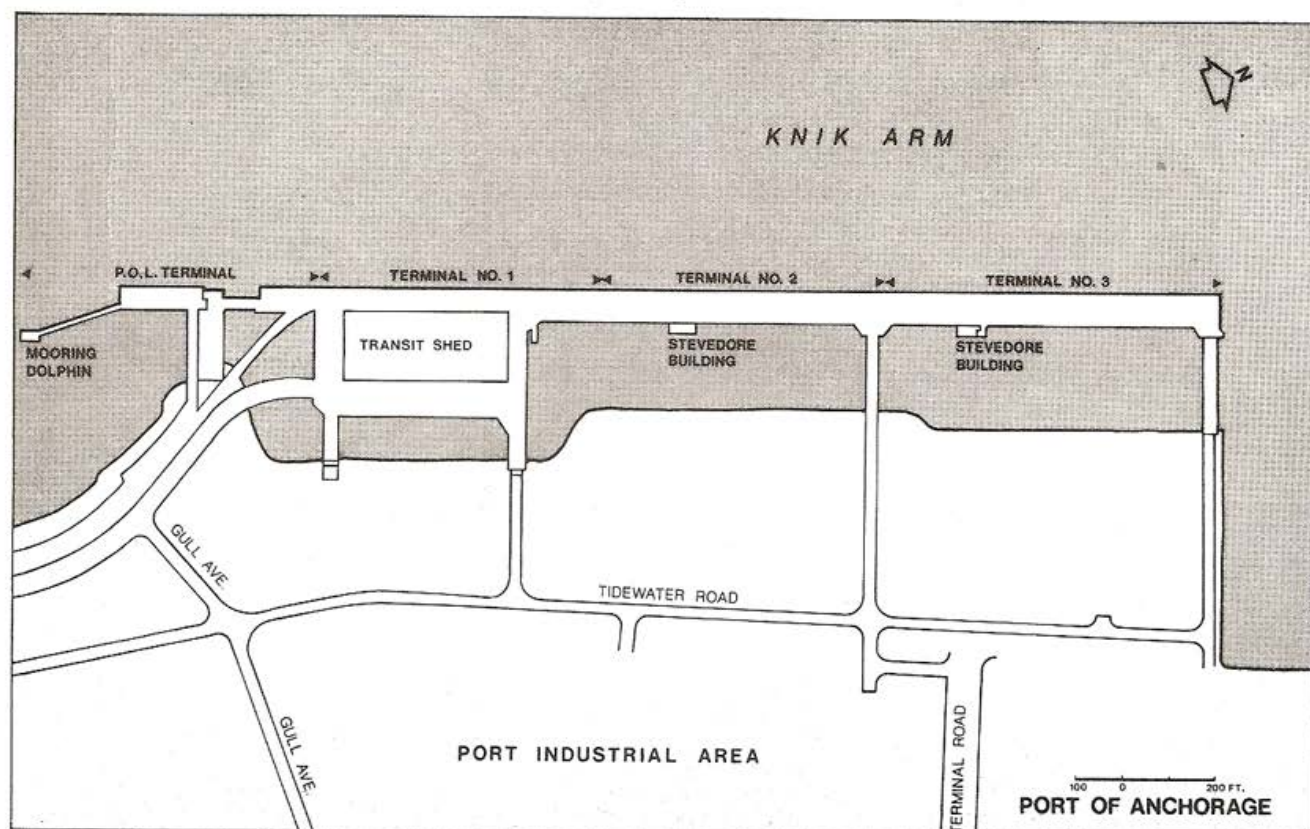


## HISTORY OF THE DEVELOPMENT OF THE PORT OF ANCHORAGE

compiled by Tetsu Yasuda



- 1918** Ocean Dock was built by the U.S. Department of the Interior to bring in materials and supplies for the construction of the Alaska Railroad.
- 1951** Preliminary studies and designs were prepared by the U.S. Army Corps of Engineers for a petroleum dock at the site of the present Anchorage Terminal.
- 1955** Preparation of the "Development Plan for the Port of Anchorage." This master plan included investigations of foundation materials and other existing environmental factors, seismic considerations, conceptual design and cost estimates for a general-cargo, deep-water marine terminal at Anchorage. Subsequent design and development of the Port of Anchorage were based upon the concepts presented in this Development Plan.
- 1957** Designs and construction contract documents were prepared for the construction of Terminal No. 1, including a 600-foot wharf, the 53,000-square-foot Transit Building which houses the Port of Anchorage offices, the trestle connecting to shore, approach roadways, railroad tracks, onshore storage area and appurtenant facilities.
- 1958 - 1960** Construction of Terminal No. 1 facilities, including dredging to 35 feet below mean lower low water to accommodate vessels as large as 35,000 displacement tons. The contractor was the DeLong Corporation.

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Anchorage Marine Terminal, 1961

- 1965** The POL Terminal was constructed directly to the south of Terminal No. 1, providing a berth of over 600 feet in length and a water depth of 35 feet for tankers, as well as accommodation for smaller petroleum barges. Pipelines carry bulk petroleum products to onshore storage and distribution systems. Construction was performed by Manson-Osberg Company.
- 1968** Terminal No. 2, Phase I was constructed directly to the north of Terminal No. 1. This project provided an additional 271 feet of berth with an apron width of 69 feet, a future stevedore lounge and office building, and other appurtenances. The project was constructed by Morrison-Knudson Company.
- 1970** Phase II, the final extension to Terminal No. 2, added 339 feet to Phase I. Total berthing length was now 610 feet. The project also included a 156-foot-long by 30-foot-wide trestle at the north end and a 200-foot-long earth causeway providing a traffic loop to shore. Construction was undertaken by Locher Company and J.R. Clinton Company, Inc., in a joint venture.
- Preparation of the "Waterfront Development Study," a report on intermediate and long-range needs for additional port facilities. The report presented recommendations and estimates of costs for future expansion.
- 1971** Subsurface explorations and soils analyses were conducted to obtain engineering data for the design of future structures and the expansion of onshore facilities at the port.

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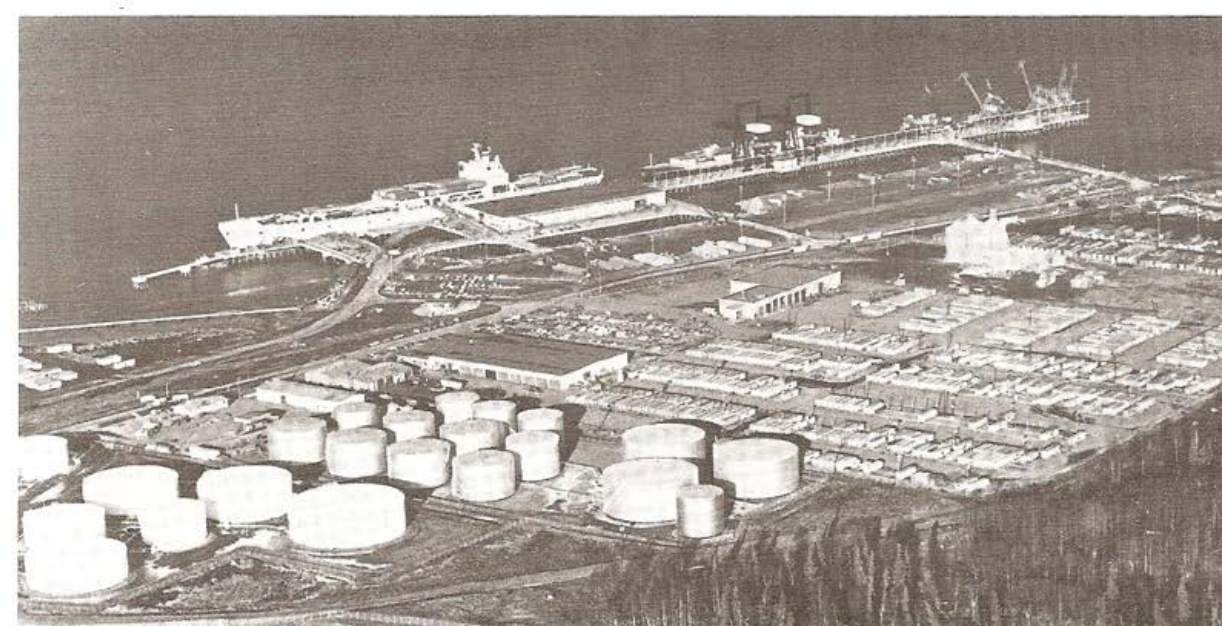
- 1960** Preparation of "Tidelands Use Study - Phase I," evaluating physical and economic factors influencing the future use of the tidelands of Anchorage along Knik Arm. The report encompassed a review of the existing industrial growth, future waterfront industrial land needs, and an investigation of physical conditions in the tidelands. Recommendations for harbor lines along the waterfront were included in the report.
- 1961** Preparation of the "Development Plan, Northern Waterfront Area, Tidelands Use Study - Phase II," a more detailed continuation of the previous study. The scope of the report encompassed alternative studies for development of the area, recommendations for improvements to meet the needs of industry, recommendations for zoning ordinances to ensure the efficient utilization of the sites and compatibility with surrounding developments, and recommendations for financing the program.
- 1964** Preparation of the "Expansion Plan for the Port of Anchorage." A study was performed on the feasibility of expanding the general cargo handling facilities and accommodating bulk petroleum handling operations. Recommendations were presented to extend the general cargo wharf apron 150 feet to the north and to construct a POL (Petroleum-Oil-Lubricants) Terminal which would extend 612 feet to the south of the existing wharf. The report included estimates of prospective cargo and petroleum products, preliminary plans for expansion, estimates of costs and recommendations for financing the construction.
- On March 27, 1964, Anchorage was rocked by an earthquake which measured 8.4 on the Richter scale. It caused extensive damage throughout the Anchorage area. Terminal No. 1 withstood the shocks of the earthquake, but some displacement and structural damage did occur. The entire port area subsided approximately 2.65 feet, with the result that the wharf which was constructed at an elevation of 40 feet above mean lower low water now stands at an elevation of approximately 37.35 feet. The Terminal was returned to service in 36 hours; it served as the principal receiving area for relief and construction supplies.
- The Marine Terminal was renovated to permit wintertime servicing of cargo vessels. Arrival of a Sea-Land container ship on December 8, 1964 marked the beginning of year-round servicing of ships at the Port of Anchorage. Anchorage was freed from the limitations of an ice-locked, winter-bound port.

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- 1972 - 1973** Yard improvements construction, including grading, drainage and filling of tidelands to serve as marshalling and storage yards, was carried out. In addition another trestle was constructed, giving access to the wharf. J.R. Clinton Company, Inc. was the contractor.
- 1973 - 1974** Terminal No. 3, Phase I was designed in 1973 and constructed in 1974. The project included an additional 366 feet of wharf extending to the north of the existing terminal, dredging to provide 35 feet of water, additional onshore back-up area and other appurtenant facilities. The construction contractors were General SKW and Swalling Company (joint venture).
- 1975** Roll-on/roll-off marine terminal facilities for Totem Ocean Trailer Express (TOTE) were designed and constructed during the summer of 1975. These facilities included two additional trestles connecting to shore from the existing Terminal No. 1 and the POL Terminal, and the development of marshalling yards to accommodate highway truck-trailers which are pulled directly on or off a ship. Construction work was done by General Construction Company.
- 1975 - 1976** Phase II of Terminal No. 3 was designed in 1975. Construction is currently underway. This portion of the project will provide an additional 353 feet of wharf, another trestle and causeway connecting to shore, additional storage yard areas, extensions of roadways, railroad tracks and other appurtenant facilities. The construction contractors are General S.K.W. - Swalling. Yard area construction is being done by Alaska Excavating and Alaska Beautification, in a joint venture.
- 1955 - 1976** TAMS has served the Port of Anchorage as consulting engineers since 1955.

Anchorage Marine Terminal, 1976



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