

Alaska Steamship Co. Offers Unique Service

(COVER STORY)



SS Tonsina, full van ship, first to discharge at Anchorage after the quake.

SEATTLE — Alaska is beneficiary of one of the most progressive ocean transportation systems under the American flag. The latest development is the Alaska Steamship Co. inauguration of full vanship service from Seattle to the Alaska

Railbelt.

This operation was planned to link the Puget Sound area with the population centers of Anchorage and Fairbanks through the Port of Seward, primary gateway to Alaska's heartland since 1923, when

the Alaska Railroad was completed.

Earthquake Changes

The devastating earthquake of March 27 changed all that. Seward and her rail and highway connections to the interior were completely knocked out as was the Port of Valdez. Whittier was isolated.

Capt. Erling Brastad's orders read Seward, but with that newly-named All American City out, he took the Tonsina up Cook Inlet. With the U. S. Coast Guard cutter Storis breaking trail through the ice, the Tonsina, first vanship in the trade, became the first ship of the year into Anchorage and the first vessel into the disaster area after the staggering quake.

That's how Alaska's full vanship service started. The chain of events that led up to this voyage was less spectacular, but, none-the-less significant.

Anchorage—Port of Progress

The Port of Anchorage Municipal Terminal recently marked its third year of operation February 10, 1964. Located on Cook Inlet at the doorstep of the Forty-Ninth state's fastest-growing city, the Port in its brief history has written a commendable record of achievement.

City Dock in 1961 handled 38,250 tons of general cargo, far short of the original 200,000 forecasted. However by 1963, cargo increased to 196,410 tons—a remarkable growth of over 500%! Revenues during this same period increased from \$190,000 to \$447,000 and continued growth is forecast for 1964.

The advent of the City Dock has brought many benefits to the taxpayers of Anchorage. In May of 1963 the first major cargo manufactured in Anchorage—50,000 concrete blocks used to rebuild fire-razed Cordova—was loaded at the Municipal Terminal. The total manhours to make these blocks resulted in a local payroll of \$10,000, not including teamsters' and longshoremen's wages in loading the cargo. Crews of oil exploration vessels and foreign ships spend untold amounts for food, lodging and entertainment—new dollars for the local economy. Annual payrolls at the docks are estimated at 1½ million dollars generated by the Municipal Terminal.

A substantial contribution to the success of the Municipal Terminal has been the construction equipment and supplies shipped over the City Dock. Contractors have found the Port an economical gateway and charter barges are available locally to transport contractors' outfits to any point in Alaska.

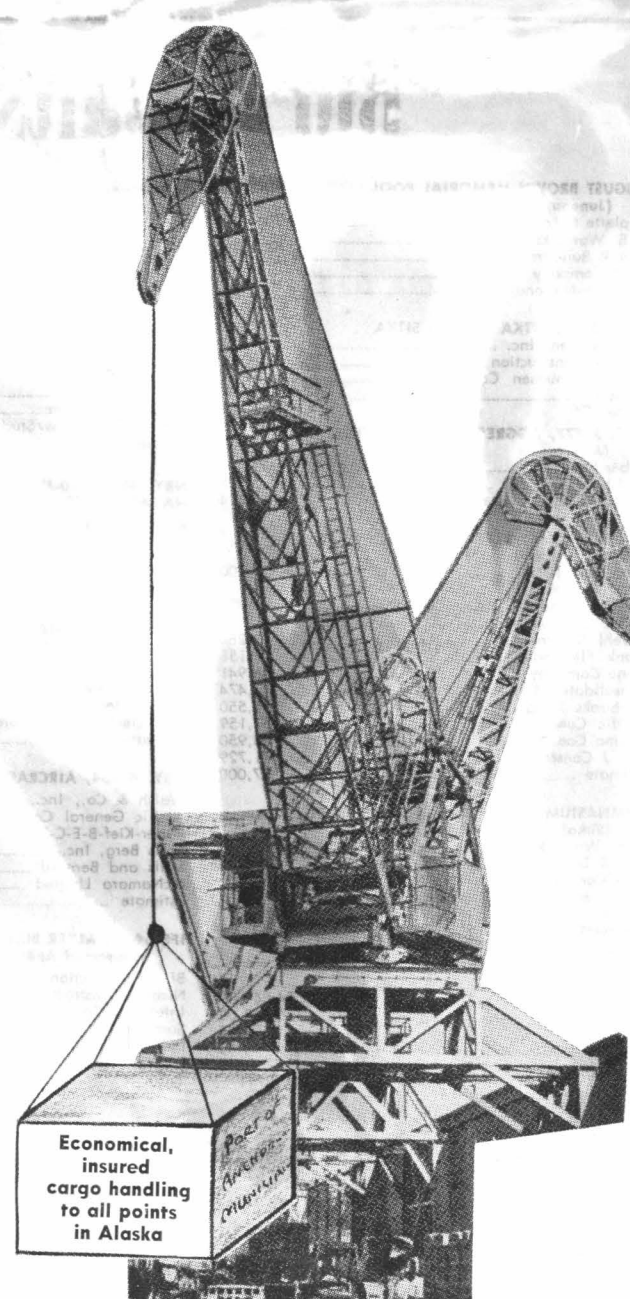
The Municipal Terminal has continually expanded its facilities to more efficiently serve the Construction Industry. Since 1961, eight acres of additional open storage yards have been filled and continued expansion is anticipated in 1964. Rate adjustments are now being considered for contractors' outfits, vehicles and machinery. These adjustments will result in lower landed costs to contractors and suppliers.

Local support of the Municipal Terminal has been encouraging. The recently formed Forest Products Promotion Committee is studying the prospects of exporting Alaska's timber resources and the Chamber of Commerce's Port Development Committee is continually studying means of promoting the Anchorage Harbor and expanding Anchorage as an International Trade Center. Interest in the forthcoming Alaska Centennial and Port has resulted in the Chamber of Commerce forming a Centennial Committee which is formulating plans for exhibition centers at the Anchorage International Airport and the Municipal Terminal.

The Port Commission and the City Council, to expedite the development of a centennial site, has approved the formation of a Port of Anchorage Industrial Park, and the City and Port staff members are now preparing initial land use utility designs and methods of financing.

The success of the Municipal Terminal has not been without growing pains. In 1963 the 600-foot dock had on many occasions 900 feet of vessels at berth and on one occasion two deep-draft vessels had to wait in the harbor three days for a berth. Standard Oil Company recently completed a P.O.L. line from Ocean Dock to City Dock and will discharge their tankers at this facility in 1964, further compounding berthing problems. The Port to meet this problem has retained the firm of Tippetts-Abbett-McCarthy.

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Stratton to prepare a feasibility report for berth expansion and concurrently an application has been filed with the Housing and Home Finance Agency for Advance Planning Funds.

As the Municipal Terminal enters its fourth year of operation the future prospects appear better than ever. The Port, with the support of the Chamber of Commerce and local business men, will continue to make Anchorage the International Transportation Center of South Central Alaska.

MARINE DIGEST - May 2, 1964



Tonsina First To Discharge At Anchorage

SEATTLE — The Alaska Steamship Co. vanship Tonsina was the first vessel with supplies into Alaska's disaster area after the earthquake. Diverted to Anchorage when the Port of Seward was destroyed, she is seen at the Anchorage City Dock unloaded at low tide by a Manitowoc crane, two of which were brought in to replace the port's huge gantries, which were knocked out.

Anchorage Daily News, Thursday, May 7, 1964

Contract Let
For City POL
Facility Here

Construction of a temporary petroleum, oil and lubricant (POL) facility will commence soon under a contract signed yesterday, City Manager Robert Oldland said.

The contract, totaling about \$500,000, was awarded by the Corps of Engineers on behalf of the city to two local contractors, M. G. Gilmour Co. and Structures Co.

The work includes design and construction of three timber pile dolphins with a breasting platform and connecting catwalks and a pipeline terminal. The terminal will support five POL pipelines.

THE CONTRACTORS also will construct power and water lines to the breasting platform and will install a crane and winch.

The entire operation will be located a short distance south of the city dock. The contract calls for construction within 60 days.

24 Anchorage Daily Times
Wednesday, May 6, 1964City To Get
Planning Aid

Planning advances totaling \$170,000 for three Anchorage public works projects were approved today by the Housing and Home Finance Agency, according to U.S. Rep. Rivers, D-Alaska.

In a wire from Washington, D.C., Rivers said the advances included \$10,000 to plan public utilities costing an estimated \$1 million in the industrial park subdivision adjacent to the Port of Anchorage facility; \$110,000 for planning a \$1.5 million extension to the existing city dock facilities; and \$50,000 for preliminary and final planning of water and storm drainage improvements to cost \$650,000.

Capt. A. E. Harned, Anchorage port manager, said the \$1.5 million extension for which planning funds were approved was the permanent POL facility. A \$500,000 contract was let only this week for construction of temporary POL off-loading facilities, south of the city dock. Harned said the city's application for an Accelerated Public Works grant for additional berthing at the port, a project estimated at \$2.5 million, would go in as a separate package when the feasibility studies were completed.

Anchorage Daily News, Tuesday, May 5, 1964

HHFA Offers
\$170,000 for
Rebuilding

The Housing and Home Finance Agency has approved three public works planning advances totaling \$170,000 for construction related to earthquake damage in Anchorage.

REP. RALPH RIVERS, D-Alaska, said the planning funds are: —\$10,000 to plan public utility construction costing an estimated \$1 million in the industrial park subdivision in the port area.

—\$110,000 for planning extension of the city dock, with the project cost estimated at \$1.5 million.

—\$50,000 for preliminary and final planning of water and storm drainage improvements to cost \$650,000.

Construction on all three projects is to begin late this year, Rivers said.