



ANCHORAGE PORT FACILITIES—Looking to future growth of the Alaskan Railbelt area, with the possibilities of both import and export trade, the City of Anchorage has completed an \$8 million port facility on Cook Inlet. In the aerial view above, the municipality's marginal dock is seen at left and the "Army Dock," leased to the Transportation Corps by the Alaska Railroad, at right. The municipal port is equipped with huge gantry cranes to lift cargoes from ships' holds. Vessels need not use their own booms. The cranes were installed because of the variation in tides in the inlet. Several ships have called at the Anchorage port, including those of Japan and Scandinavian countries.

Story Of Tug Adrift Denied

Icebreaker Is Said On Scheduled Trip

A report by Henry Roloff, port of Anchorage manager, yesterday that a Navy tug had gone adrift in Knik Arm was termed unfounded today by an official of the Military Sea Transport Service here.

He also said the only reason the Coast Guard icebreaker Storis had entered Cook Inlet was to give ice breaking assistance to the tug, in towing two barges from the Army dock to Seward, through the floe ice of the inlet.

MSTS officials said the icebreaker, while making a scheduled military run to Anchorage from Kodiak, had encountered a barge and two tugs, owned by Alaska Freight Lines, having trouble with inlet ice, and assisted them to the port of Anchorage dock.

Then the icebreaker, escorted the Navy tug, Tawakoni, and two barges down the inlet on schedule, the official said.

IN ADDITION, MSTS officials took exception to a recent statement by Sen. E. L. (Bob) Bartlett (D-Alaska) that the Coast Guard was sending the Storis here to assist in commercial shipping.

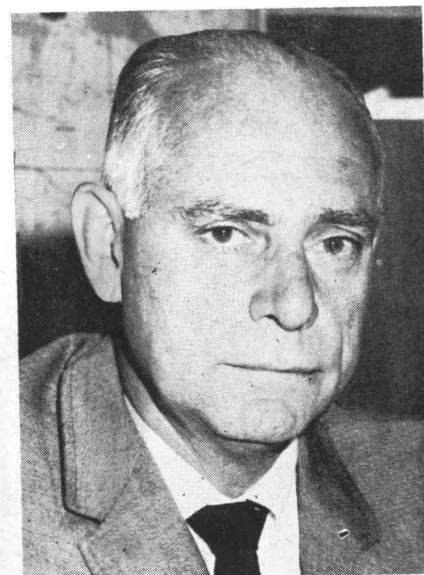
The official said yesterday's trip had been scheduled by the military for some time. "The captain of the icebreaker, which is stationed at Kodiak, said he had not been ordered to operate in the Cook Inlet area, except for military or emergency conditions," the MSTS official said.

The Army yesterday denied the story that the tug had broken loose at the Army dock.

However, reports still persisted today the Navy tug actually had broken loose and drifted up the inlet in the vicinity of Goose Bay. Observers on shore clearly saw the Storis pulling a vessel with a superstructure along the west shore some distance above the area in which ships normally appear.

MARINE DIGEST
November 4, 1961

Treadwell Visits Anchorage Port



George Treadwell

ANCHORAGE—George Treadwell, the engineer who made the first survey declaring a port of Anchorage feasible, was a visitor here recently.

Treadwell, now associated with Tippetts - Abbott - McCarthy - Stratton, engineers and architects for the \$8.2 million port which opened last May, was for many years chief engineer for the Port of Seattle. He was in the latter capacity at the time he prepared his report on the feasibility of establishing a port at Anchorage in 1952.

As an associate with TAMS, Treadwell conducted the annual inspection of the facility which

once was only the local Port Commission's dream.

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 checked the physical plant, determined whether the port is being properly maintained, and approved next year's budget, port tariffs, rates, charges and insurance coverage.

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.

Icebreaker Leaves Today

Coast Guard icebreaker Storis was scheduled to leave the Port of Anchorage dock at noon today to escort an Alaska Freight Lines barge to open water.

A spokesman for the Coast Guard said the Storis had arrived here Sunday and has been working in the area since that time. He was unable to say whether the ship would continue to operate in Cook Inlet this winter.

According to the spokesman, ice in the inlet is from 4-6 inches deep in some places and up to two feet in others. He said the depth depended on the tidal action.

City Port Rates Being Reviewed

(Continued from page 1)

ments, resulting in the cheapest shipping rate," Roloff explained. "The largest consumer becomes the base point for shipping charges," he said.

"In the South 48 it has been found that a community which builds a pier benefits even if the facility is never used," Roloff said. "The pier is still a good investment because it keeps other forms of transportation in line competitively."

"WITH NO competition to Seward, the consumer in central Alaska had no say about shipping rates," Roloff continued. "But since this area is the biggest consumer, the Anchorage tariff will always reflect the true costs of transportation in Alaska," he reiterated.

Roloff said Anchorage as a shipping center also will give carriers in the Northwest trade and foreign commerce a "competitive" dollar advantage over users of other ports.

Summing up the advantages to the shipper—the sender and receiver of goods—Roloff claimed "our tariff charges represent a saving to the shipper, the rail haul from Seward is ruled out, and with our modern dock design, the shipper can save on total cost of shipment due to efficient handling."

ROLOFF estimated volume of shipments this coming season at 130,000 tons. He did not say these among common carriers (for example, Alaska Freight Lines), 50,000 tons; contract carriers of general cargo (charter carriers), 20,000; offshore carriers (foreign), 20,000; and contract carriers hauling construction and oilfield equipment, 40,000.

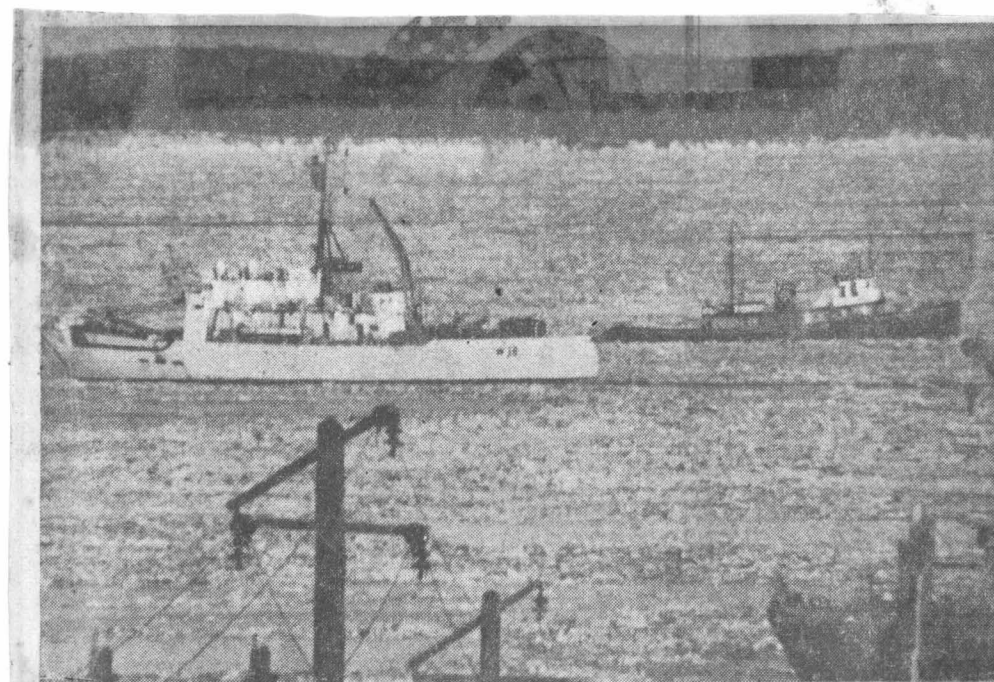
Not included is military cargo moving on Military Sea Transport Service ships which may use the dock, Roloff added.

A survey made when the port was contemplated set tonnage at 210,000 annually for the first few years, Roloff said. Based on the proposed tariff, this would mean a gross revenue of \$906,000. The proposed port budget, including debt payments, is \$471,000, which would leave \$435,000 as excess.

with other forms of transportation.

Greater volume still would assure the bondholder being repaid, Roloff claimed.

Comparing the Seward tariff with the proposed Anchorage tariff, Roloff said rates are identical for general freight. Wharfage, paid to the port, would be \$2.00 per 2,000 pounds at each dock; handling would be \$8.70 and carloading and unloading, \$4.60. Handling and loading charges are paid the stevedoring company.



MAKING PATH IN INLET ICE

The Coast Guard icebreaker "Storis" today made a path through the floe ice of Knik Arm for a tug and barge heading toward the Port of Anchorage dock. In this picture the icebreaker has already cleared a way to the dock and is shown passing the tug on its way down the arm.

TIDELAND OWNERSHIP REQUEST PROTESTED

Four local firms yesterday made up of the mean high water level. When the city requested transfer, the mean high water line was placed so it would take in a portion of the land the companies are leasing.

A railroad spokesman said today it will take an accurate survey to determine this line. The terminal law gives the criteria for the boundary and it will take a survey to determine it, he said.

Kirk Stanley, tidelands officer for the Division of Lands, today said a decision will be made on the case sometime in December. He stated that if the city gets the land, it will automatically grant the four companies title to the land under the "grandfather" condition of previous usage.

The city filed a brief stating it is legally entitled to the land, under the laws of Alaska, Statehood Act.

The railroad did not enter the legal battle, contending that the Terminal Reserve Act of 1916 determines what land belongs to the railroad.

THE LAND transfer being protested is on the Cook Inlet side of the present railroad reserve. The four companies lease the land from the railroad.

In question is the boundary

Port of Anchorage Sets Newsprint Mark

ANCHORAGE—The Port of Anchorage set a new discharge record for newsprint recently when a one-thousand ton shipment moving through the port was off-loaded at an average rate of 65 rolls per gang hour.

According to Charles Gulbe, traffic representative for Crown Zellerbach Corp., no other west coast port handles newsprint at this rate. "We have handled newsprint under special conditions at an average of 60 rolls an hour," he said, "but never at 65 rolls per gang hour."

The first shipment to move through the Port of Anchorage