

ALASKA SHIPPING WAR FLARES

Anchorage Daily Times 19
Thursday, Feb. 10, 1966

Firm Asks To Run Dry Dock

Adds Support To Proposed Port Facility

By ALLAN ADASIAK
Times Staff Writer

A steel company has offered to lease all or a portion of the \$2 million marine repair facility being considered for the Port of Anchorage, it was learned today.

The offer was made by D. H. Henson, president of York Steel Co., Inc., in a letter to Port Director A. E. Harned.

Information that the port is attempting to provide a drydock, machine shop, welding shop and related facilities has been read with "great interest," Henson said in his letter.

"It has been our contention that these facilities are long overdue," he said.

York Steel has bid on and repaired several vessels on the mud flats "at terrific expense," Henson said.

High tides on the mud flats have prevented the company from making repairs on many larger vessels, he wrote.

"These vessels are temporarily repaired and then towed to Seattle for repairs at a great loss of revenue for the port and a loss of industry for the Anchorage area," the steel company president said.

Henson said it is the company's belief that "this facility if located in Anchorage would provide employment for from 20 to 25 people after the dry-docking facility is completed."

"If it should come to pass that the drydocking facilities could be installed," he concluded, "we would be very interested in bidding on the leasing of all and/or a portion of the facilities."

The letter included a wish for success in obtaining funds for a feasibility study.

Authorization for an application for a \$15,000 federal planning grant for the project was given Tuesday by the City Council.

A letter from B. J. Logan, marine underwriter, told the city that total costs of ship repairs in Cook Inlet in 1965 were approximately \$318,000.

The number of craft engaged in construction and drilling on the inlet in 1966 will triple over 1965 because of greatly increased oil industry work, he said, with a proportional increase in hull damage.

A letter from Tidex, Inc. of Berwick, La. to the city said it will furnish five speed boats and three cargo boats on the inlet in 1966, compared to three speed boats and one cargo boat in 1965.

Operations manager James Steel wrote that more damage is anticipated during the winter season of 1966-67.

Anchorage Daily Times
Saturday, Feb. 26, 1966

Icebreaker Designed To Work In Inlet; Due Here This Week

The icebreaker Knik Bay is expected to be operating in Cook Inlet soon as a supply vessel primarily for the offshore oil industry. This was announced today by Ken Hinchey, president of Alaska Aggregate Corp. who also operate Pacific Western Lines.

The unique vessel—actually a "ship within a ship" or a "double hulled tugboat"—is capable of operating year round to provide continuous service in waters of the inlet.

The 134.5-foot long craft left Seattle early today and is expected to take six days to complete the trip to Anchorage. A delivery crew of eight is aboard. This group will remain in Anchorage for a few weeks training Alaskans who will operate the vessel here.

The Knik Bay is especially designed with a flat bottom—designed to allow her to set on the beaches comfortably with no tipping and little danger of damage. The vessel created much interest in the Seattle area where she was built since it is the only one of its kind.

Eighteen years of planning by Hinchey went into the Knik Bay which has a 38-foot beam, 16.8 foot depth amidships and 13.6-foot draft. She is very powerful for her size and weight, 4000 horse power.

Ben F. Jensen, Seattle naval architect did the original designs based on Hinchey's plans and ideas and did the final design in conjunction with Philip F. Spaulding, Seattle naval architect. General Construction Co. of Seattle was the builder.

The ship's bottom and side plating are reinforced with concrete placed to give her weight for inertia and strength for her work in heavy ice and also qualified stability for her cargo work and operations at sea. The total concrete weight within the vessel is approximately 200 short tons. The constructed weight of the ship is slightly under 800 tons. With her total load, she will weigh 1,200 tons.

The Knik Bay was built in a unique manner. Two hulls were combined into one. A Navy patrol craft, with part of the bow cut away was floated into the newly constructed hull and the outer hull was finished completely around the other vessel. Only the stern tubes and propellers and rudders of the original vessel were left protruding to sea.

First the outer hull was built in the dock. Inside this was placed the converted patrol craft, engines and all, originally 173 feet long, but with 60 feet removed from the bow and a new bow built on.

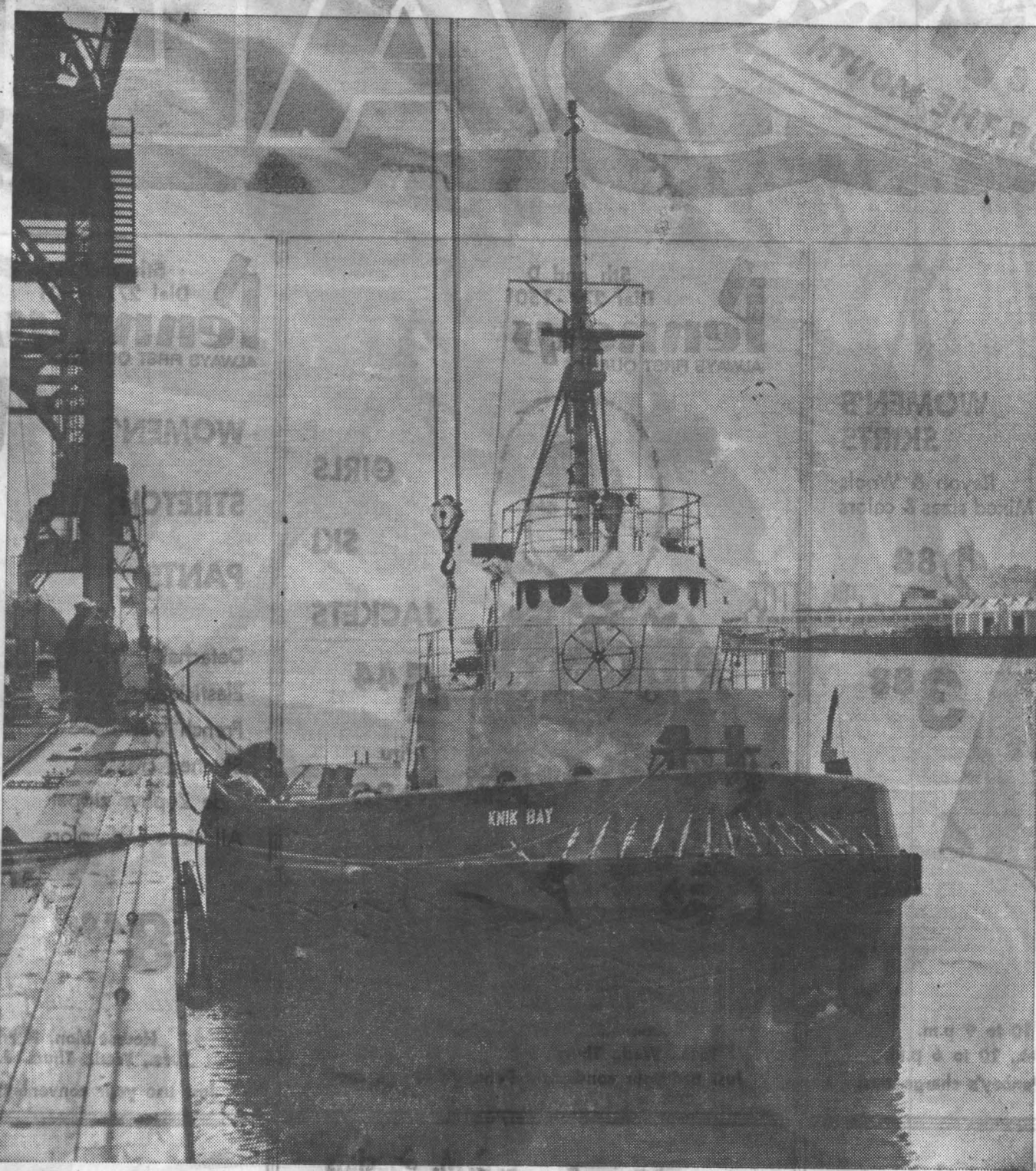
Between the two hulls was placed structural steel reinforced concrete for strength and weight. The steel-concrete reinforcing core ranges from 18 inches in the bow to 12 inches in the breast, eight inches amidships and six inches aft.

The space between the original and new hull—five to eight feet—is being used for water carriage for ballast and other uses. Two tanks alone carry more than 50,000 gallons of fresh water. Heating coils will prevent freezing.

The Knik Bay will cruise at 10½ knots and flank at 12 knots. The bow is designed blunt and perpendicular for several reasons. It can be altered in shape by adding a false bow, if necessary, to better manipulate the ice.

A concrete spine (center keel), approximately 100 feet long was placed in the center of the boat to give it strength to work and durability to set on beaches. This spine averages two and a half feet deep and five feet wide.

This keel forms the third leg of a tripod which will be vital in the boat ramming the ice it will encounter in Cook Inlet.



NEW ICEBREAKER TO OPERATE IN INLET

The Knik Bay — a "ship within a ship" — will be operating as an icebreaker soon in Cook Inlet. The unique vessel will be used primarily to supply offshore oil operations in the Inlet and was designed to work easily even when the waters are choked with heavy ice. The vessel was built for

the Alaska Aggregate Corp., whose president Ken Hinchey's ideas and plans are incorporated into the 134.5-foot vessel. It is expected to arrive in Anchorage in about a week from Seattle, where it was built. The ship is shown at dock in Seattle.

Anchorage Daily Times 7
Saturday, Feb. 26, 1966

Port Meeting Is Cancelled

A special meeting of the Anchorage Port Commission which was to be held Monday with representatives of sea-going shipping firms has been cancelled, according to commission chairman Wallace Martens.

The meeting was to bring together the shippers and representatives of local companies which use the freight service to try to iron out possible problems with the new containerized shipping system.

With the containerized system, large, odd-shaped equipment which cannot be placed in the containers cannot be brought aboard the ships. The ships have no open deck space for articles too large or irregular for the containers.

Members of the Port Commission will discuss the situation with those concerned to determine whether or not a problem exists and decide what organization should conduct possible hearings.

Anchorage Daily Times 21
Wednesday, Feb. 23, 1966

Port Board Calls Meeting To Air Shipping Problem

A special meeting with Sea-Land Services representatives and representatives of other shipping firms will be held by the Anchorage Port Commission next Monday to try to iron out possible problems with the new containerized shipping system.

Contractors and representatives of other Alaska firms which ship merchandise and equipment via the port of Anchorage also are invited to attend.

With the containerized system, large, odd-shaped equipment which cannot be placed in the containers cannot be brought aboard the ships. The ships have no open deck space for sizes too large or irregular for the containers.

Also, a minimum weight is required for shipments from the West Coast, and the commission plan to ask for a consolidation program as an answer to the problem for small businessmen.

Anchorage Daily Times
Tuesday, Feb. 22, 1966

Port Offers Annual Rate For Military

A flat yearly rate of \$50,000 was proposed by the Anchorage Port Commission Monday night for the military's use of the port's petroleum dock.

The Port Commission moved to enter into an agreement with the Alaska Command for a one or two year contract, as negotiated by the port staff, with no option.

Payment by the military will be on a quarterly basis, with the fixed rate service probably beginning immediately after the negotiations are completed.

The present rates are determined by the number of barrels of oil and lubricants which are brought through the port. Last year the port received \$47,500 from the military for port use.

Col. James Shaver, military liaison officer to the commission, said that the flat rate "will eliminate administrative paper work for both the port and the military and will assist the military in budgeting."

In other action, commissioners agreed to a revised preferential berthing agreement whereby Sea-Land Services, Inc., would increase their berthing schedule to once every six days, rather than the present seven days.

An additional eight to 12 trips per year would be scheduled by Sea-Land under the new system, with each ship remaining in port no longer than 44 hours.

The new agreement states that Sea-Land must furnish a schedule of exact berthing dates to the port at least 30 days in advance, so as not to conflict with other berthings and with the state ferry Tustumena. The new agreement is expected to go into effect April 1.

Commissioners also directed consulting engineers Lounsbury, Steavin and Kelly to issue an addition to the bid requirements for the north dock which would call for the building of a fender system for the petroleum dock.

At least two fender towers must be added to the petroleum docks before the dock can be used for ship traffic. The addendum would also call for one fender tower to be placed at the main dock.

City manager Robert Oldland said at the meeting that the monies for the fender system should come out of existing bond funds which were slated for the north dock "and other improvements." Remaining funds from the petroleum dock monies total \$13,000, and the fender towers would cost \$15,000 each.

Completion of the petroleum dock is listed as the first order of business in port improvement and construction. The fenders will take an estimated four to six weeks to complete once construction is underway.

City Attorney Karl W. Water told commissioners that his office has prepared a final proof of loss statement to present to insurance companies for earthquake damages to the port.

Rich Trade In Railbelt Set On Line

Lower Rates, Faster Service, New Taxes Used For Ammunition

SEATTLE (AP)—Titans of the Alaska shipping industry laid out their programs Thursday for one of the toughest seasons in their history.

Sea-Land Service announced a speedup of its schedule from Seattle to Anchorage and Kodiak.

The Alaska Steamship Co. defended its new tariff against a free-swimming attack by a Seattle freight traffic consultant.

The attack was made by Fred H. Tolan in a five-page letter to Alaska clients. He expressed doubts Alaska Steam can remain in business under its newly published tariff.

At stake is the rich commerce of the key Alaska Railbelt. Statistics compiled by Sea-Land set total cargo volume to the Railbelt last year at 435,000 tons. Sea-Land reports that it carried 43 per cent of this tonnage. The rest was split among Alaska Steam, Puget Sound-Alaska Van Lines, Alaska Trainship and smaller carriers.

C. I. Hiltzheimer, general manager of Sea-Land's Alaska Division, announced Thursday that effective March 15 Sea-Land will send a ship north from Seattle every 5½ days. The present schedule is a ship every Wednesday.

The new schedule will provide eight extra voyages to Anchorage and Kodiak this summer, Hiltzheimer said.

Effective with the new schedule, Sea-Land will lower its rates on many perishable commodities. The most notable will be a reduction from \$7.25 to \$4.90 per 100 pounds on minimum shipments of 31,000 pounds of meat to Anchorage.

Sea-Land has operated big since it moved into the Alaska trade in May, 1964.

It invested \$1.5 million last fall to increase the van capacity of its ships Anchorage and Seattle from 178 to 290 containers apiece. Under the new schedule, these ships will make the round trip from Seattle to Anchorage in 11 days compared to the present 14.

More efficient cargo handling will help speed the turnaround. Sea-Land has spent more than \$2 million on freight terminals at Anchorage and Fairbanks with more planned.

Alaska Steam has tightened up its operations in the past few months.

As one part of this change, it has brought the affiliated Alaska Trainship Corp. closer into the fold. Alaska Trainship operates the trainship Alaska out of Canada Whittier, Alaska.

D. E. Skinner, president of Alaska Steam, also has resumed office space at the Pier 42 headquarters of Alaska Steam.

Puget Sound-Alaska Van Lines as the third big Seattle-based Alaska carrier, has not spoken out in the conflict between Alaska Steam and Sea-Land.

Puget Sound-Alaska Van bases its operation on "hydro-rail" railbarges. Its barges provide a slower but less costly service than steamships. It is in the middle of Alaska cargo competition, but it competes on a different basis—not so directly on opposing rates and time schedules as Alaska Steam and Sea-Land.

Alaska Steam's plans for a joint tariff with the Alaska Railroad, to go into effect March 1, railbelt communities.

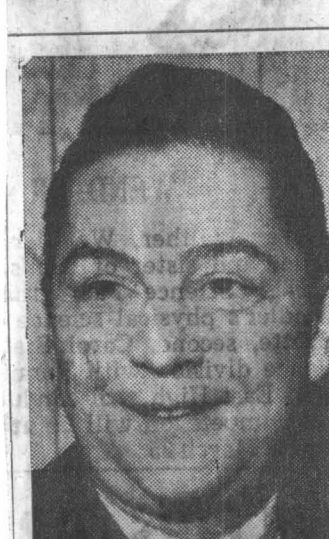
The pioneer Alaska carrier said the traffic would give substantial rate savings to shippers on shipper-loaded containers and "provide savings in a wide spectrum of commodities from perishables to structural steel through liberal mixing rules" and reduced weight minimums on volume rates.

Tolan assailed Alaska Steam's new van tariff as increasing rates and reducing service over a wide range of commodities.

Robert C. Rose, vice president of Alaska Steam in charge of traffic, declared later Thursday that Tolan was in error both in his analysis of the new tariff and in some of the figures he used.

Rose said the new tariff gives a break to the smaller shipper by reducing the amount he has to ship to qualify for volume rates. He said it was based on "an entirely new van concept" and was competitive with Sea-Land.

Rose declined comment on Tolan's note of reports that Alaska Steam had lost more than \$1 million last year. He labeled "speculation" Tolan's intimation that the company had lost a few hours' travel time to passengers at some point in the past.



Anchorage Daily Times
Friday, March 11, 1966
GETS KODIAK POST

Perry Stockton, assistant port director at the Port of Anchorage, has resigned to take over the position of city manager of Kodiak. Former mayor of Seward and vice president, and general manager of Northern Stevedoring and Handling Corp. in Seward, Stockton will step into the position now held by Ralph Jones, recently resigned. Stockton's resignation is effective March 21.

Port Official New Kodiak City Manager

Perry R. Stockton, assistant director for the Port of Anchorage, has resigned to become city manager for the City of Kodiak.

Stockton, formerly mayor of Seward and a member of the Kenai Peninsula Borough Assembly, recently was hired for the assistant port director post which was created late last year.

His resignation has been tentatively set for March 21.

Stockton will take over the Kodiak post position vacated by the recent resignation of Ralph Jones, former Kodiak city manager.