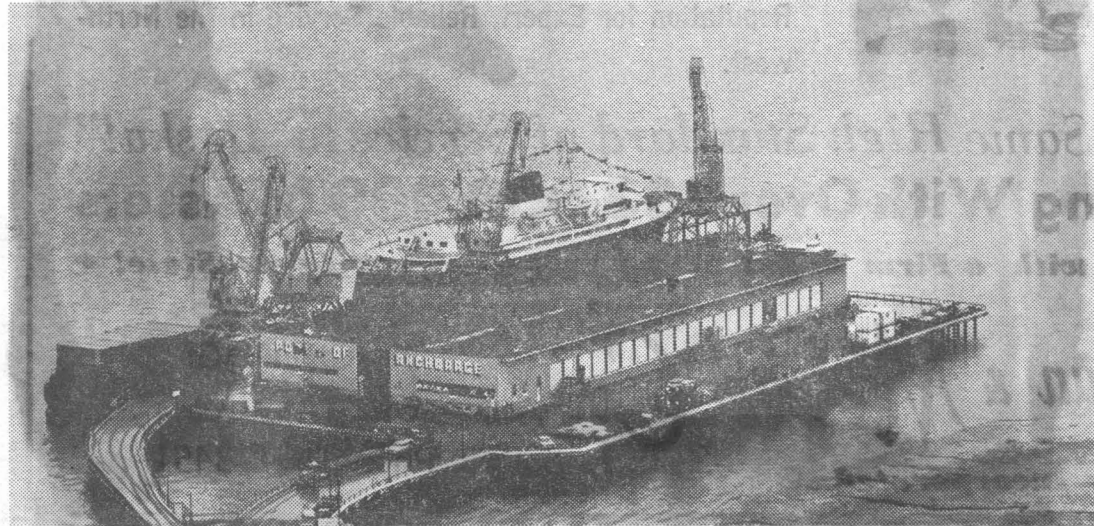


NEW CARGO SERVICE — Sea-Land Service, Inc., a subsidiary of McLean Industries of Elizabeth, N.J. last year started weekly service directly to Anchorage. Above, SS Anchorage, one of two C-4's operated by the company, docks at Port of Anchorage after three-day

trip from Seattle. Below: A view of the port, with an Alaska Freight Lines LST discharging cargo vans with 40-ton gantry crane, and a visitor in port — the Alaska state ferry Malaspina.

—Mac's Photo Service



Sea-Land Bucks Ice With Year-Round Trailer Ships

Considering the heavy ice in Cook Inlet in wintertime, old-timers in the Alaska shipping trade were surprised when Sea-Land decided to depart from the Seattle-Whittier tradition and ship directly to the Port of Anchorage.

The company decided to go into the venture "whole hog" with ships big and powerful enough to get into Anchorage in ice. No other line had ever served Anchorage on a scheduled basis in winter.

Earthquake reconstruc-

tion materials coming into Southcentral made 1964 a big freight year with the port setting all-time records.

Sea-Land bypasses the railroad entirely and delivers truck trailers direct. Trailers are then hauled by highway to other Alaska points. The C-4 trailer ships, sailing weekly, can hold 166 conventional highway trailers, with 425,000 cubic feet of space left for such cargo as vehicles, building materials and general merchandise.

Anchorage Daily Times 3
Monday, April 19, 1965

Carrier Seeks Warehouse Area

The Anchorage Port Commission will consider a lease to Sea-Land Service tonight when the group meets at 7:30 p.m. in the Council Chamber.

Sea-Land, a water freight carrier, is seeking extra land in the port's industrial park for construction of a warehouse.

Development of the port subdivision also is scheduled for discussion as is the final design for the north extension of the municipal terminal.

12 Anchorage Daily Times
Tuesday, April 20, 1965

Sea-Land Offer On Port Tract OK'd By Board

An offer by Sea-Land Service, Inc., to lease a nine-acre tract near the Port of Anchorage was accepted Monday night by the Port Commission.

The 12-year lease calls for payment of three cents per square foot or \$6,534 on five acres of land which will be put to immediate use by the shipping firm.

A rate of one and one-half cents per square foot or \$2,613 will be paid on the remainder of the tract until it is put to use. The rate will increase to three cents per foot in 1972.

Capt. A. E. Harned, port director, recommended acceptance of the Sea-Land offer, terming it "extremely fair."

24A—Fairbanks Daily News-Miner Progress Edition, Thu., March 18, 1965

Shaken Port Sets Quake Year Cargo Record

\$2¼ Million Slated for Extension and POL Dock

The spring shipping season at the Port of Anchorage started with a mighty jolt as the worst recorded earthquake in history struck Southcentral Alaska on March 27. Although damage to the municipal terminal was in excess of \$1,500,000, the Corps of Engineers and federal, city and state agencies working in close cooperation with local construction and electrical companies, within 96 hours made roadways passable, resumed telephone communications, effected temporary dock repairs and emergency generators were supplying power — and most important of all, the city dock was receiving freight!

The city dock in 1964 handled in excess of 150,000 tons of general cargo and 4,800,000 barrels of bulk petroleum products. This is in sharp contrast to the 39,000 tons handled in 1961.

Accounting for the large increase in general cargo was the advent of three day cargo service from Seattle to Anchorage by Sea-Land Service, Inc. This is the first and only regular direct weekly steamship service to and from the Port of Anchorage. Sea-Land operates two C-4 vessels and provides door-to-door containerized freight delivery service. More frequent service is planned this year.

Huge increases in thru-put of bulk petroleum products were the result of the city dock being the only operational pier in Southcentral Alaska. The ocean dock at Anchorage, the Whittier and Seward docks, as well as the tank farms at Whittier and Seward were destroyed by the Good Friday earthquake. City dock's petroleum

manifold installed by Shell Oil Company was used until the Corps of Engineers could erect a temporary petroleum dock which was complete in July. The \$450,000 structure is located immediately south of city dock and is operated by the port.

The loss of tank farms at Seward and Whittier resulted in Standard and Union Oil initiating expansion plans for their Anchorage plants, adding in excess of 200,000,000 gallons storage capacity. Texaco rebuilt in the newly created Port Industrial Park. Lease negotiations were complete in early July and construction immediately commenced on a 1,260,000 gallon plant. Texaco received its first product in late October from the tanker California.

Sea-Land with its ships, the Anchorage and Seattle, pioneered winter cargo service into the Port of Anchorage. November and December 1964 were some of the coldest winter months on record, but encouraged by Sea-Land's efforts, Union Oil Company's tanker Lompoc delivered bulk petroleum products to Anchorage on Dec. 12 and Texaco, Inc. scheduled a tanker in January.

The State of Alaska initiated service in early August for Southwestern Alaska with the Ferry Tustumena from the Port of Anchorage. The ferry received a hearty welcome on her inaugural voyage to Seward, Kodiak, Seldovia, Homer and Anchorage, her ports of call.

The Anchorage Port Commission embarked on an expansion program in 1963 to meet the growing needs of shippers and



CARGO CROSSING—Last year more than 150,000 tons of dry cargo crossed the port dock at level luffing Gantry cranes. Ship gear can unload twenty 35-foot cargo vans per hour. A survey this winter predicts the direct to waiting trucks.

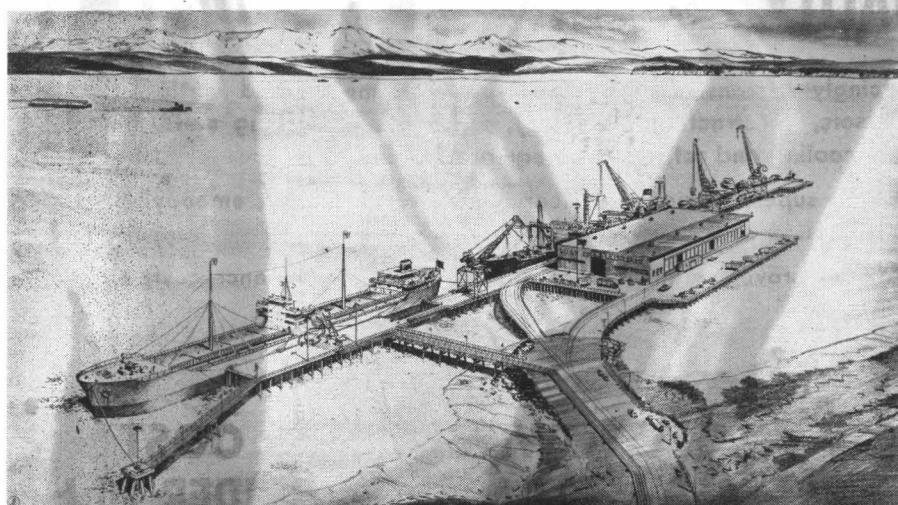
increased vessel arrivals. Plans for a 600 foot petroleum dock and 150 foot general cargo extension were finalized in 1964 and a \$2¼ million financing

program was authorized by the City Council. Cargo growth to date at the municipal terminal forecasts a vigorous future for the port.

Persistent efforts to induce new cargos and promote exports will continue to have a tremendous economic impact on the great railbelt area it serves.

Contractors' Digest

Anchorage Voters Approve Port Expansion



March 9, the City of Anchorage voters approved a \$2.5 million General Obligation bond referendum for financing construction of a tanker berth and a 150-foot extension to Anchorage City Dock.

The Petroleum Dock will replace a temporary wood dock erected on an emergency basis after last year's earthquake. Winter tides and ice have completely demolished the wood dolphins and catwalk on the temporary dock.

Even as construction plans move rapidly ahead the Port of Anchorage looks forward to a busy year with both dry cargo vessels and tankers unloading at the 600-foot City Dock. Port Director, A. E. Harned, said "we expect a minimum of 52 tankers and 48 dry cargo ships during the next seven months. That is an average of over three ships per week at our single berth facility."

The Port, in efforts to expedite 1965 vessel movement, has salvaged lines off the rapidly deteriorating temporary petroleum dock and will install them permanently on City Dock. A contract to be awarded March 23 will provide for this installation consisting of four 12" petroleum lines. Standard Oil Company will install an additional line for black oil and asphalt.

In efforts to start construction as early as possible, piling for the permanent Petroleum Dock was bid prior to

the election and the contract was awarded March 12 to Kaiser Steel at Oakland. The general construction contract will be awarded April 6, and construction scheduled to start April 12. The engineers, Tippetts-Abbett-McCarthy-Stratton, designed the Petroleum Dock and will supervise construction.

The Anchorage Port Commission is now negotiating with local engineers for the design of the 150-foot dry cargo extension. This berth is to accommodate the Alaska State Ferry and small vessels serving offshore oil wells in Cook Inlet. Although not officially determined by the Port Commission at this time, construction on this three-quarter million dollar project probably will not commence until the spring of 1966.

Maritime Commission Wants Information On Shipping

The Federal Maritime Commission is interested in receiving information regarding Alaskan transportation problems from shippers, consignees, trade associations, Chambers of Commerce, governmental agencies, port authorities, terminals, and other interested parties, Admiral John Harlee, Chairman of the Commission said recently.

The information received will be used in the staff study of ocean freight

Cooper River Highway Review Set By Dept.

The Department of Highways will begin immediately a comprehensive engineering review of the proposed Cooper River Highway. This review will include both the original proposed alignment following the abandoned railroad and possible alternative alignments between Cordova and the Richardson Highway. Also, a possible re-routing in the Cooper River Delta area will be studied.

This study was requested in a letter to Governor Egan from Rex M. Whitton, Federal Highway Administrator for the Department of Commerce. In Mr. Whitton's letter, he pointed out that the early work on the Cooper River Highway had been premised on the availability of the old railroad grade and bridges. As the March 27 earthquake resulted in almost complete destruction of the bridges south of Allen River, Mr. Whitton felt that the public interest would require a thorough re-examination of possible routes.

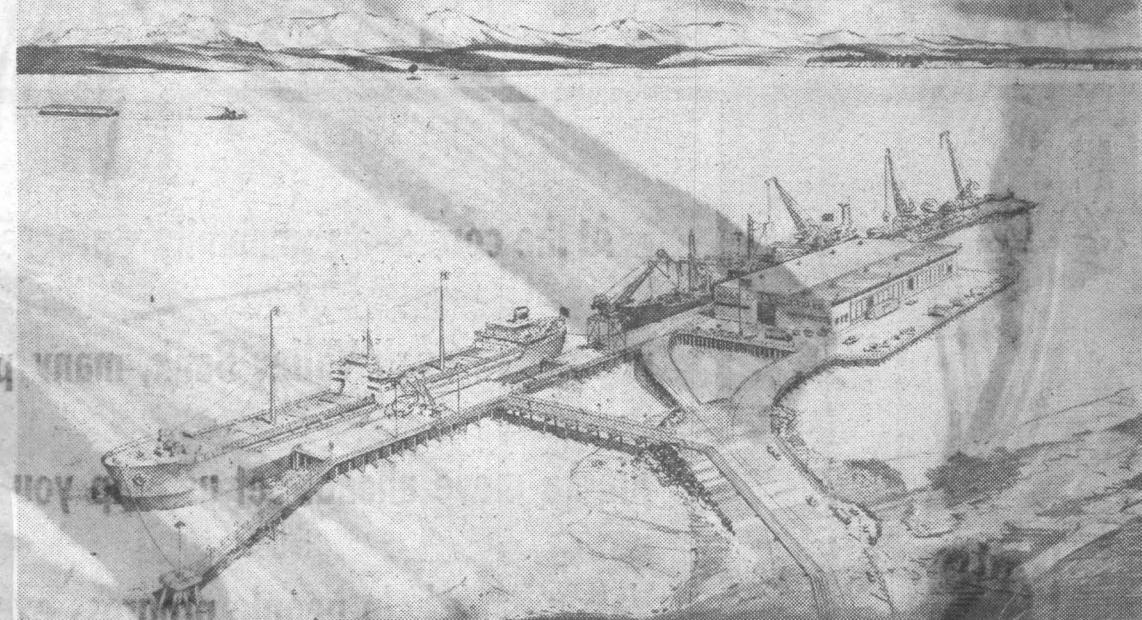
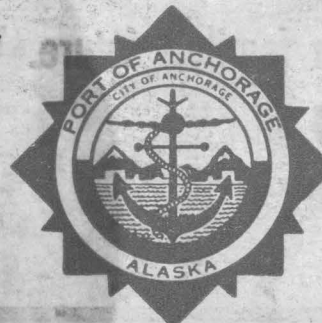
As the winter snows will not permit new aerial photography until June, McKinnon doubted that the new route study could be finished before October or November. He stated that on completion of the study it would be submitted to the U.S. Bureau of Public Roads for their action regarding allocation of Federal Disaster Funds for the reconstruction work.

rates and economic and traffic conditions in the Alaska trade which was announced in October. The purpose of this study is to determine the problem areas existing in rate structures, carrier services, terminal facilities, and the effect of transportation charges on specific commodities.

There have been changes in the Alaska trade since 1960 including the entry of new carriers and the development of faster and cheaper methods of cargo handling. The Commission believes there is a need for a complete evaluation of the services rendered by carriers and their rates and practices in this trade.

Growing with ALASKA

Increased Tonnages and Ship Arrivals in 1964 have added a note of urgency to original plans formulated in 1963.



1965 Port expansion program includes new 600-ft. petroleum dock and 150-ft. extension of Central Cargo Berth.

PORT OF ANCHORAGE