges are towed by the Salvage Chief.

TWO PAN AMERICAN Petroleum company barges are at the port as well as two power barges, the Bettles and the Peyaka. All four carry oil exploration equipment for Trading bay.

Next Wednesday, the LST Harris County is expected to arrive with 1,000 tons of military cargo.

Before the port opened last spring, plans were centered on a Nov. 1 closing date, however, mild weather has made it possible for the port to receive "bonus" time.

PORT DIRECTOR, Henry Roloff announced several weeks ago he planned to keep the port open all winter, if possible, and he said if Cook Inlet should become ice bound, the port offices will remain in operation all year.

Dynamite Shipped Here

An Alaska Freight Lines barge carrying 428,264 pounds of commercial dynamite is awaiting unloading at the city dock, Anchorage Port Director Henry Roloff said today. The barge is "somewhere in the channel" and will not be unloaded until the military

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transport. "Harris County" now in port is unloaded. The explosives will be lightered in 25-ton loads from the dock, Anchorage Port Director Henry Roloff said today. Roloff said it is consigned to dealers in the Anchorage area, he added.