Overall development plan for the Port of Anchorage. Shaded area shows the first stage facilities now under construction and ex-

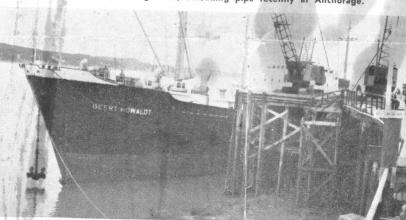
ANCHORAGE, ALASKA - to begin attracting a first year The \$8.2 million facility is the Arm. When it opens in November, the cargo movement of 200,000 tons first step of an ultimate master first phase of Anchorage's new at a saving in shipping costs of plan for Anchorage which will well, Chief Engineer of the Port of Seattle.

MORE ABOUT . . . Port of Anchorage (Continued from Page 2)



Artist's visualization of the first transit shed, now being built. Cranes will be available





At low tide the Geert Howaldt has dropped 35 feet and her bottom plates were resting

g of a one perin cargo whari.

Stilp to rail cars. Latitudated on the transit.

The results of these studies indicated the shed, which will be used for temporary. first stage development could be constructed and operated on a self-supporting basis two additional railroad tracks and truck bett-McCarthy-Stratton, serves as a guide favorable reports, the people of Anchor- pick-up and delivery of cargo. age then authorized the issue of an addi-

tional \$6.8 million in revenue bonds during the wharf, two 40-ton cranes with 5-ton the bond election of May 29, 1956 for level-luffing jibs and two 7½-ton levelconstruction of the first stage facilities. First Phase The initial stage development, now under

150 by 350-foot transit shed, four dockside their jibs will be used together with the traveling cranes, railroad tracks and an 71/2 ton cranes for handling general cargo. city traveling cranes, railroad tracks and an Avalous considered essential for efficient operations. Feasibility studies by Coverdate and Colembia access roadway. The wharf and its approach access roadway access roadway. The wharf and its approach access roadway acces Two railroad tracks are provided on the used at most mainland ports, could be used 46-foot wide apron at the outboard side of only a few hours a day because of the

Anchorage Daily News, Thursday, March 31, 1960 Port Completion Date Causing Controversy

tions at the wharf inasmuch as ship's gear

Anchorage port engineers, the Shannon said this morning TAMS However, he added, DeLong wants contractor and the port commis- and the port commission feel the to be protected in case the weathsion are deadlocked over the com- delay is -unnecessary and De- er makes it unfeasible to work pletion date for the new \$8,000,- Long's work can be completed by past the normal construction sea-000 port facility and three arbi- the Oct. 1 deadline. trators will be called in to settle

He said the original complethe matter. tion date was Aug. 19 of this The contractor, DeLong coryear but a 41 day extension for poration, has requested the enconstruction of the dock and gineers, Tippetts - Abbett - Mctransit shed was granted last Carthy-Stratton, and the port year because of the loss of pilcommission for another coning and the strike.

struction season to complete Gilshian explained this morning that DeLong has asked for a According to James Gilshian, new completion date of Aug. 19, local DeLong representative, the 1961, so the firm will not be delay is needed because of the forced to meet its contract by 192 were driven into the bottom

loss of port piling last May 5 working during winter months. of Knik arm at the port site. A during a storm and last summer's . He declared the firm has every total of 1,114 piles will support However, city manager George and the transit thed this fall, shed.

Gilshian said work started at

the port three weeks earlier this year than planned because of good weather. Pile drivers began driving piles on March 14. They were originally not scheduled to begin the driving until April

Since March 14, 60 piles have been put in place. Last summer



Stern view of Geert Howaldt at low tide

large tidal variations at Anchorage. With in 1958, were based on operation of the these cranes, turn-around time can be cut port during eight months of the year. It to about one-half of that at most other was also considered that Anchorage would United States ports where high-speed dock- receive a large share of Fairbanks freight side cranes are not generally available.

The fully mechanized wharf is expected sult from efficient port operations at Anto be able to handle 2,000 tons of general chorage. cargo per work day of two ten-hour shifts.

Tidal Range High

Environmental conditions posed unusual problems for design of the port facilities. berthing fully loaded ships at low tide, the wharf deck had to be set at about 75 feet bove harbor bottom — equivalent to the eight of a seven-story building. During the winter, large ice floes will npinge against the wharf. Ice is also ex-

was necessary, therefore, to design the variety of the Port of Anchorage. The piles supporting the wharf consist of cylindrical steel pipes or caissons ranging in diameter from 16 inches to 42 inches

with annular bearing plates near the bottom of the piles to spread the loads in the maner of a footing, thereby minimizing stress-The piles along the perimeter of the harf will be filled with concrete and all

prevent damage by ice. The outboard row of piles will be fendered with low-cost floating "camels" which will be counterweighted to rise and fall with the tide.

Development

In connection with the port development, the city has acquired approximately 55 acres of land adjacent to the wharf to struction of the first stage facilities consist- the wharf for direct loading of cargo from be leased to private concerns for commerbe used for open storage of cargo and to ship to rail cars. Landward of the transit cial and industrial development.

from terminal revenues. Based on these loading accommodations are provided for for future development of the tidelands and for the city's acreage. Four-lane road For transfer of cargo between ships and access to the port will become a part of the State Highway System.

The organization and administration luffing cranes built for high-speed operation will be installed on the wharf apron. The 40 ton cranes will be used for the depends upon an appointed Port Commisconstruction, consists of a 600-foot long handling of truck-trailers, heavy containers sion to recommend policy and assist the and 271-foot wide marginal wharf with a and other heavy lifts. When not so used, city manager and the port director in operating the facility as a department of the

These studies showed that for an and pated tonnage of approximately 200,000 tons in the first year of operation, net savings of about \$19 per ton would be realince the maximum tidal range in Knik Arm faster service, the monetary benefits to be derived will in the aggregate exceed \$3 million per year.

Recent experimentation with an ice-breaking tug indicates that in the near future the Port of Anchorage may be operating the year around. This prospect and the belief of the Port Commission and ected to "deep freeze" the piles in a Council that the development block as much as 30 feet in thickness, imposing additional loads on the piles. It will make commercial exploitation of na resources feasible, point to a bright future

cargo berths, each 60% feet long and each with a 150 by 500-foot transit shed, plus facilities for tankers and trailerships.

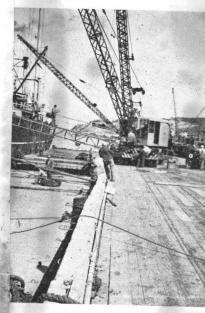
The City of Anchorage, a strategical, located seaport and the largest city in Alaska, has long needed a deepwater cargo terminal to reduce shipping costs. The port's only deepwater pier, Ocean Dock, is now operated by the U.S. Army for the receipt military freight principally petroleum products. The dock, built in 1917, is small and functionally inadequate for the efficient handling of large volumes of civilian car-

At present, most cargoes destined to Anchorage are shipped to Seward and then transshipped 114 miles by rail or truck at additional cost. While some freight is shipped directly to Anchorage by barge, the cost of barged cargoes, which are handled at small bulkhead terminals, is relatively

The advantages of direct shipments to Anchorage in deep-draft vessels and the possibility of reducing shipping costs were seen as early as 1946 when Anchorage created a Port Commission for the purpose of promoting port development and nister operation of port facilities at Knik

see the construction of three These studies, made for the Port Commission, indicated the feasibility of constructng a deepwater cargo terminal at Anchor ige. The port commission, working together with the Corps of Engineers, U.S. Army, atempted to have the Federal Govern uild the port facilities. After protracted nejotiations, local assistance was offered to he Federal government when on October 1954 the people of Anchorage approved he issue of \$2 million of general oblijation bonds for port improvements.

After another year of negotiations, it beame evident the necessary additional funds vould not be made available by the Fedral government, so the city retained in 955 two private consulting firms to deternine the feasibility of financing the port acilities with revenue bonds. One of the rms, Coverdale and Colpitts, consulting ngineers of New York - investigated th conomic feasibility of the project. The Tippetts-Abbett-McCarthy-Strattonngineers and architects — made the engi eering studies which included the prepar tion of a master plan for long-range deelopment of the port as well as prelimi designs and cost estimates for con (Continued on Page 27)



present Anchorage dock by barges. Ship's gear is used to lift cargo on or off barges. Cranes handle cargo on or off dock

Editorial.

Marine Digest

Alaska Rates & Stevedore Charges

June 18, 1960

Bob Atwood, publisher of the Anchorage Daily Times, is well-known for his periodic choleric outbursts against Seattle. His fury is now directed against Seattle, the Transpacific Steamship Conference and the ocean rates for hauling cargo between Seattle and Alaska. The rates are higher than those between Japan and Seattle. Atwood is convinced certain evil people in Seattle saw to this so cargo would be forced into Seattle first for transshipment to Alaska ports.

Atwood calls this discrimination and says, "It smacks of the Seattle-type thinking that always perpetuates Alaska as a private economic colony of Seattle.'

This is so much manure! Enlightened business interests in Seattle are not confused about Alaska and the part it can play in Seattle's future economic health. The competition to come from ship and rail transportation through Canadian ports, alone insures straight thinking on the part of Seattle businessmen.

As far as the steamship rates from Japan to Alaska are concerned, we contend that Seattle interests had no chance of controlling a decision by the Transpacific Steamship Conference. If memory serves, conference membership is made up of 27 Japanese, two Norwegian and three American lines. The only Seattle firm involved is American Mail Line . . . one vote out of

If anything is "primarily" responsible for the rate difference, it is the monopolistic stevedoring situation in Western Alaska. Take a look at Anchorage as an example. The stevedore is the North Star Terminals and Stevedore Co. Mr. C. M. Bentz is president. The company is understood to be controlled by the Marine Terminals Corp. of Los Angeles, Calif.

Since pipe in full shipload recently went across Anchorage docks, let's check the stevedoring rate. It is \$5.50 per ton compared to \$2.85 in Seattle. In Seattle the handling charge is about \$1.35 per ton, but it is \$3.50 in Anchorage because a breasting barge must be used to keep the ship out and away from the shallow water next to the dock. The tidal range of 35 to 40 feet up there further complicates matters. Wharfage charges on most items in Anchorage run \$2 compared to about 80 cents in Seattle. So, unloading a ton of pipe in Anchorage will cost about \$9.00 plus compared to about \$4.20 in Seattle. This is \$4.80 more ... more than twice as much as in Seattle. The approximate 30 per cent rate difference becomes easily understandable when these figures are studied.

Autos from Japan unloaded in Anchorage have a \$25 stevedore charge compared to \$7.21 in Seattle. Cement in bags at Anchorage is \$5.50 compared to \$2.85 in Seattle. In Seward, cement is \$6.50. General cargo is charged \$7.50 a ton in Anchorage as compared to \$3.08 in Seattle.

The stevedore in Anchorage can rightfully say he has to make it while he can because not much cargo comes into Anchorage. No doubt this gives him every right to charge more than \$37,000 to unload a shipload of pipe on which his total costs probably ran around \$15,000. But ocean tonnage rates are not based on the stevedore's profits. They are based on costs assessed against ship and cargo.

Stevedoring costs in Alaska are much higher than they are in Seattle. Other fringe costs are higher. For this reason, Mr. Atwood, the rates are higher. One way to solve this in Anchorage is to make certain of stevedoring competition when the new city dock facility is opened in November. Make certain the dock is made available to any stevedoring operator, and you might just find that there are some stevedores in Seattle who can come up your way with money to invest, payrolls to build, and charges to make for their services which will help Alaska get her Transpacific rates down.

June 16, 1460 DOCK COMPLETION

The municipal port may piling in the structure have not be completed this year if been driven and 50 per cent four large gantry cranes do of the 140,000 square feet of not arrive by Aug. 15, as concrete decking has been scheduled, according to the poured.

DeLong Corp. project engi- All piling in the main dock neer in charge of port con- have been driving and the piles for the two trestles are James Gilshian said his now going in: All of the concompany is working virtually crete deck will be in by the around the clock to get the first week of August, Gilshian

construction completed but said. that their effort will be in Most of the structural steel vain unless the cranes, order- has arrived for the transit ed under a separate contract, shed and erection work on the are not delivered between 350 by 150-foot building will Aug. 1-15 as requested.

If delivery is late, he said, the cranes couldn't be erected before freeze-up when metal construction becomes too dangerous. Thus far, he said, required for the gantry his company has received no cranes and for switch tracks word as to whether the cranes onto the dock so that rail will be on schedule, despite cars can be loaded directly inquiries to the manufac-

THE CITY ordered the neering consultants on the job cranes from Washington Iron that the gantry cranes will Works in Seattle. The con- arrive by the scheduled date tract calls for DeLong to in- of Aug. 15. stall and test the cranes.

begin July 18, he said. WHEN THE trestle pile

Anchorage Port Director Henry Roloff said the city

Otherwise, Gilshian said, thus causing a delay in the the work is progressing very completion, there would be a well. So far, 917 of the 1,144 considerable loss in revenue

to the city, Roloff said. He said the recent arbitration on the work completion date centered around the need to have the job done by snowfall so he would be able to guarantee shipping firms dock facilities next spring when the ice leaves Cook In-

ALASKA'S UNTAPPED RESOURCES BECKON TO WORLD'S TRADERS

The Japanese-flag entry into the remote but potentially lucrative areas of Southeastern Alaska was a natural consequence of the importance the region has acquired since the forty-ninth state was admitted to the Union.

Hitherto served regularly by only Americang operators, the State's eight major port areas stand to undergo economic maturation during

the next few years, provided sufficient two-way trade can be developed. This will not be easy, for the population is small and industrialization is only starting.

Previous Japan-Alaska commodity interchange was negligible: Japanese lines serving the Pacific Coast range made periodic trips into the hinterland to load lumber products for the homebound run. Such carriers as "K" Line, Mitsubishi Line and Yamashita Line made sporadic calls at Sitka and Wrangell.

With the coming of statehood, the situation changed. The door was opened to increased amounts of Federal and private capital for the expansion of industry and agriculture. And the search for markets began.

Within recent weeks, the Anchorage-based United States Alaska Corporation has revealed that steps have been taken to draw up a trading pact with Japan, a nation well equipped to bring the fledgling State many materials necessary for the nurturing of the hoped-for business expansion.

Prospective inbound goods include construction materials and oil field supplies, commodities that would be exchanged for the vast quantities of raw materials that Alaska possesses in such abundance: e.g., coal, petroleum, and iron. Moreover, Japan has invested in the timber areas of Southeastern Alaska, thereby laying the groundwork for increased movement of lumber and

PACIFIC SHIPPER 6/27/60

lumber products -- the major outbound cargoes. Trans-Pacific Freight Conference of Japan has published a tariff to cover the nation's shipments to Anchorage, Cordova, Juneau, Ketchikan, Seward, Sitka, Valdez, and Wrangell. Rates on most commodities were set at a level 30 per cent above the going tariffs for Pacific Coast exports, and a 1000 ton minimum was established for cargo discharge. The conference has, however, promised to waive the latter requirements for carriers who have contracted for homebound shipments.

Mitsubishi, "K" Line and Yamashita have worked out a cargo pooling on the run. Regular monthly service is due to begin in July. Each line is to make four sailings a year to Anchorage, Sitka, Wrangell, and possibly additional ports. If sufficient two-way trade materializes, Pacific Westbound Conference will most likely extend its rate schedules to cover the stream of goods flowing to the Orient from the Far North.

A number of other carriers are thinking of expanding their services similarly. Pacific Coast European Conference has just received the Federal Maritime Board's permission to name rates on cargoes moving out of Alaska. The Latin American conference group already includes Alaska within the scope of its freight rate agreement with shippers. South American importers have occasionally bought woodpulp from Ketchikan

EDITORIAL OPINION

suppliers, and the proposed construction of paper mills would undoubtedly spur Latin buyers to increase their purchases from the fledgling state.

At the same time, Alaska's ports are alerted to the importance of keeping pace with the services. Port of Anchorage, for example, intends to spend \$8 million on a single-berth pier, first of a series of development projects aimed at opening the port to year-round shipping. And the officials of the State's other waterfront areas are keenly interested in providing facilities

to handle the expected cargo surge.

The erstwhile wasteland is just beginning to burgeon; the best is yet to come--for carriers as well as for traders. More cargoes mean more employment for more vessels, surely a fortuitous circumstance in this period of shipping doldrums. The opening up of a whole new region of trading potential could not have occurred at a better time for the Pacific's merchant fleet. But it will be no sinecure, and Alaska should not oversell its shipping potential as the Great Lakes did.