COMPARATIVE FREIGHT CHARGES via PORT of ANCHORAGE

For information purposes a comparative analysis of through-landed common carrier freight charges for movement of cargo via barge service direct from Seattle Terminal to Port of Anchorage and delivery from Port of Anchorage within the City of Anchorage by truck on selected commodities is shown below in relation to the through rates for movement from Seattle Terminal to City of Anchorage via barge service to Port of Seward and railroad service from Seward to the City of Anchorage.

COMMODITY DESCRIPTION	WEIGHT MINIMUM	COMBINATION OF LOCAL RATES VIA PORT OF ANCHORAGE (NORTHLAND FREIGHT LINES BARGE SERVICE)	THROUGH RATES VIA PORT OF SEWARD
Building Materials	40,000 pounds	$3.07½ per 100 lbs.	$3.28 per 100 lbs.
Groceries in cargo vans or containers	60,000 pounds	$2.17 per 100 lbs.	$2.58 per 100 lbs.
Iron or steel angles, beams, bars or pipe	80,000 pounds	$2.64¼ per 100 lbs.	$3.09 per 100 lbs.
Vehicles; automobiles	Any Quantity	$8.12½ per 100 lbs.	$9.29 per 100 lbs.

TERMINAL STATISTICS

Two 40 Ton level-luffing Gantry Cranes with 5 Ton jib
Two 7½ Ton level-luffing Gantry Cranes
Length of Dock—600 feet
Width of Apron—46 feet
Transit Shed on dock 150x350 feet, heated and sprinklered
Loading facilities at rear of transit shed for truck and rail
Depth at face of dock is 35 feet at low low water
Extreme tidal range in Knik Arm is minus 4 and plus 35
Four acres of open storage area

Staff Members

HENRY ROLOFF, Port Director
GROVE L. LAUTZENHISER, Traffic Manager
WILLIAM M. BURNETT, Assistant Terminals Manager
DONALD A. WALTER, Port Accountant
TED. J. SCHWARTZ, Pier Foreman

THE NEW PORT OF ANCHORAGE

As a municipal seaport the new Port of Anchorage "officially" came into being today upon its dedication to the people of Anchorage.

It should be remembered, however, that the discovery of Cook Inlet and Knik Arm dates back almost two hundred years.

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

The construction of the railroad created a need for seaport facilities to unload the equipment and supplies necessary to complete the project. On November 23, 1920 the new municipality of Anchorage incorporated, but it was more than 30 years later before attempts to build city owned port facilities were undertaken.

As early as 1946, city officials created a Port Commission, and in 1952, George T. Treadwell, then Chief Engineer of the Port of Seattle, made a preliminary study of port requirements. These studies indicated the feasibility of constructing a deepwater cargo terminal at Anchorage. In 1954, the citizens of Anchorage anxious to improve their already booming city, approved the issue of $2,000,000 in general obligation bonds for port improvement. Private engineering and consulting firms were retained to conduct feasibility studies and engineering estimates for the planned improvement. These studies indicated the great potential of cargo movement into the Anchorage area from Pacific Coast points, and in 1958, $6,800,000 in revenue bonds were issued for the construction of first stage facilities.

The initial project now completed consists of a 600-foot long marginal wharf with a 50,000 square foot transit shed. Additionally, the new terminal uses four dockside travelling gantry cranes for cargo discharge. The dock is built of reinforced concrete deck supported on steel piling, with two rail tracks serving the 46-foot apron and another double track is located inboard of the transit shed to expedite rapid movement of inbound-outbound freight.

Severe tidal conditions in Cook Inlet, surpassed only by the Bay of Fundy, posed unusual design and construction problems in building what is rated to be the most modern terminal along the Pacific Coast. The fast moving waters of the inlet have a maximum tidal range of 40 feet. This factor when added to the necessity of providing a minimum of 35 feet of water at low tide for fully loaded freighters required that the wharf deck had to be set at about 75 feet above the harbor bottom. For purposes of comparison, this is equal to the height of a seven-story building.

To meet modern day requirements for rapid and efficient transfer of cargo, two 40-ton cranes with 5-ton level-luffing jibs have been installed on the wharf. Carriers in the Alaska trade move approximately 80% of all cargo via containers and vans; hence, heavy lifts are everyday routine. Supplementing the heavy lift equipment at Anchorage are two additional high-speed level-luffing cranes with 7½-ton capacities. When combined with the 5-ton jibs on the heavy cranes, all four pieces of equipment can be used to handle the general cargo ships that call in the offshore trade.

The City of Anchorage together with the various communities surrounding it has a population in excess of 80,000 people. Prior to the outbreak of World War II, its population never exceeded 3,000 people. To serve this mushrooming population in the metropolitan area presents a real challenge to this youngest major seaport of the United States.

Although its historical records date back only a few years, its real history will be written in the years just ahead with the expansion of Alaska's natural resources of timber, mineral ores, petroleum, and coal. Guided in its destiny by a five-man Port Comission, the seaport of Anchorage looks forward to the immediate era just ahead when proposed master plans for a six berth seaport will be inadequate to handle Alaska's potential commerce.