



PORT OF ANCHORAGE

Alaska's "Top of the World" geographic location is now regarded as the most strategic in the Northern Hemisphere; her major water access route, the Port of Anchorage, is the vital transportation breakthrough to her vastness.

Alaska—"The Great Land"—a land with 34,000 miles of coastline from two oceans and three seas. A land with 15,335 square miles of lakes, rivers and streams and 541,065 square miles of mountains, valleys, forests, glaciers and tundra. A land endowed with all of nature's riches.

From her earliest discovery by sea voyager/explorer Vitus Bering in 1741 to her purchase by the United States for about 2¢ an acre in 1867 to her statehood in 1958, Alaska's past, present and future is a saga of the sea. From her early Russian fur traders to her turn-of-the-century gold seekers to her present-

day harvesters of one of the world's greatest petroleum energy reserves—the primary and most economical route to Alaska's vast wealth was, is, and will remain via her waterways.

This is the story of Alaska's key waterway... port of call to a land one-fifth the size of the continental United States... gateway to one of the richest lands on earth... shipping center supplying 80% of Alaska's population with their daily sustenance. This is the story of the Port of Anchorage.

The Port of Anchorage is the key waterway access to a state so vast it's divided into four time zones, four distinctly different regions. Alaska is the new "west"—the new frontier of today's crowded earth—a ripe land of countless contrasts.

Alaska is the Arctic—Eskimos and sled dogs, polar bear and whales, tundra

and Prudhoe Bay oil, the Shadow of Siberia, and a sun that doesn't set for 82 summer days. Alaska is the Interior—gold and Mt. McKinley, 90°-above summers and 60°-below winters, the Yukon River and stern-wheelers, and the state's second largest City of Fairbanks. Alaska is Southeastern—Indians and Totem Poles, the Inside Passage and timber, the Klondike and Mendenhall Glacier, and the Capital City of Juneau. Alaska is Southcentral—moose and oil wells, cattle ranches and volcanoes, the Aleutian Chain and homesteads, fish and sky-scrapers, and the largest City of Anchorage.

Within Alaska's borders lie untold riches in natural resources: timber, fish, furs, oil and gas, and most of the earth's "strategic" and "critical" minerals. The list is endless, yet to date, the penetration into the potential markets has been

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dock plus 612 feet of dock at the Petroleum Terminal. The general cargo terminals provide ample 47 and 69-foot-wide shipside apron areas.

Two 27½-ton container cranes efficiently and economically load and unload containers to waiting trucks from twice-weekly Sea-Land vessels on their Seattle-Anchorage run.

There are four high-speed, level-luffing gantry cranes in the general cargo area—two are of 40-ton capacity and two are of 7½-ton capacity. Mobile crawler cranes up to 100-ton capacity are also available in the port area.

The Port's concrete and steel transit cargo shed, located on the general cargo docks, has 52,950 square feet of heated storage space with 22-foot ceilings equipped with a complete sprinkler system.

A rail and truck apron adjoins the transit shed and is 75 feet wide for easy access. Railroad spurs on the dock and the transit shed apron connect with the Alaska Railroad, and the state's major highways are within minutes of the wharfside.

Immediately adjacent to the Port is the Industrial District—51 acres with

open staging and bonded storage areas available, with more acreage open and available to lease. A paved road connects the Port facilities with the Industrial District and surrounding industrial areas, and railroad spurs extend throughout for easy access to the Alaska Railroad terminal.

Goods shipped from all points in the continental United States are transhipped by road or rail to the West Coast. Designated "Port of Anchorage," they are then routed through any of several West Coast ports bound for Anchorage. There is one bill of lading, no customs, and no special import packing with which to be concerned. Whatever the final destination in Alaska, the shipper may rest assured his shipments will reach that destination in the quickest, most economical way feasible. Regularly scheduled carriers sail twice weekly, 52 weeks a year, and provide fast, efficient 3½-day service between Seattle and Anchorage.

Anchorage began as a tent city operations base for the Alaska Railroad in 1914. The city's first dock, known as the "Army Coal Port," and located at the mouth of Ship Creek, was originally

built under Army command for use by ships refueling with coal from the nearby Matanuska Mines.

The original "Army Coal" dock was ultimately abandoned, but in 1927 foresighted city fathers, realizing the future value of a port facility, built a new Ship Creek dock; the cost was \$1,000. In 1958, city taxpayers approved the bonds necessary to provide \$8.2 million for the construction of a modern marine terminal, and in April of 1961, the first vessel docked at the newly completed general cargo berth. Although tonnage increased steadily through 1963, the financial success of the new port remained nebulous.

Then came the great Alaskan earthquake. Those few earth-shattering moments on Good Friday, 1964, left damage estimated at \$750 million—marine facilities in Valdez, Whittier and Seward were virtually demolished. Although the Port of Anchorage sustained extensive damage, within 96 hours emergency repairs had the facilities operational and receiving critically needed freight for Alaska's disaster areas.

The Port of Anchorage emerged from the quake the only major operable ship-

ping facility in the state, and petroleum companies whose facilities were destroyed elsewhere chose to rebuild in the Anchorage harbor area. During late 1964, Sea-Land Service, Inc. began weekly service between Seattle and Anchorage, and tankers and freighters plied the waters of Cook Inlet for the first time on a year-round basis. The success of the Port of Anchorage was assured.

... I see the Alaska of the future... I see an Alaska that is the storehouse of our nation, a great depository for minerals and lumber and fish, rich in water-power and rich in the things that make life abundant for those of us who live in this great republic." (John F. Kennedy, 1960)

From "Army Coal Port" in 1914 to the \$1,000 replacement dock of 1927, to the primary shipping center of today... to the billion-dollar port system of tomorrow... the Port of Anchorage is a tribute to those farsighted city fathers so vitally concerned with the dynamic growth of their city and state.

Because of Alaska's geographic location and her dependence upon the sea, the state's growth might be paralleled to that of the growth of the most major port serving it. Since the opening of the newly completed cargo berth in 1961, Port of Anchorage vessel calls have increased from 198 then to 566 in 1972. Tonnage increased from 38,529 tons to almost two million tons in 1972—a vessel call and tonnage increase of almost 5,100% in 11 short years.

The future of this young state, this undeveloped land can only be phenomenal. Major oil discoveries, their exploration and development have made Alaska the largest producing state with the largest oil reserves in a nation in need of all forms of energy. Confining future projections as related to oil alone, the following summations are justifiable:

The unusual demands for year-round operations of Alaska's oil industry will create needs for everything from insulated boots and down-filled clothing to factory-built housing modules and specially prepared foods.

The population growth from oil and related industries will stimulate the demand for housing, hotel rooms, office and warehouse space and a multitude of service facilities, and the market will be strong for heavy construction equipment, trucks, automobiles and light aircraft.

The spending of oil revenues by the

various foreign airlines, so it is and will be an anchorage for those manufacturers and shippers valuing the benefits of direct shipping to a new market.

For example, Japanese automobile manufacturers ship hundreds of cars and trucks direct to Anchorage annually. Through the Port of Anchorage, these vehicles are available to Alaskans at a much lower price, and in turn create a larger buyer market for the manufacturers.

Cargoes with an ultimate destination of Interior cities and villages and North Slope construction and oil sites are generally transported via the least expensive water route to Anchorage. They are then transported via air, rail or truck to their final destination. Modern arteries connect many of Alaska's cities; however, many of the smaller towns are only accessible via light aircraft, hence the importance of the bush pilot and his plane. The Alaska Railroad, the nation's only federally owned rail system, hauls passengers and freight 470.3 miles into the Interior city of Fairbanks from

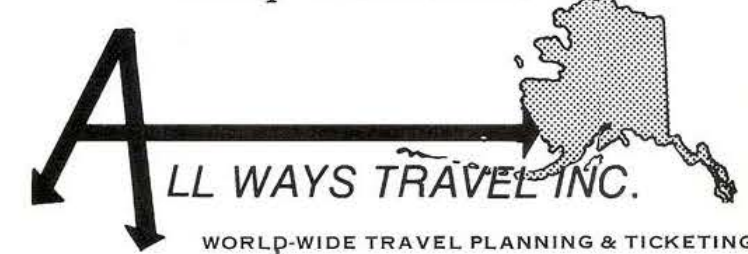
Seward and Anchorage with a spur into Whittier, and two major highways serve areas between Seward and Fairbanks. Thus, the Port of Anchorage is the shipping fulcrum to points throughout Alaska.

The Port of Anchorage is located at the head of Cook Inlet, a body of water with some of the highest tides known to man, with a maximum tidal range of approximately 40 feet. Because of this unique phenomenon, the Port's wharf deck was built some 75 feet above harbor bottom (a height equivalent to that of a seven-story building) to allow a minimum of 35 feet of water alongside for berthing fully laden ships at low tide. Ironically, the same high tides and accompanying currents maintain a positive action in breaking up the winter ice floes for year-round traffic.

Today's Port complex of service facilities is capable of docking three 500'-600' vessels at one time and handling cargo ranging from containers to petroleum to palletized dry cargo. There are 1,210 feet of general cargo

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