



UNIQUE BARGE BUILT FOR PORT WORK
One of the most unique barges ever built in the Bay Area shipyards has left San Francisco on a 2,000 mile tow journey. It will be used in construction of Anchorage's new \$8,000,000 port. The barge is destined to employ an unusual method of driving piles through a seven foot hole in the center of the barge while it is raised up off the water on four legs. The 60 by 120 foot barge was rushed to completion by Kaiser Steel's Fabricating Division so that test piles could be driven before the harbor area freezes over. The 350 ton barge is shown with its legs and pile driving gear lashed to the deck for the ocean voyage.

SALVAGE OF PILINGS AT SEA SAID UNLIKELY

Salvaging of steel pile material for the Anchorage municipal port lost in a lower Cook Inlet storm Tuesday, appears out of the question, according to Jim Gilshian, project manager for the DeLong Corp., prime contractor.

The tug, "Active," of Puget Sound Tug and Barge Co., with a barge, arrived here yesterday with only 165 of a total of 735 steel piles shipped from the Kaiser Steel Corp. plant at Napa, Calif. The loss of the 570 piles is about \$410,000.

The piling went off into rough seas on the south side of the Kenai Peninsula between Gore Point and Chugach Island, in about 264 feet of water, as the tug and barge were coming round the peninsula to turn in to Cook Inlet from the Gulf of Alaska.

GEORGE TAIT of New York, executive vice president for the Anchorage city port, flew to the Kaiser plant to see if replacements can be made immediately. It may be, Gilshian said, that the needed steel piles could be put on rail cars to Seattle, then shipped here, as the Kaiser plant finishes a week's rolling at a time. The DeLong firm also plans to contact other pipeline companies in an attempt to procure piling on fast delivery. Tait will come to Anchorage next week.

Gilshian reiterated that his firm still believes that the \$8,000,000 dock project will be finished on time. The target date is Aug. 19, 1960. In the meantime, while the piling is awaited, Ramstad Construction Co. will go ahead and complete work on the embankment phase of the project.

Piling For City Port Lost In Cook Inlet Storm

Steel pile material valued at more than a half million dollars for the Anchorage city port was lost in a storm yesterday in Cook Inlet.

The pile material, en route here from Napa, Calif., was on a Puget Sound Tug and Barge Co. barge when rough seas whirled it overboard at the entrance to Cook Inlet.

Total of 735 steel piling pipes, averaging 16 inches around and 60 feet in length, were lost in the storm at 3:30 a.m. yesterday according to officials of the DeLong Corp., prime contractors for the city port project.

THE STEEL pile material was to be the foundation of the new dock upon which would be placed concrete floors and a dock building.

Loss of the pile material is an obstacle to progress of the port job.

"This will definitely delay the expected start of pile driving this week," Jim Gilshian, project manager, DeLong Corp., prime contractor, said today. "This will slow us down this year."

"But we still hope to finish the dock project by the target date of August, 1960. We will just have to work longer into the winter to get caught up."

Dock Work Is Delayed

Replacement of piling for the Anchorage municipal port will cause a delay until June 15 in an important phase of construction, according to Jim Gilshian, project manager, DeLong Corp., prime contractor.

The bulk of piling sent from Napa, Calif., was recently lost in a storm in lower Cook Inlet.

George Tait, DeLong's executive vice president, is here this week to confer regarding this year's schedule. Gilshian said his company still planned to complete all scheduled work this year despite the delay in manufacturing and shipping needed piling to replace that which was lost.

Kaiser Steel Co. has some piling immediately available, will get other piles from other firms, and will expedite rail and water deliveries to Anchorage.

Work on an embankment roadway is expected to be completed by the time the piling arrives, according to George Matkin, resident engineer for Tippetts, Abbott, McCarthy, Stratton, engineering firm on the \$8,000,000 project.

Port Piling Being Made

Fabrication of piling for the Anchorage municipal port has started at Napa, Calif., and the first shipment is scheduled to arrive here April 15.

An agreement has been made with the Pittsburgh Testing Laboratories for inspection of welding on the piling and for the fabrication of four gantry cranes of Seattle. The design on the cranes has been completed by Washington Iron Works and fabrication will begin soon.

Dredging on the \$8,000,000 project is due to start July 1, with the completion expected about Sept. 1.

In 1960, 20, 24 and 42-inch piles will be driven, the deck poured and the transit shed erected. Anchorage Sand and Gravel Co. has been awarded the contract for the concrete work on the dock.

A discussion was held by the City Port Commission this week on hiring of a port director. City Manager George Shannon was directed to draft a tentative port charter to be presented to the City Charter Commission.

THAT DEEP BLUE WATER--

Henry (Hank) Roloff, Director of the Anchorage Port Commission, was a visitor in Seward over the week-end as a guest of Ed Wolden, who drove down on Salmon Derby Business. George Gallaway, Pat Hodgkinson and Phil Durant entertained Mr. Roloff with dinner Saturday night and a fishing trip out the bay impressing him with Seward's beautiful deep water harbor. As Mr. Roloff was introduced around town he was greeted jokingly with "glad to meet you but we don't like you" — "nice to meet you and how's the Rube Goldberg dock project coming," et cetera. Hank had a wonderful time and when he departed he remarked that it was really good to see deep blue water again.

Anchorage Port Facility Progress Report Submitted

A progress report on the Anchorage port facilities was issued this week by Tippetts, Abbott, McCarthy and Stratton, engineers on the \$6,000,000 project.

According to the report, \$1,375,000 in construction was completed by Jan. 1 of this year. Work on the site began Sept. 12 with the construction of road embankment which will lead to the wharf.

Approximately 80 per cent of the embankment was completed by the Ramstead Construction Co. before work was stopped on Nov. 15 because of freezing weather.

The pile driving and testing program was begun Oct. 22 after the arrival of a special barge. The barge will be used to drive pil on which the wharf will be built 700 feet out in Cook Inlet.

The testing continued until October 23 when cold weather forced its stoppage. Work will begin in the spring.

The Washington Iron Works, contractors for the four gantry cranes which will be used to unload and load cargo on the wharf, has indicated it will submit drawings of the cranes early this year for approval. Manufacture of the cranes will begin this spring and delivery in Anchorage is scheduled for the spring of 1960. They will cost \$601,900.

Prime contractor for the new port facilities is the DeLong corporation which won the contract on a bid of \$5,137,491. The port, when completed, will include a single berth wharf, transit shed, highway and railroad access and railroad storage facilities. It will be completed by the fall of 1960.

Of the eight million Americans who work for local, state and federal governments full and part-time, seven million are covered by one or more retirement systems, according to Tax Foundation, Inc.

Bad Barge Publicity Is Called Untrue

Adverse Anchorage port publicity recently given in Seward has been branded here as absolutely not true.

The Feb. 20 issue of the Petticoat Gazette, published by the Business and Professional Women's Club in Seward, printed two pictures, one on the Seward port, one on the present Anchorage port, with brief outlines.

The Anchorage port photograph shows what the newspaper says is a freight barge beached and frozen in since early in the winter. Alaska Freight Lines' Anchorage office manager, John Osborn, said "this is utterly false — there has been no vessel frozen in up here."

City Port Commission chairman Harold Strandberg said "I can sympathize with the concern of the people of Seward — but I wish they would keep their statements factual." City Manager George Shannon concurred.

The Seward dock photo shows a barge docked "at the magnificent new Alaska Railroad wharf in Seward — only 128 miles away from Anchorage. This barge became heavily ice coated on its trip through the Gulf of Alaska but after a short time in the warm sheltered harbor of Seward it was deiced and unloaded. Note the open water around the tug and barge. Resurrection Bay and Seward harbor are ice free the year around, the water temperature never going below 38 degrees."

The photograph of the Anchorage port, which the Petticoat Gazette said was taken at the same time, "is of a freight barge (A.F.L. 1397), still beached and frozen in at Anchorage since early in the winter. The ice breaker after a brave but luckless attempt to put the barge into the Anchorage port also came to grief from the heavy ice in Cook Inlet; frozen in, beached, it has spent the winter on the beach."

Alaska Freight Lines said no barges have been frozen in the slip at Anderson Terminal. Nor has the ice breaker been frozen in "and the only trouble we've had has been normal mechanical trouble." The firm has been running barges in and out of Anchorage all this winter.

Shannon, wryly commented: "I think it's nice Seward has an ice-free port; but I'm also happy that the Anchorage port has been operable throughout the winter of 1958-59."

"The City Port Commission," Strandberg said, "is still not trying to sell a year-round port here, but only on an eight to nine months' basis. But we are hoping we can keep the new municipal port, now under construction, open year-round."

Alaska Freight Lines officials said today that since Dec. 1 and up to the present, 16 of its barges have been in and out of the Anchorage harbor, all brought in by the LSM-429 ice breaker.

City, DeLong Settle Dispute Over Port Work

A work dispute between the City of Anchorage and the prime contractor for the Anchorage municipal port has been settled, according to the head of the City Port Commission.

Chairman Harold Strandberg said the dispute concerned the subcontracting of piling work. The firm is the DeLong Corp. of New York.

Project manager for DeLong, Jim Gilshian, said the firm's big rig and crane left on a barge for Seattle yesterday and will be used to lay an underwater pipeline near Venezuela. The city was concerned over a work stoppage on the port project with the absence of the rig.

However, the city and the firm have reached an agreement whereby the work will be subcontracted, according to City Manager George Shannon.

Gilshian said it is still anticipated that the \$8,000,000 project will be completed on time. The target date is Aug. 19, 1960.

It is expected that approximately 125 men will be employed on the work this summer, for the pile driving, form placing and concreting. Gilshian is now negotiating to award a contract for the concrete work.

"We'll try to get the approach embankment finished as soon as the weather breaks," Gilshian said. "There is a small amount of rock fill to go in, to allow the pile driving subcontractor, M. B. Gilbrough of Seattle, to start, the latter part of April or early May."

Gilbrough will do the pile driving and forming of the deck, the remaining pile test work, amounting to approximately \$1,000,000 of work.

Ramstad Construction Co., Anchorage, holds a contract for about \$400,000 in work to put in a half-mile approach road, to connect to the dock by two trestles. Pioneer Electric Co., Anchorage, has an electrical contract amounting to approximately \$100,000. Kaiser Steel Co. will furnish the piles. This contract will be in excess of \$1,000,000.

The dredging contract has been awarded to Hanson-Osberg, Seattle, and this work will be done this summer.

Lent's Inc., Seattle, mechanical contractors, have a contract amounting to approximately \$130,000 for the installation of heating equipment, sprinkler system in a transit shed, all plumbing, main water supply lines to the dock and to the dockside ship service and perimeter fire lines (with hydrants).