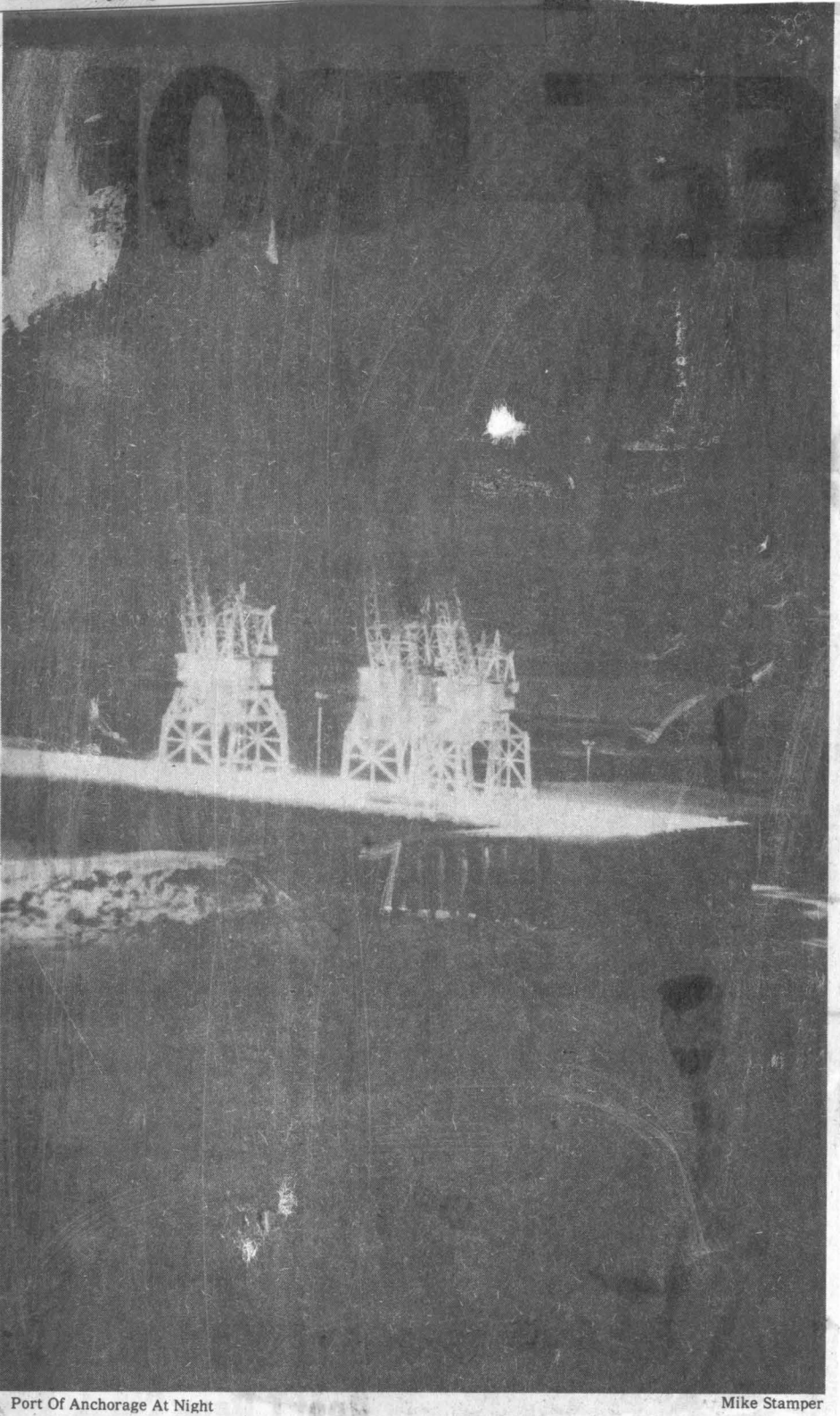


Snowy day at the port

Don Simmons, crane maintenance employee at the Port of Anchorage, walks amid the snow which fell Wednesday. The weatherman had called for fair skies. For the story, see Page 2.

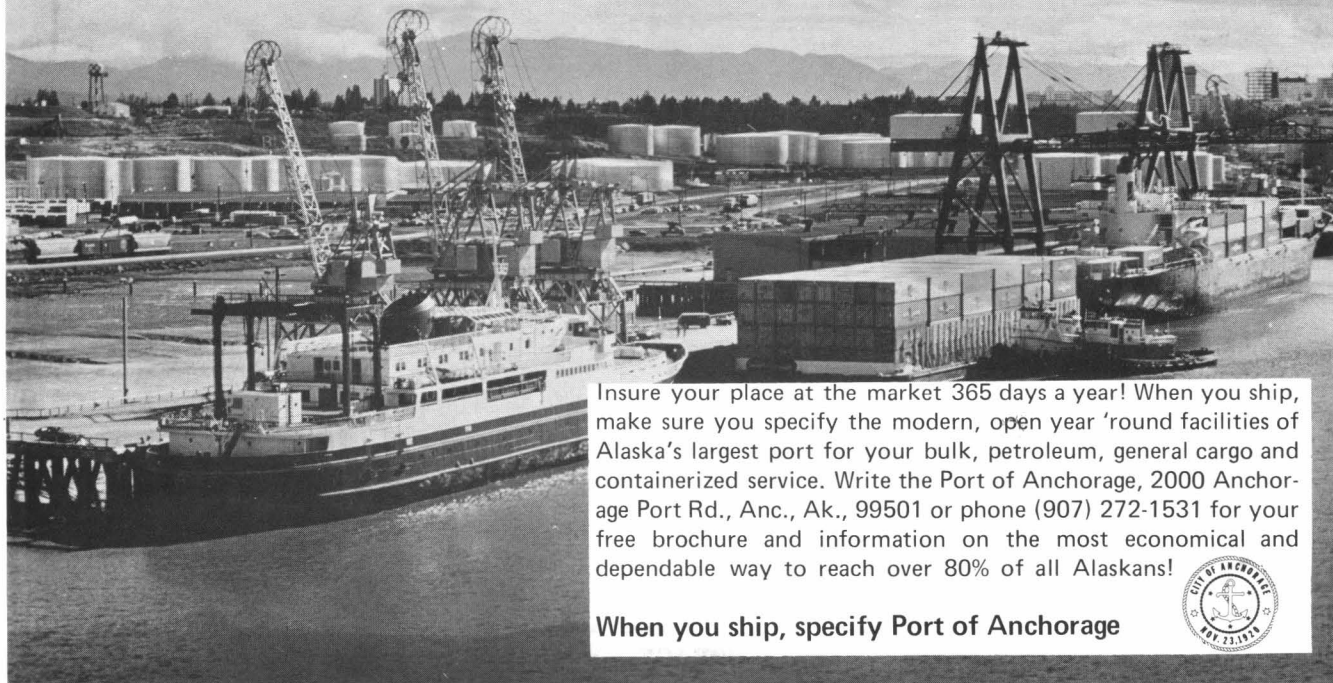
Wednesday, April 17, 1974, Anchorage Daily Times



Port of Anchorage At Night

Mike Stamper

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Alaska Industry - March 1974

Port of Anchorage still growing like Topsy

GROWING LIKE Topsy may be the best way to describe the Port of Anchorage. The port had a record-setting year in 1973 — in the midst of a large expansion program — and projections call for continued dramatic increases in tonnage handled.

During 1973, the port handled slightly more than two million short tons of cargo. Of this total, some 1.5 million tons were petroleum products and 476,883 tons were containerized general cargo. Also passing over port facilities were almost 15,000 tons of bulk cement, 5,739 tons of vehicles, 3,335 tons of iron and steel and 539 tons of lumber. This is quite an increase over 1961 — the port's first year — when total cargo amounted to slightly over 38,000 tons.

Port officials estimate that 1975 cargo will be 2,910,000 tons, and that by 1985, the total will be 6,150,000 tons. They say some 80 per cent of the state's entire population uses supplies which pass over the port of Anchorage. About 70 per cent of the total cargo is utilized in the Greater Anchorage area, including Ft. Richardson and Elmendorf Air Force Base. About 30 per cent supplies central and northern Alaska, reaching markets via railroad, truck or air freight.

The port began its march to existence in 1958 when Anchorage city taxpayers approved an \$8.2 million bond issue for construction of a modern marine terminal and in April, 1961, the first vessel was docked. When the port first opened, there was considerable question as to the financial future of the dock. In fact, some skeptics claimed the operation would never be a success because Cook Inlet was not ice-free year around.

But two events erased the worries of the skeptics. One was an Act of God and the other was implementation of a new method of shipping cargo by sea. The Act of God, of course, was the gigantic earthquake of March 27, 1964, which generated seismic waves which wiped out port facilities at Seward and Valdez. But the Port of Anchorage escaped any seismic wave damage and was the only deep sea port available for use in the area for a considerable time. With their petroleum products tank

farms destroyed at Seward, the major suppliers moved their primary tank farms to Anchorage and provided the port with a major source of steady cargo and revenue.

The other major factor was the start in late 1964 of regularly scheduled general cargo service to Anchorage using containerized vans. Use of the vans provided an economical means of shipping and allowed delivery closer to the actual market. Experience has shown that even in times of severe icing conditions in the inlet, freighters with reinforced bows and hulls can safely navigate year around.

Because of Cook Inlet's extremely high tide range of almost 40 feet, the port's deck is about 75 feet above the harbor bottom. There is a minimum water depth at the dock of 35 feet. This enables fully loaded ships to berth even at low tide. The port currently can dock three 500-600 foot vessels at one time and handle cargo ranging from containers to palletized dry cargo to petroleum products. The general cargo dock is 1,210 feet long, while the petroleum dock is 612 feet long.

To handle cargo, the port has two 27½ ton container cranes which load and unload Sea-Land vessels making the Anchorage-Seattle run. In the general cargo area, there are four high speed level luffing gantry cranes. Two are of 40-ton capacity and two are rated at 7.5 tons. Mobile crawler cranes with up to 100 tons capacity are also available.

The port's transit cargo shed, constructed of concrete and steel, is located on the general cargo docks. It features 52,950 square feet of heated story space, has 22-foot ceilings and has a completely automatic sprinkler system. A 75-foot wide rail and truck apron adjoins the transit cargo shed.

A 51-acre industrial park is immediately adjacent to the port and provides open staging and bonded storage areas. There is more open acreage available for lease at the present time, port officials say.

In order to meet future needs, the port is now in the midst of a five year, \$15.5 million capital improvement program.

Phase I is slated for completion in November of this year and will provide 370 feet of berthing space at General Cargo Terminal No. 3. Funding for Phase I was provided by a \$2.7 million general obligation bond issue passed by city taxpayers and a matching grant of \$3.1 million from the Economic Development Administration, U.S. Dept. of Commerce.

Port Director Erwin Davis said General-Swilling, a joint venture, holds a \$3,324,756 contract for pier work; J. R. Clinton Co., a \$1,425,704 contract for yard and trestle work, and Christian Construction Co., a \$249,185 award for dredging.

There is \$3 million available in city bond funds for Phase II, but the city is still attempting to obtain matching funds from either federal or state sources in order to begin work on Phase II. This phase will provide an additional 344 feet of pier at the new terminal and allow completion of necessary dredging, access and storage space. Davis said that if matching funds can be obtained in the near future, this phase could be completed by the end of 1975.

Phase III will provide another petroleum terminal and will have a pier about 800 feet long. Davis said the port has handled tankers as long as 850 feet at the present 600-foot pier, but that construction of the new terminal is necessary for more efficient off-loading and accommodation of new tankers which are generally growing in size.

Engineers and consultants for the capital improvements program is Tippetts-Abbett-McCarthy-Stratton, the firm which did the design work for the initial port.

In an effort to obtain federal matching funds, the city of Anchorage filed a trans-Alaska oil pipeline impact statement with the Northwest Federal Regional Council in Seattle. The city has asked for a grant of \$2,894,000 to allow completion of Terminal 3, but so far has not received the needed funds. The city's impact statement said the port is an essential facility for the logistical support of the oil pipeline construction and that both Terminal 3 for general cargo and the petroleum facility should be completed during the next two years.

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Tuesday, April 2, 1974, Anchorage Daily Times

Port Terminal Project To Get Under Way Here

Preliminary construction on the first phase of a third terminal at the Port of Anchorage is expected to begin within the next two weeks, according to Port Director Erwin Davis.

The contractor, General Construction Co. - Swilling Construction Co., is expected to begin work on the terminal so that pile driving can begin soon, Davis said.

The first phase is to include about 370 feet of a planned 710-foot general cargo pier, Davis said, and also includes tidelands recovery, dredging and yard improvements.

Most of this work was begun last year and only remains to be finished this spring Davis said.

The first phase, estimated to cost about \$6 million, is funded by a \$3.1 million Economic Development Administration grant and \$3 million in general obligation bonds approved by

city voters.

The city has applied to both state and federal governments for assistance on the second phase, also estimated to cost \$6 million and scheduled for construction next year.

Federal funds appear to be

unavailable at this time, Davis said, and the state legislature now is in the process of taking action on a bond issue, which voters would have to approve in November and from which funds would be allocated to the port project.

Fire Department Drafts Plan

The city fire department has taken a new look at fire protection in the Port of Anchorage and decided it may have to do some high stepping to keep up with the changes the trans-Alaska pipeline may bring.

"I don't think anyone has an idea of the changes that are going to see," said Fire Chief Eugene Bennett. "The one pipeline will bring a tremendous amount of material through here and already they're talking about future lines."

"The one thing I don't want to happen is to find us behind the ball," Bennett said. "I'm afraid that will happen."

In November, the chief ordered Lt. James Bennett (no relative) of station two on Government Hill to take a look at port fire protection facilities and draw up a pre-fire plan.

In the study, Bennett assessed port cargo, fire fighting equipment on the docks and fire fighting skills of city dock hands.

Partly as a result of the

study the fire department is looking into a new truck for the Government Hill district. The new truck will combine equipment for fighting plane crashes or petroleum fires and structural fires.

Chief Bennett said he expects other changes for his department as it gears up for the next five to ten years. But he refused to describe specific changes that he said, will be proposed to the city council during a capital improvement hearing in mid-June.

A direct result of the lieutenant's study is a fire training program for city dock workers. The fire chief hopes the program will get going this spring and will extend the fire fighting manpower in the dock area.

Lt. Bennett said he also hopes the city can be persuaded to build special housing for dock fire fighting equipment. Some of the equipment, like a tank unit containing a fire retardant chemical, is now out in the open where it could

be made useless by a slight turn of a valve, he said.

The lieutenant's evaluation of the port area is not the first of its kind, but Chief Bennett praises it as the most comprehensive his department has made.

The chief said during the late 1960s, the department began to prepare for what it considered the chief fire problems in fighting petroleum fires and plane crash fires. At that time, the city began equipping its trucks with a chemical called light water. When combined with water, the chemical floats on the surface of petroleum and snuffs fires.

The effect of the chemical fire retardants was demonstrated dramatically during January, 1965. A fire that started in the loading area of the Standard Oil Co. of Calif. dock facilities destroyed a warehouse and part of a multi-million dollar tank farm before it was controlled.

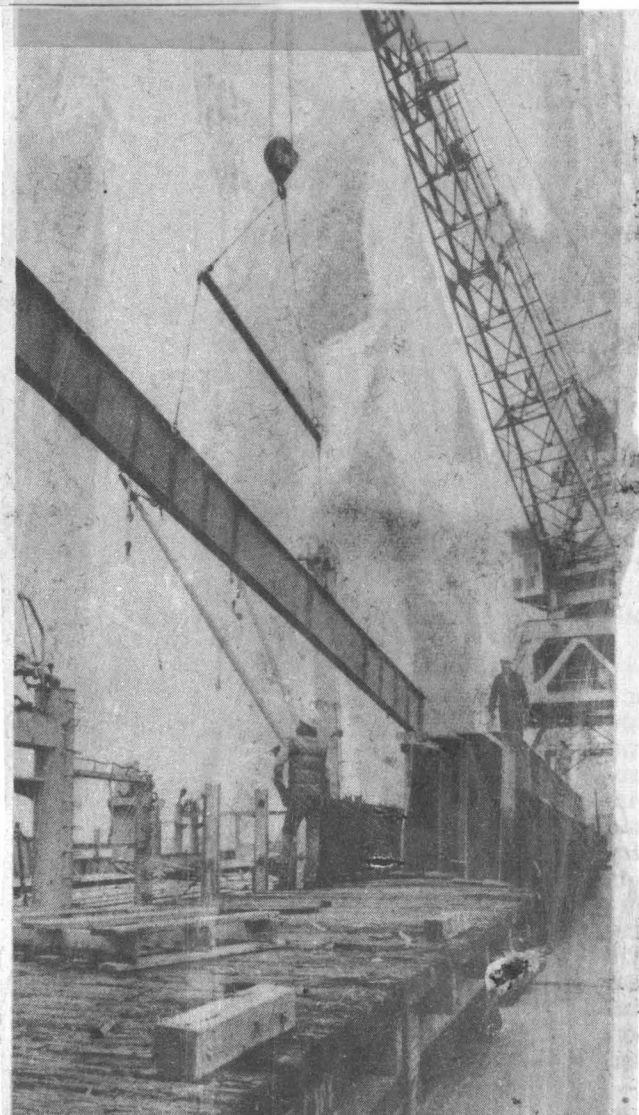
Firemen battled the flames for about two hours before a

crew from the airport department snuffed the flames with a protein-based foam, a forerunner of light water.

The fire, which did about \$500,000 damage to the industrial site, was ill-timed according to the fire chief that year. Vic Bernasconi. The city had plans for a bond issue that spring to buy a pumper truck with the foam equipment.

Bernasconi told the Times then, "It was just a matter of timing. We got the fire before we got the equipment."

Tuesday, April 23, 1974, Anchorage Daily Times



RAILROAD CARS UNLOAD GIRDERS

The Alaska Railroad got into the steel-moving business yesterday when a Japanese freighter came to port to offload huge steel girders for the Port Access Road bridge. The giant steel beams from Japan were too large to be carried by trucks.



OUT IN THE OPEN

The city fire department is taking a new look at fire protection in the Port of Anchorage and one problem it hopes to eliminate is exposed equipment. This tank unit containing fire retardants now is out in the open where a slight turn of a valve would render it useless.