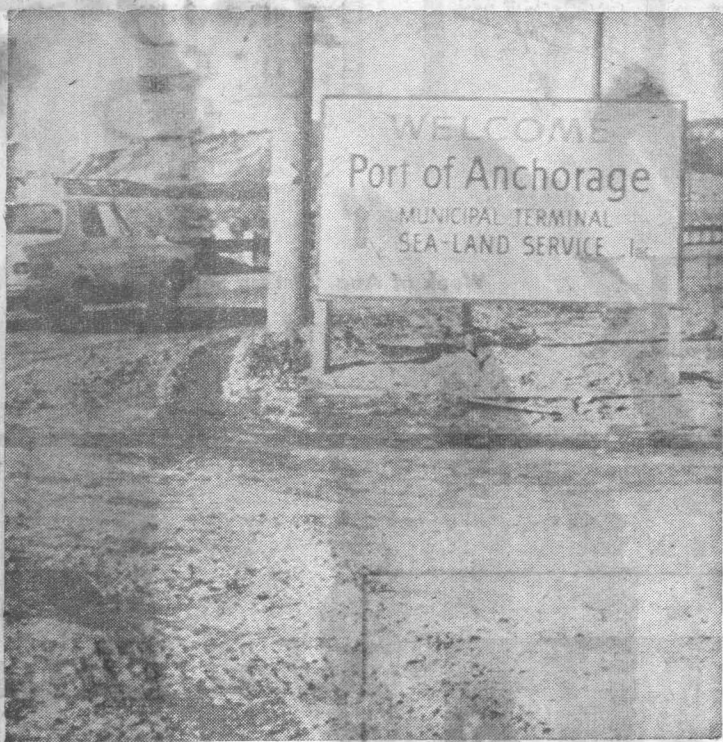


The Port of Anchorage; Paying Its



The Port of Anchorage is paying its way. The facilities pictured on these pages have recently turned a deficit into a profit for the first time since the port played host to its initial visiting vessel on April 21, 1961.

THE ORIGINAL port budget for 1964 showed a loss of \$74,552, but a recently revised document revealed a profit of \$107,593.

In addition, the port met its semi-annual bond payment of \$184,500 on Aug. 15.

What is the reason? Donald Walter, acting Port director, said the profit is based on 161,700 tons of general cargo and 5 million barrels of petroleum products handled by Port facilities this year. A new petroleum loading facility (cover) has drained 1 million barrels of petroleum products from ships since it was dedicated July 10, and is expected to move about 2½ million additional barrels of oil and related products before the end of the year.

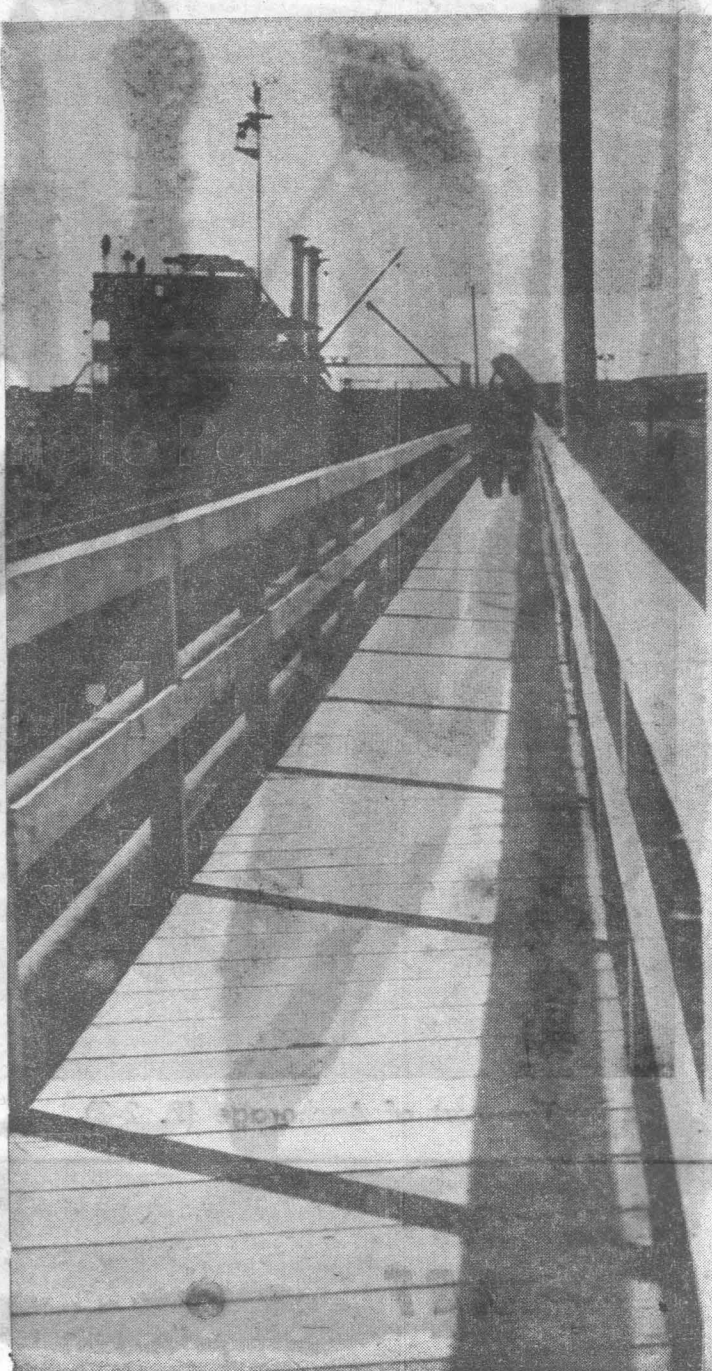
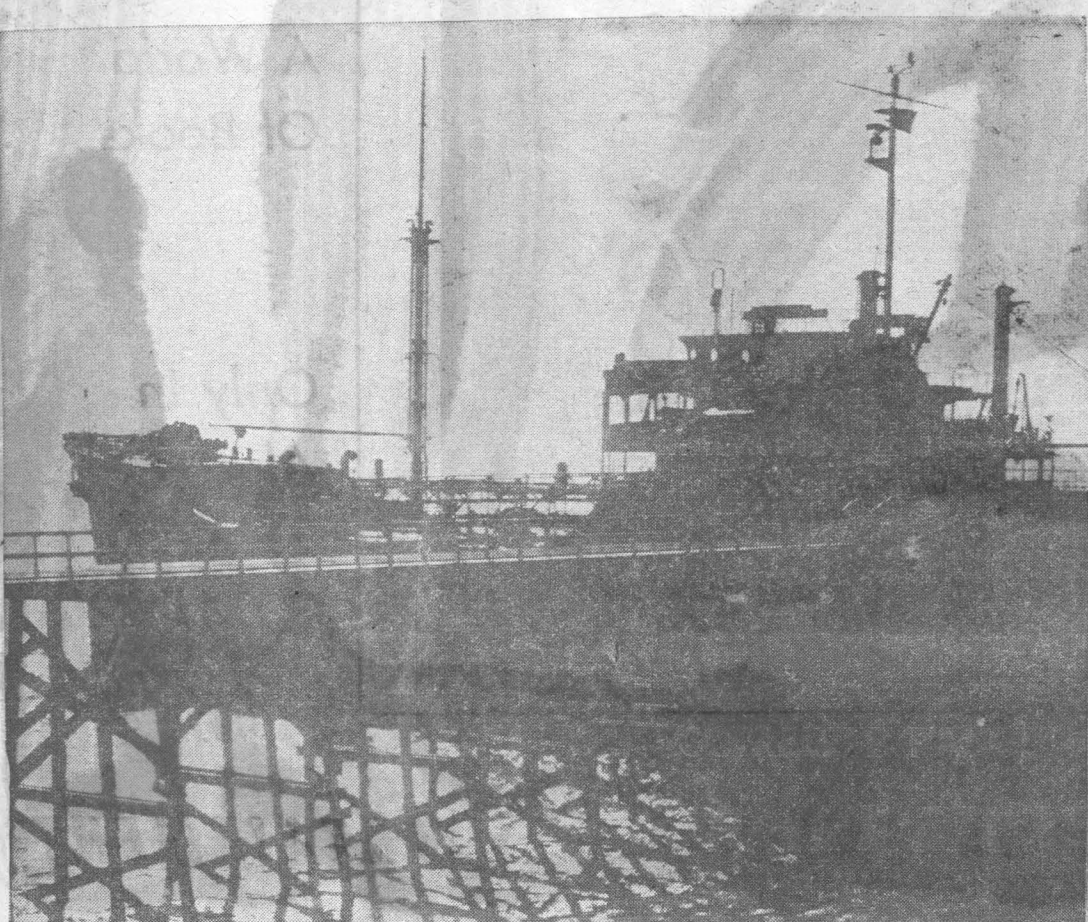
A TOTAL of 279,151 tons of cargo so far this year has brought the port \$382,700 in revenue. At the same point last year, the Port had received revenues of \$208,000 on 86,295 tons of cargo.

That's progress — and profit.

Walter credited the new POL oil handling facility, the new SeaLand shipping service here, and the new ferry service to Anchorage in helping to put the Port "in the black."



Daily News Photos



Port Pact Signed



SIGN PORT USE AGREEMENT

Kenneth G. Younger, vice president and operations manager for SeaLand Service Inc., puts his signature to a 20-year agreement with the City of Anchorage for docking and terminal facilities. Watching are Wally Martens, chairman of the Anchorage Port Commission; R. F. Hohn, who heads SeaLand in Alaska, and Mayor George Sharrock.

Construction Of Big Terminal Facilities Slated By Sea-Land

Officials of Sea-Land Service, Inc. announced plans today for construction of a modern truck terminal in Anchorage as they signed a 20-year agreement with the city for use of docking and terminal facilities.

Kenneth G. Younger, vice president and general manager of operations for the truck-ship transportation company, said construction of the 50-by-200-foot terminal with 40 doors would begin in the spring.

At the same time, Younger said the firm would build a 100-foot terminal at Fairbanks and was considering expanding its operations to other Alaskan points.

The agreement signed with the city provides for a basic 10-year term plus two additional five-year renewal options. The City of Anchorage could receive an estimated \$4.74 million in rental over the next 20 years if Sea-Land exercises its options, Capt. A. E. Harned Port of Anchorage director, said.

Harned said the rental revenues are predicted on a year-round use of the Anchorage facilities.

Under terms of the agreement, the city will provide preferential berthing rights at the city dock for one Sea-Land vessel calling at Anchorage each week during the year, plus a lease on a freight terminal in the Port of Anchorage Industrial Park. The terminal area is on Tidewater Road.

Harned told the Sea-Land representatives, Younger and R. F. Hohn, president of Sea-Land (Continued on Page 2)

International Trade And Transportation

September 12, 1964

Ice-Breaking Experiments May Mean Port of Anchorage Will Operate Year Round

Experiments with ice-breaking tugs have led officials at the Port of Anchorage to hope that the port might soon be operating 12 months a year, rather than the eight months a year originally planned.

Original engineering and feasibility studies prepared prior to the opening of the port in 1961, indicated that winter ice, generated by several fresh water rivers flowing into the port's harbor area, would limit the port's period of operation to eight months a year.

However, say port officials, ice-breaking tugs have made several experimental runs through the harbor leading containerships operated by Sea-Land Service, Inc. The experiments, say officials, indicate that the Port of Anchorage will soon be operating the year round.

Officials say that a sharp increase in population in the Anchorage metropolitan area (from about 3,000 to 80,000 since World War II) has made modern port facilities vital to the area's economy. Port officials submitted, too late to be included in this issue's feature section, the following report to TRAFFIC WORLD in connection with its annual survey of port modernization and development programs on the Pacific coast:

"The Port of Anchorage is strategically located in central Alaska on the Knik Arm of Cook Inlet. To develop the export potential of this great area, the Port of Anchorage as a municipal seaport came into being early in 1961.

Anchorage Municipal Terminal consists of a 600-foot long marginal wharf with a 53,000-square-foot transit shed. Additionally, the terminal uses four high-speed dockside level luffing gantry cranes for cargo discharge. The dock is built of reinforced concrete decks supported on steel piling, with two rail tracks serving the 46-foot apron and another double track is located inboard of the transit shed to expedite rapid movement of inbound-outbound freight.

"To meet modern day requirements of rapid and efficient transfer of cargo, two 40-ton cranes with 8-ton level-luffing jibs have been installed on the wharf. Carriers up the Alaska trade move approximately 80 per cent of all cargo by containers and vans; hence, heavy lifts are everyday routine. Supplementing the heavy-lift equipment at Anchorage are two additional high-speed level-luffing cranes with 7½-ton capacities. When combined with the 5-ton jibs on the heavy cranes, all four pieces of equipment can be used to handle the general cargo ships that call in the offshore trade."

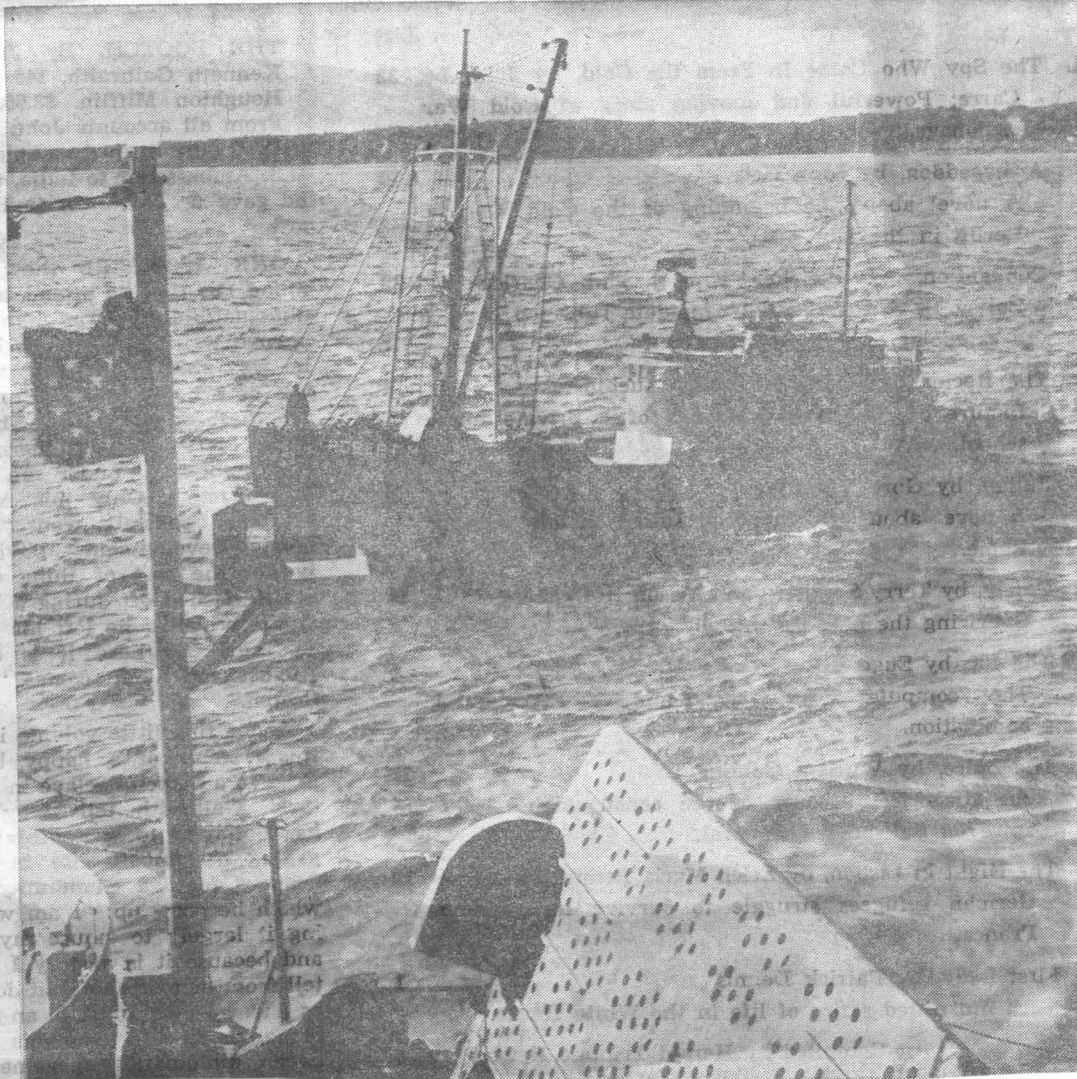
"The use of high-speed dockside crane was a prerequisite in the development of the new terminal because the normal practice of using ship's gear, utilized at

mainland ports, could be used only a small portion of the day due to the unusual tidal ranges. The modern equipment is described as cutting ship turnaround time to about one-half that of most United States ports where 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.

"Further supplementing the modern Port of Anchorage equipment are the C-4 vanships of Sea-Land Service. Sea-Land, the newest entrant in the Alaskan trade, operates the SS "Seattle" and SS "Anchorage" on a three-day schedule between Anchorage and Seattle. These ships carry 166 35-foot vans and have the most modern shipside gantry cranes in the container trade.

"Rate and cargo information are available from the Port of Anchorage Municipal Terminal, Box 400, Anchorage, Alaska, on request."

Own Way As Important Alaska Facility



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