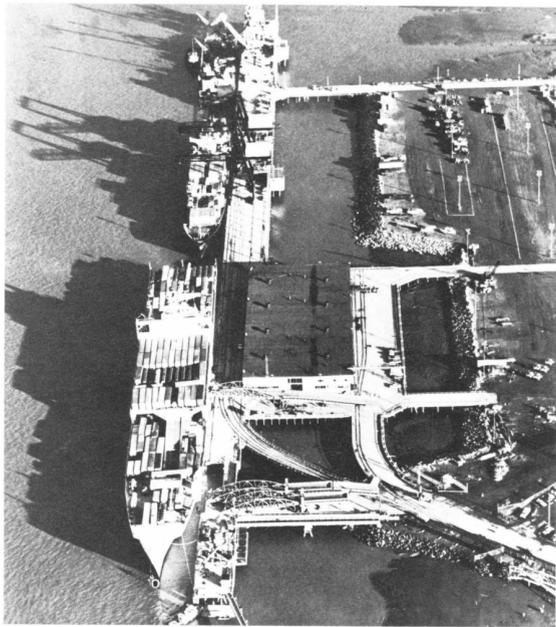


Anchorage Marine Terminal award



The Anchorage Marine Terminal's award-winning design was happy news in Seattle for several reasons.

The American Consulting Engineers' Council recently selected the design as the best engineering project from among 82 entrants in a national competition. Tippetts-Abbett-McCarthy-Stratton (TAMS) were consulting engineers for the Port of Anchorage project.

Shipments between Seattle and the Alaska city have benefited from the design, which made possible use of the terminal on a year-round basis. Another pleasing note was the fact that Philip Perdichizzi, who came to TAMS' Seattle office in 1963, was recently named vice president of the cor-

poration.

And the Port of Seattle — besides making the most of the Anchorage port's 12-month operation — shared a bit of honor, if only indirectly. George Treadwell, TAMS consultant who helped on the Anchorage project, is a past Port chief engineer.

The City of Anchorage commissioned TAMS to prepare a master plan for the port's development in 1955. Subsequent development, which has been in stages, consists of 2,000 feet of berthing space and extensive storage areas. The port handles general cargo, containerized cargo, petroleum products, roll on/roll off trailer service and bulk cement pipeline transfer.

Port of Seattle Reporter
32 August, 1976

Saturday, September 18, 1976, The Anchorage Times

Lifeline Bonds

THOSE FOLKS charged with keeping Anchorage's municipal government perking along on an even keel are worried.

They see the continuing population growth of the area and they are constantly reminded, by first hand finger-shaking from taxpayers, about the wide variety of daily needs the people keep asking for.

Besides trying to take care of immediate necessities, they also are charged with the responsibility of looking ahead and planning for the future.

At the moment, however, they are concentrating their attention on some immediate facts of life. And that's where the worries begin.

They are afraid that some of the bond issues on the Oct. 5 local election might get a thumbs-down treatment by people who are worried about costs.

THEY HAVE REASON to fear. People indeed are worried about costs and mill rates and property assessments. The normal inclination this year might be for a majority of voters to ask "How much?" or "Why should I?"

The challenge for the municipal government and its department heads and workers is to get a message over to the voters that the issue may not be one of how much the various bond issues will cost, but how much it will cost tax-

payers to do without the services the bond money will buy in the years ahead.

A prime example is the proposal which calls for a \$4.26 million bond issue to finance an expansion of the Port of Anchorage. Of that total, \$1.5 million will be repaid directly by shipping firms using the port.

Yet samplings of one poll taken in connection with the coming election indicate the port bonds may fail.

IT WOULD BE if this were to happen.

The port is a lifeline for this community.

Its importance to every man, woman and child in this community is evident in almost every facet of Anchorage life, because across that port comes the necessities that keep this town and its people alive and well.

Without the port, transportation costs of goods shipped here would be enormously higher. As the city grows, so must this vital gateway.

Without approval of that bond issue, however, the needed expansion cannot take place, and vital transportation services — for groceries, for clothes, for building supplies, for almost anything you can name — can only be acquired at untold higher rates.

Can't afford the port bonds? It's the other way around. The city can't afford not to approve the bonds.

Anchorage Daily News, Wednesday, September 22, 1976

TOTE has good year, chief says

Despite problems with berthing in Anchorage and labor unions in Seattle, Totem Ocean Trailer Express' first year of service to Alaska has proved highly successful, according to company's president.

William Acton, speaking to the weekly Anchorage Chamber of Commerce Luncheon Monday, however, said the operation was a "hell of a gamble then — and it still is."

ACTON SAID there were questions about the existence of an Alaska market when Sun Oil Company, through subsidiaries, entered the Seattle-Alaska transportation arena. But, overall, the move proved valuable to TOTE and its customers.

TOTE's first ship, "The Great Land," went into service during 1975. She was joined by the "S. S. El Taino" this year, and between the two, TOTE has been able to offer on-time departures and arrivals.

This winter, however, TOTE will be using only the "Great Land" for Alaska service because of dwindling business during the winter months.

"THIS IS NOT based upon any negative feelings about Alaska," said Acton, "but merely reflects our feeling that we, like our competition,

must reduce capacity during these slack periods..."

Acton said that although berthing space at Anchorage caused some initial problems, the company has invested several million dollars in ramps and construction of permanent facilities. At the same time, the company's move from Seattle to Tacoma because of labor problems,

has proved to be an outstanding, successful decision.



Anchorage — port for a giant state

BILL BUNSELMEYER

When April comes, the Arctic terns return to the northland from their long annual Antarctic flight. Daylight hours lengthen by leaps and bounds, and soon the sun will shine approximately 20 hours daily. Snow and ice still linger, but "break-up" is here, as huge ice floes lazily drift down Cook Inlet to the Gulf.

Just as work moves into high gear on the Alaska Pipeline, so likewise it does at the expanding Port of Anchorage. This is the second of the port's two-year, \$7-million construction program for Terminal No. 3, and Yard No. 3.

The Port of Anchorage and its cargo facilities serve the needs of a major portion of a state larger than the combined areas of Texas, California, Tennessee, New York and all the New England states.

During 1975, general cargo tonnage at the Port of Anchorage increased 41 percent over the previous year. The trend continues, and current general cargo tonnage is running 40 percent over 1975 figures. The oil pipeline is not the sole cause for the high tonnage increase, although it is a major factor. Oil-related and oil support industries possibly contribute as much to the increase as the pipeline itself. The natural growth pattern and the mystical lure of the Great Land compound all these factors and the result is a boom.

The Port of Anchorage is served by two major dry cargo carriers on a

year-round basis. Sea-Land Service, providing containerized cargo service, and Totem Ocean Trailer Express, providing roll-on/roll-off service, ply the Gulf of Alaska between Seattle and Anchorage in all seasons. Barge carriers also serve the Port of Anchorage, but they discontinue services during winter months.

There's an old saying here — "selling refrigerators in the Arctic" — but don't laugh. In this oil-rich land, petroleum products are imported. Tankers from Union, Shell, Standard, and Texaco oil companies discharge refined products year round at the port's petroleum

berthing facility. Tesoro-Alaskan serves a portion of the state's needs with petroleum products produced and refined in the Cook Inlet area.

The Municipality and Port of Anchorage, keeping pace with earlier cargo traffic projection forecasts, authorized the expansion of its marine facilities in 1974. TAMS (Tippetts-Abbett-McCarthy-Stratton, engineers and architects) completed design work in the spring of 1975, and construction awards were made that summer.

General-S.K.W.-Swalling, a joint venture organization from Anchorage and Seattle, is presently constructing a 353-foot-long by 69-

foot-wide extension to Terminal No. 3, and a 208-foot-long by 30-foot-wide Trestle No. 3 to shore. Both structures are cast-in-place reinforced concrete, supported by steel pipe piling, ranging from 16 to 42 inches in diameter. Poor foundation conditions require the friction piles to vary in length from 116 feet at Trestle No. 3, to 184 feet at the wharf extension. An extreme tidal range of 42 feet accounts for the free-standing piles of 75 feet at the face of wharf. Crane and railroad trackage, water, electricity, telephone, as well as ship's services

will be extended into the new wharf. When work is completed in the late fall of 1976, the marine terminal will be 2,335 feet long.

Alaska Excavating and Alaska Beautification, an Anchorage joint venture firm, is re-claiming 8.2 acres of tidal mud flats for back-up staging area for port users. This new security area will be provided with a railroad spurline for cargo in transit to the Interior. The spurline will be utilized during the construction period to transport fill materials, via the Alaska Railroad, to the project site.

TAMS Alaska (A Professional Corporation) is providing technical services to the Municipality and Port of Anchorage for their current construction program.

High honors

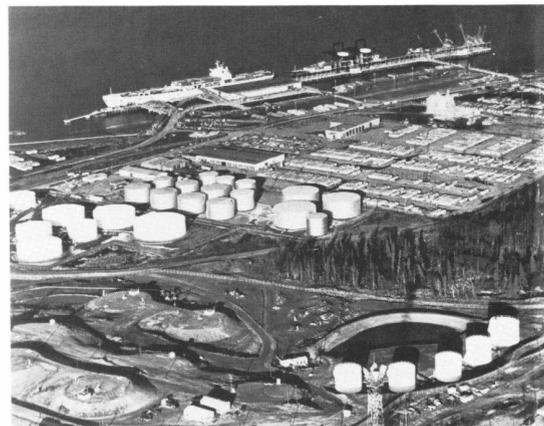
The American Consulting Engineers Council (ACEC) at the annual Awards Luncheon in Washington, D.C. last May, announced the selection of the Anchorage Marine Terminal for its "Grand Conceptor Award".

Each year the ACEC, through its state and regional association and councils, invites consulting engineering firms throughout the nation to submit outstanding projects which are judged for engineering excellence. This year 82 projects, each of which had received a state or regional award, competed for the national Grand Conceptor Award which is adjudged by a panel of distinguished judges.

Accepting the award were E. Erwin Davis, director of the Department of Transportation for the Municipality of Anchorage, and Austin E. Brant, Jr., executive vice president of Tippetts-Abbett-McCarthy-P.C., consulting engineers for the Port of Anchorage.

Port operations in Anchorage date back to 1918 when the original Ocean Dock was built by the U.S. Department of the Interior to bring in materials for the construction of the Alaska Railroad running from Seward through Anchorage to Fairbanks. In the early 1950's the rapid growth of Anchorage and Alaska brought about the need for a larger and more modern port. As an initial step the City of Anchorage commissioned Tippetts-Abbett-McCarthy-Stratton in 1955 to prepare a master plan for the port's development.

The plan included an initial stage consisting of a wharf structure with 600 feet of berthing space and a 53,000-square-foot transit shed. Under a phased construction program, the first section of the terminal was completed in 1960. Although initially conceived as a general cargo facility for use during the ice-free season, the design has made possible the use of the terminal on a year-round basis and the subsequent development in stages



Views of the Port of Anchorage, Alaska.

AMERICAN SEAPORT: September 1976

Anchorage Times, September 20, 1976

Shipper Cuts Winter Service

The president of Totem Ocean Trailer Express, Inc. said today his company plans to cut back cargo service between Tacoma, Wash., and Anchorage during the winter months.

"Our current plans to operate only one vessel during the winter months... is not based on any negative feelings about the Alaskan market, but merely reflects our feeling that we, like our competition, must reduce capacity during these slack periods.

Our units of reduction must of necessity be one ship," William B. Acton told the Anchorage Chamber of Commerce in a speech he will also present to the Fairbanks chamber.

The shipper currently operates the two largest roll-on trailer ships in the world, the Great Land and the El Taino. One of those ships will be put into service elsewhere as a result of the company's decision.

Acton said the company will resume two-ship service next spring by adding another ship identical to the Great Land to the company's fleet.

The Great Land and the El Taino both make the run between Tacoma and Anchorage in 62 hours and are loaded and unloaded in 12-16 hours. Acton said the firm began its Alaska service shortly after the

company was formed last year. The principal owner of the shipping firm is the Sun Co., formerly the Sun Oil Co. Two-thirds of the company stock is owned by the Sun Co. and the remaining third belongs to Sun Shipbuilding Co., another subsidiary of the Sun Co.

Acton said the original southern terminus for his company had been at Pier 37 in Seattle but for seven months it was plagued with excessive loading times. "Ships that took 30 hours to load in Seattle were turned around in 12-16 hours in Anchorage," Acton said. He blamed

the delays on inexperienced drivers in Seattle.

"Our move to Tacoma has proven to be an outstanding decision," he said, "though the move initially created some problems for shippers in Seattle."

Acton also mentioned his company's application to the Federal Maritime Commission for a franchise for the port of Anchorage.

"Our competitor was franchised to use the port on the basis that they maintain terminal facilities at Anchorage and served Anchorage on a scheduled year-round basis. Our

competitor opposed our application. We applied for an equal franchise on an equal basis with our competitor." Acton said neither his company nor his competitor currently has preferential berthing rights at Anchorage or a franchise to serve the port of Anchorage.

He said the maritime commission authorizes ports to give franchises to shipping companies when it is in the public interest. Its decision on the franchise is forthcoming, Acton said.