

PAST



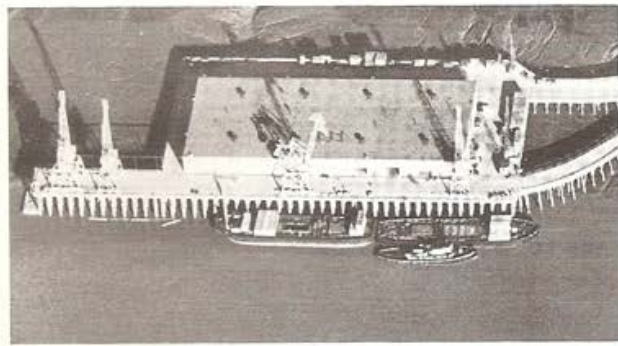
LATHROP DOCK  
(Anchorage Port Facilities — 1915)

Lathrop Dock was constructed to meet the immediate needs of newly founded Anchorage at the head of Cook Inlet. The above picture, taken in the summer of 1915, shows the original dock location just west of the present Alaska Railroad terminal building.

Captain James Cook, sailing under the flag of England, first discovered the inlet in 1778 and gave it his name. One hundred and thirty-six years later the City of Anchorage came into being following the Executive Order issued by President Woodrow Wilson in 1916 ordering the construction of the Alaska Railroad.

Immediately, Harbor facilities began to grow to meet the Alaska Road Commission's supply needs. Anchorage was embarked on its major role in Alaska shipping—and faced a busy decade with such historic

PRESENT



CITY DOCK  
(Anchorage Port Facilities — 1965)

vessels as the La Touche, Alameda, Mariposa and Victoria calling at its Port.

The City of Anchorage was incorporated in 1920 and a Port Commission was appointed in 1946 to establish Municipal Port facilities. In 1954 the citizens of Anchorage authorized the issuance of \$2,000,000 in G. O. Bonds for Port improvement. Further studies indicated the great potential of cargo movement into the Anchorage area from the Pacific Coast, and in 1956, \$6,800,000 in Revenue Bonds were issued for the construction of a single berth pier.

The "City Dock" completed in 1961, located at the confluence of Cook Inlet and Knik Arm is Alaska's most centrally located Port — within the immediate proximity of 60% of Alaska's population.

50 YEARS OF PROGRESS

City Dock, a modern steel and concrete structure is equipped with four level luffing gantry cranes. A 53,000 square foot steel transit shed — sprinklered and heated — is located on the pier. The pier is 600-foot long with a 46-foot wide apron and two rail tracks for direct loading. Marginal tracks are also provided on the 75-foot apron at the rear of the transit shed for loading cargo to beyond points.

A temporary tanker berth was constructed in 1964. This facility is not expected to last beyond 1965. Substitute petroleum facilities are available on City Dock and a new permanent Petroleum Dock is planned for 1965.

Anchorage, the hub of Alaska's population and economy, is now the shipping center of Alaska. Increased tonnages forecast since 1961 have passed all expectations and will continue to grow. Municipal terminal now handles more import tonnage than any other facility in Alaska.

City Dock handled 815,617 tons in 1964, an increase of 2,131% over 1961, our first year of operation! The tremendous increase in tonnages through this Port is partly due to the March Earthquake, but a more shaking event was the advent of Sea-Land initiating weekly cargo service to the Port of Anchorage. Sea-Land now provides four day delivery from Seattle to Anchorage on a year-round basis—the most efficient transportation service ever provided Alaska!

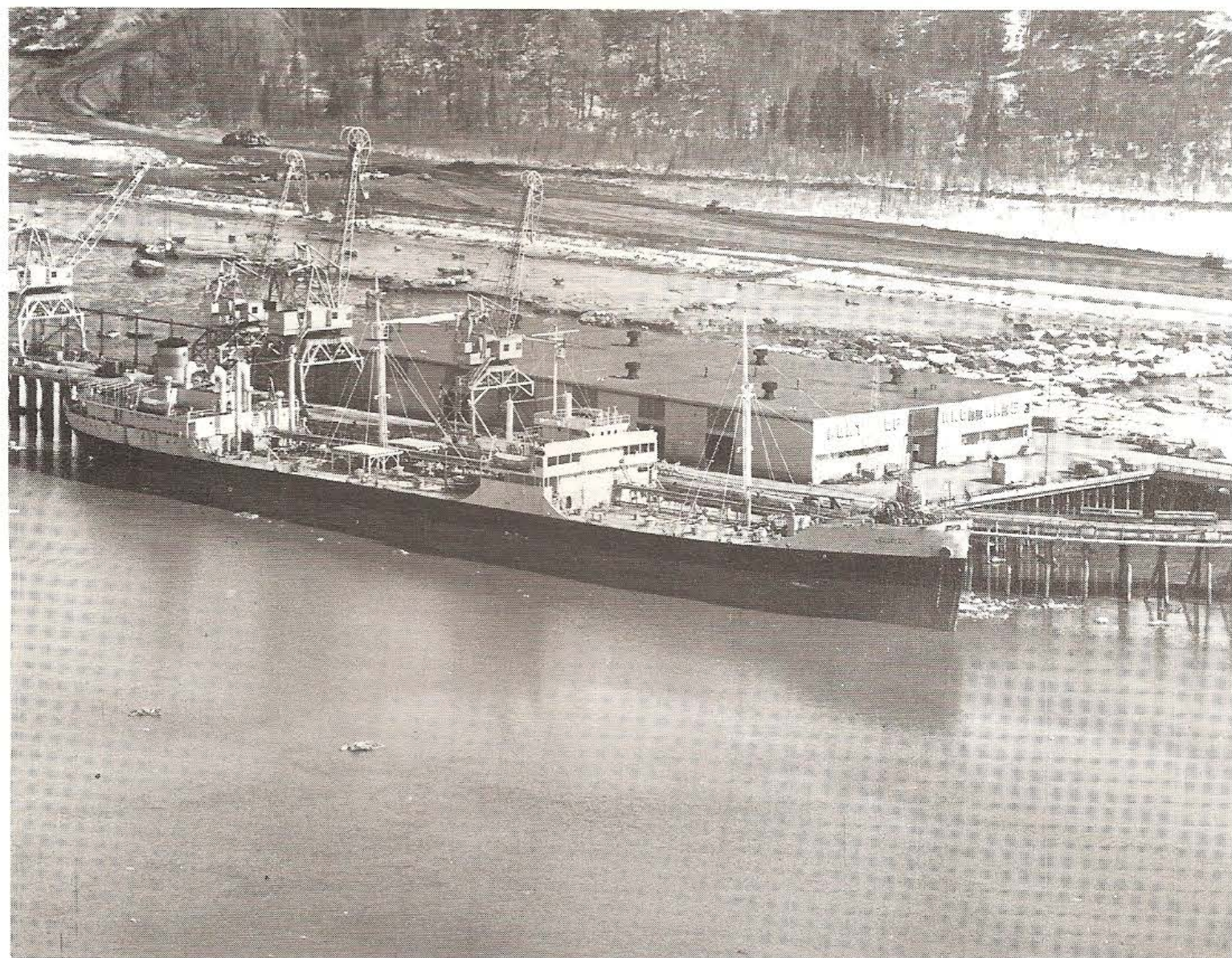
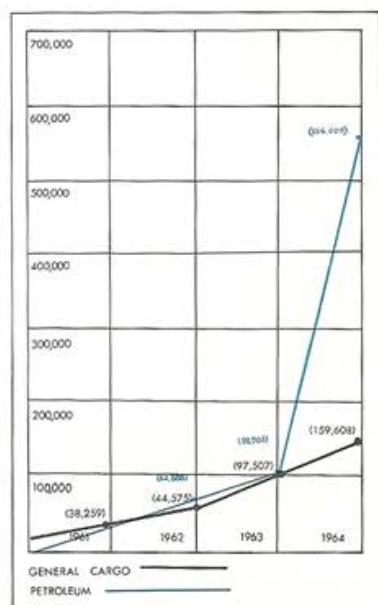
Bulk petroleum now plays a major role in Port development. Tank farms in 1964 increased local storage capacity 290% to over 1,200,000 barrels. Annual thru-put at the dock will continue at 5,000,000 barrels, growing to 7,000,000 barrels by 1968.

Commerce for 1964 at the Port of Anchorage provided local payrolls in excess of \$1,000,000. Direct bene-

fits of 1964 cargo to the local economy is in excess of \$3,000,000 — indirect benefits \$6,000,000!

Present cargo levels indicate that by 1966 the Port of Anchorage will be priming the local economy with direct and indirect benefits of over \$20,000,000 annually.\*

\*From recent Feasibility Study.



Facts about the Port of Anchorage

PORT FACILITIES

**Location:** Head of Cook Inlet only 5 minutes from downtown Anchorage. Immediately accessible to 60% of Alaska's population.

TERMINALS:

**City Dock:** 270 x 600 foot concrete and steel Marginal Wharf shipside apron 46 feet wide. Depth of water 35 feet alongside.

**Petroleum Dock:** Temporary berth accommodating tankers up to 18,000 gross tons . . . consists of platform and three wood pile mooring dolphins . . . this facility is expected to be replaced in 1965 by a permanent Petroleum Dock.

**Transit Shed:** 150 x 350 feet . . . Fireproof steel and concrete construction . . . heated with full sprinkler system . . . railroad and truck apron 75 feet wide.

**Cranes:** 2 40-ton level luffing gantry cranes with 5 ton auxiliary lines . . . 2 7½-ton level luffing gantry cranes . . . Manatawoc and P and H mobile cranes with lift capacity up to 100 tons available on request.

INDUSTRIAL PARK

**Location:** Immediately adjacent to the City Dock within five minutes of downtown Anchorage.

**Sites:** 8.5 acres of filled land and 10.5 acres of unfilled land immediately available for lease. . . . Lots from three (3) to (5) acres.

**Utilities:** All services available.

HARBOR INFORMATION

**Anchorage:** The best anchorage for deep draft vessels is 0.5 to 0.8 mile west of the City in depths of 10 to 12 fathoms, silt bottom. Holding bottom is good and there is little chance of dragging if the chain scope is 5 to 7 times the depth.

**Tide:** The average range of tide is about 29½ feet. Current velocity is 4 to 6 knots.

**Ice:** Upper Cook Inlet never freezes solid because of the tidal range and is ice free from early April thru mid-November. . . . Small floes and brash ice move with the current. . . . High-powered vessels can navigate the Inlet year round.

PORT SERVICE

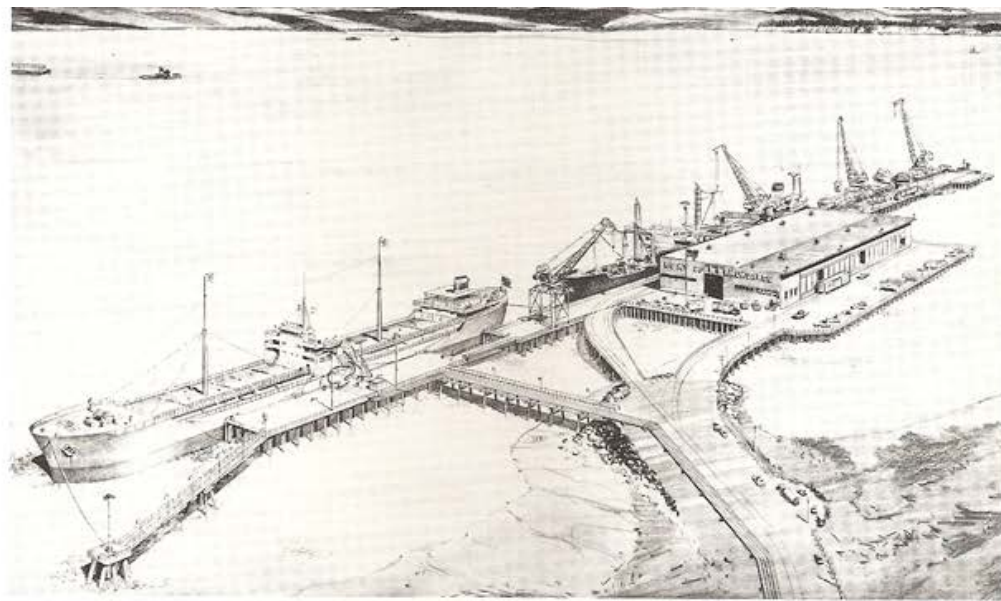
**Stevedores:** Two Stevedore Companies located in Anchorage . . . **Albin Stevedore Company**, Box 306, Anchorage . . . **North Star Terminal and Stevedore Company**, Box 2019, Anchorage . . . ten gangs available on twelve hours notice. . . . Four gangs available on four hours notice.

**Shipping Companies:** **Sea - Land Service**, Box 1961, Anchorage, Box 3045, Seattle, **Foss Launch and Tug Company**, Box 3314, Anchorage . . . **K Line (Kawasaki, Kisen, Kaisha, Ltd.)**, Box 2019, Anchorage . . . **Alaska State Ferry**, Seward, Alaska.

**Tugs:** Available year round upon request . . . required at Temporary Petroleum Dock.

**Customs:** Customs Port of Entry . . . Bonded Open Storage Yard.

Artist's conception of Anchorage Municipal Terminal as planned for 1966.



ALASKA ON THE MOVE . . .

The Port of Anchorage is on the move! The Port, located in Alaska's top ranking and largest city, is in the midst of an economic boom.

Alaska's dynamic people in the wake of the world's most devastating earthquake continue to build and rebuild. Port expansion plans formulated before the quake now proceed with an unexpected urgency.

Traffic congestion at the Municipal Terminal has resulted in the Port Commission embarking on a \$2,250,000 expansion program. A 600 foot permanent Petroleum Dock and 150 foot addition to the general cargo berth is planned for 1965. Staff studies have been authorized to consider the feasibility of an additional general cargo berth in 1966.

Shipping executives report that reconstruction tonnage will continue throughout 1965 adding impetus to the long-range growth of Alaska shipping. Progress in this area is indicated by the large number of projects underway — new offshore drilling platforms — new department stores — apartments — expanded base housing — Captain Cook Hotel — Turnagain and Knik Causeways — Rampart Dam — and a population of 250,000 by 1980! The Port of Anchorage will benefit from the economic fallout of these new factors.

The Port of Anchorage is close to the pulse strings of our local citizens. A Port is but one link in the chain of transportation. Adequate Port facilities strengthen the chain, lowering shipping costs and upgrading services.

The Anchorage Port Commission is continually striving to accelerate Alaska's long-range growth through exports of Alaskan products. Alaska's

abundance of natural resources is second only to its people. Petroleum and natural gas are of major importance to our economy — timber and minerals await exploitation.

Financial growth to date, forecasts a bright future for Anchorage Port

