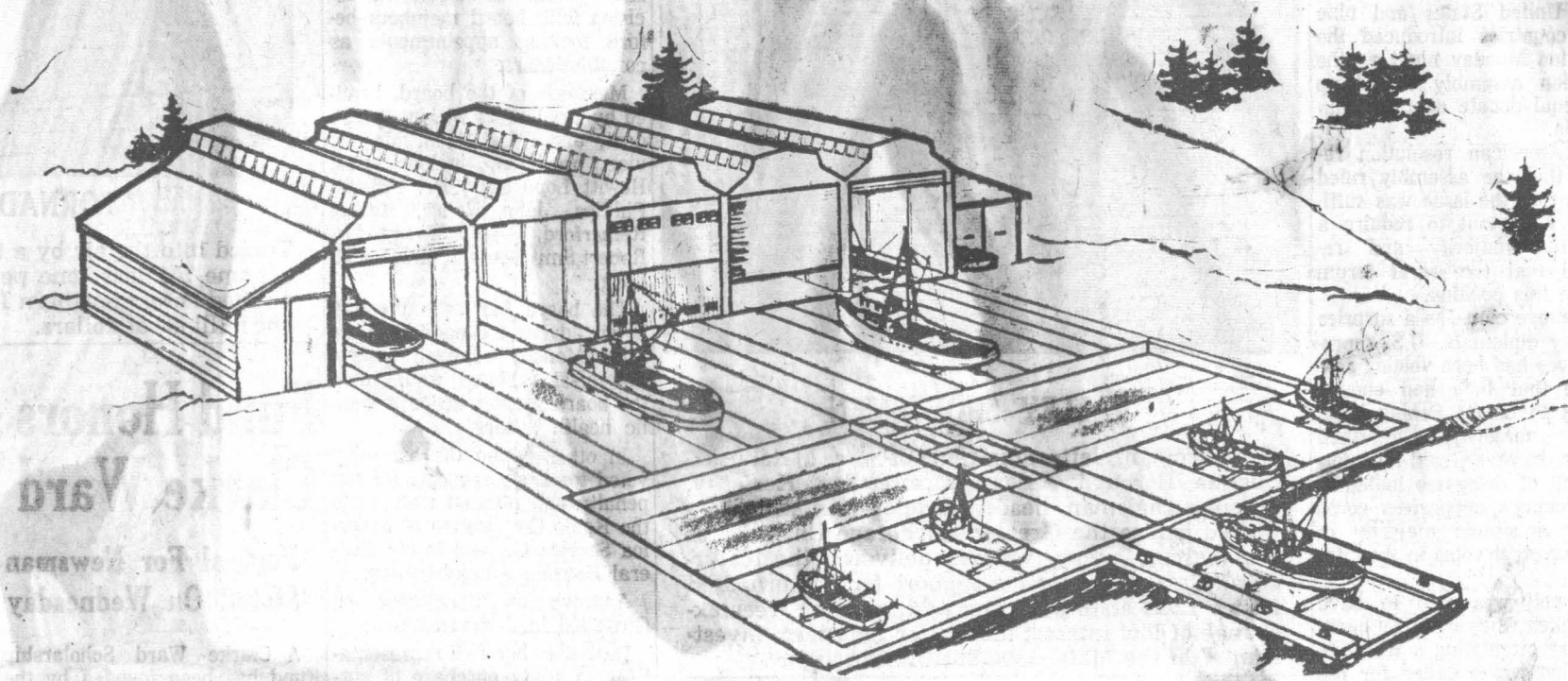


\$1.5 MILLION DRY DOCK PROPOSED



PROPOSED 'ELEVATOR' DRY DOCK AND SHOPS FOR PORT

A multi-million dollar dry dock and ship repair facility similar to that above has been proposed for the Port of Anchorage. The front portion of the dock (lower right) would drop below water level to take on a ship and lift it to dock level. A special track

arrangement would allow several ships to be put on the dock at once. Heated buildings in the rear would house a ship repair shop, paint shop, machine shop and marine hardware store.

City's Port Site For Suggested Marine Facility

By ALLAN ADASIAK
Times Staff Writer

A proposal to put in a \$1.5 to \$1.75-million dry dock facility at the Port of Anchorage was placed before the Port Commission Monday evening.

Commissioners appeared enthusiastic as Robert Logan, a marine surveyor, told them about the modern elevator-type dry dock he envisioned as a part of the port.

About \$300,000 damage a year occurs to vessels operating in lower Cook Inlet, he told the commission. At present, he added, the ships all go to Seattle for repairs.

"Besides that, the state spends some \$250,000 annually in Seattle for repairs to the state ferries," Logan said.

There are three concerns in Anchorage at present that could do the work now being done elsewhere, he told the commission.

Under Logan's proposal the city would finance the cost of the dry dock lift and the transfer table system for "parking" the ships after they have been raised from the water and rolled off the lift.

City bond financing would also cover asphalt paving of about three acres of ground in the dry dock area.

Private concerns could then rent or lease property from the city to put up heated work shop buildings next to the ship "parking lot."

These buildings, estimated to cost \$750,000, would house a maintenance unit, ship repair shop, paint shop, machine shop and marine hardware store.

Optionally, the city could also construct the buildings and lease them to private operators.

Logan, a member of the American Institute of Marine Underwriters and agent for Lloyd's of London, said his cost figures were based on using a lift capable of hoisting a 3,000-ton ship out of the water.

Initially he proposed a 1,500-ton lift, as being adequate to service almost all of the ships operating in the inlet.

Commissioners interest in a 3,000-ton lift perked up, however, when they were told of the \$250,000 annually spent by the state to repair its ferries.

Weight of the ferries ranged from 2,200 to 3,000 tons, Logan told the commission.

He also pointed out that this coming year there "is going to be a state bond issue" to add three more ferries to the system . . . "and they have the figures to justify the addition."

Contrary to the enthusiasm of the Port Commissioners, Port Director A. E. Harned maintained he would hold to an interest in a lift of 1,000 to 1,500 tons as all that would be needed in the next few years.

The marine lift would also have a small boat repair section, Logan said.

"If you increase your fishing boat facilities, fishermen operating in the inlet will come (Continued on Page 2)

Anchorage Daily Times 11
Friday, Nov. 5, 1965

Thursday, Nov. 4, 1965 Anchorage Daily Times

Dock Firm Claims Oldland Broke Gentlemen's Agreement

A representative of a construction firm today charged City Manager Robert Oldland with violating a "gentlemen's agreement" in connection with his company's work on the city petroleum dock.

Clyde Hovik, project manager for the Manson-Osberg Company, said that Oldland had "thrown out" the second of a pair of change orders to the \$1.19 million contract for the job.

He added that Oldland had misrepresented his company's estimate on fender piling construction for the dock, saying the firm had bid \$80,000 when in fact "we submitted a negotiated bid of \$23,693."

The firm will not have to pay a \$500-a-day penalty for each day after Oct. 23 that it has not completed the dock, Hovik said.

Two contract change orders were drawn up on Oct. 4, he said. Order No. 2, for \$87,730, included a \$56,633 "catch-all" for tying up loose ends on the job. Order No. 3 was for a \$23,693 bid to put fender pilings on the petroleum dock.

Each change order provided for a 15-day time extension on the job, for a total of 30 days, Hovik said.

The orders were changed by the City Manager's office, he said, and new ones, dated Oct. 13, were drawn up.

With the revisions, Change Order No. 2 included only \$11,097 in work which Hovik said Oldland "must have felt was essential to get done this fall."

A five-day extension was provided for in Order No. 2.

The total on Order No. 3 was raised to \$80,326, Hovik said, adding the difference from No. 2 onto the bid for fender piling work.

A 25-day extension was provided for Order No. 3.

"That still gave us a total 30-day extension with both orders," Hovik said.

"When we finished drawing them up that evening, everyone thought everything was all set. The next morning the City Manager took No. 2 and threw out No. 3."

It was then that Oldland made the remarks about the \$80,000 estimate to install the dock fender piling system as it had been re-designed by the consulting engineering firm of Tippet-Abbott-McCarthy-Stratton, he said.

Hovik said everyone present when the two orders were agreed to understood that both were to be approved.

He claimed that the City Manager had "juggled" the orders "to get the jobs done that he wanted done this fall."

Order No. 2 already had been signed by all necessary parties except the City Manager at the evening meeting when it was drawn up along with No. 3, Oldland's signature on the document was dated Oct. 15, he said.

Hovik produced a registered letter from Manson-Osberg to Oldland, dated Oct. 15, saying in essence that the company would not accept order No. 2 as written without Order No. 3.

"We never said, however, that we wouldn't do the work," he added.

A receipt for that registered letter is dated Oct. 18, Hovik said.

That evening, he said, Oldland presented the revised order No. 2 to the Port Commission.

"I have been unable to find out if Oldland presented my letter of the 15th to the Port Commission at that meeting," Hovik said.

He voiced strong objection to having signed the change order "in good faith," then having to execute it and not Order No. 3 which was to have accompanied it.

The five-day time extension on that change order expired Wednesday, he said.

Manson - Osberg has been ready for some time to do the work—making pipe connections to existing petroleum lines—but hasn't been able to because no work can be done while tankers are using the lines, Hovik said.

Wednesday, the company was promised free access to the lines from Nov. 8 to 12.

The firm does not expect to have to pay the \$500-a-day penalty charge to the city for every day after the contract deadline of Oct. 23 that construction on the petroleum dock is not completed, Hovik said.

"The city must prove it has been damaged," he said, "and since the area has not been dredged and probably won't be until next summer, no ships could use the petroleum dock even if it were completed on Oct. 23."

The construction company expected under the contract that

land "must have felt was essential to get done this fall."

A five-day extension was provided for in Order No. 2.

The total on Order No. 3 was raised to \$80,326, Hovik said, adding the difference from No. 2 onto the bid for fender piling work.

A 25-day extension was provided for Order No. 3.

"That still gave us a total 30-day extension with both orders," Hovik said.

"When we finished drawing them up that evening, everyone thought everything was all set. The next morning the City Manager took No. 2 and threw out No. 3."

It was then that Oldland made the remarks about the \$80,000 estimate to install the dock fender piling system as it had been re-designed by the consulting engineering firm of Tippet-Abbott-McCarthy-Stratton, he said.

Hovik said everyone present when the two orders were agreed to understood that both were to be approved.

He claimed that the City Manager had "juggled" the orders "to get the jobs done that he wanted done this fall."

Order No. 2 already had been signed by all necessary parties except the City Manager at the evening meeting when it was drawn up along with No. 3, Oldland's signature on the document was dated Oct. 15, he said.

Hovik produced a registered letter from Manson-Osberg to Oldland, dated Oct. 15, saying in essence that the company would not accept order No. 2 as written without Order No. 3.

"We never said, however, that we wouldn't do the work," he added.

A receipt for that registered letter is dated Oct. 18, Hovik said.

That evening, he said, Oldland presented the revised order No. 2 to the Port Commission.

"I have been unable to find out if Oldland presented my letter of the 15th to the Port Commission at that meeting," Hovik said.

He voiced strong objection to having signed the change order "in good faith," then having to execute it and not Order No. 3 which was to have accompanied it.

The five-day time extension on that change order expired Wednesday, he said.

Manson - Osberg has been ready for some time to do the work—making pipe connections to existing petroleum lines—but hasn't been able to because no work can be done while tankers are using the lines, Hovik said.

Wednesday, the company was promised free access to the lines from Nov. 8 to 12.

The firm does not expect to have to pay the \$500-a-day penalty charge to the city for every day after the contract deadline of Oct. 23 that construction on the petroleum dock is not completed, Hovik said.

"The city must prove it has been damaged," he said, "and since the area has not been dredged and probably won't be until next summer, no ships could use the petroleum dock even if it were completed on Oct. 23."

The construction company expected under the contract that

the dredging would be done during the course of construction, Hovik said.

When it wasn't, "we ended up working only at high tide to get the dock in at all," he said.

Following a meeting with the Port Commission, Oldland and representatives of the firm Wednesday, a time extension was put on Change Order No. 2.

The company was given until Nov. 13 to complete the pipe connection job, along with a promise that no ships would use the present petroleum lines from Nov. 8-12 to allow the job to be done.

Oldland has contended that the time extension applies only to the specific work to be done under the change order. The contract deadline of Oct. 23 is unaffected, he has said, and the firm is subject to the \$500-a-day penalty stipulation.

Hovik said that a time extension on the change order applies to the entire contract.

City Manager Rejects Understanding Claim

City Manager Robert Oldland today rejected claims of a "gentlemen's understanding" with the Manson-Osberg Company on two contract change orders for construction of the city's petroleum dock.

He said that the earlier pair of change orders had not been submitted "through the regular channels."

Referring to his rejection of order No. 3 of the pair as it was re-drawn, he said:

"I would not approve the \$56,633 catch-all figure. It is not warranted whether it is put on Order No. 2 or Order No. 3."



CHECKING VANS AT DOCK

Ernie Webb, assistant operations manager here for Sea-Land Service, Inc., inspects containers of cargo lined up at the loading dock at the transportation firm's new facility in the Port of Anchorage industrial area.

SEA-LAND ESTABLISHES A RECORD OF SERVICES

Sea-Land Services, Inc., the largest domestic American flag steamship company in the United States, has made quite a record of service in the year and a half it has served Anchorage and Alaska.

Beginning service here in May of 1964, Sea-Land was the first transportation company to offer year-round service through the ice into the Port of Anchorage. The company makes a stop here each week, with two ships docking at the port on alternate weeks.

"We have never missed a sailing to Anchorage," boasts Russell Hoehn, a company executive.

Sea-Land, the only regularly-scheduled water carrier using the Port of Anchorage, presently is operating with three ships: the Anchorage, Seattle, and Summit.

The Anchorage, however, is in dry dock in Seattle undergoing modifications to raise its load limit from 166 thirty-five foot container capacity, to 300 containers.

When modification is complete on the Anchorage on Nov. 18, the Seattle will undergo similar modification. With the Summit pinch-hitting for the docked vessels, the once-a-week service schedule is maintained, according to Hoehn.

The normal run for the ships is from Seattle to Anchorage, to Kodiak and back to Seattle.

"We carry everything from soup to nuts," said J. A. Baker, Anchorage terminal manager

for Sea-Land. "Most of our cargo is made up of groceries, construction material, paper products, lumber, and other forms of general cargo, and we also bring up cars and trucks for delivery here and in other points in Alaska."

After cargo arrives in Anchorage and Kodiak, Sea-Land's own fleet of trucks carries supplies to all points in interior Alaska and the Kenai Peninsula.

A new trucking terminal, about half the size of the new terminal in Anchorage, was built in Fairbanks six weeks ago to better serve interior Alaska with supplies.

Sea-Land also operates between the east and west coasts of the U.S., Puerto Rico, Panama, and the Dominican Republic. Next year, according to Hoehn, Sea-Land will enter the European trade.

With the new terminal here in Anchorage, and the new containerized crane coming up next year, along with other expansion ideas in mind, Hoehn said today, "We plan to be here for a long, long time."