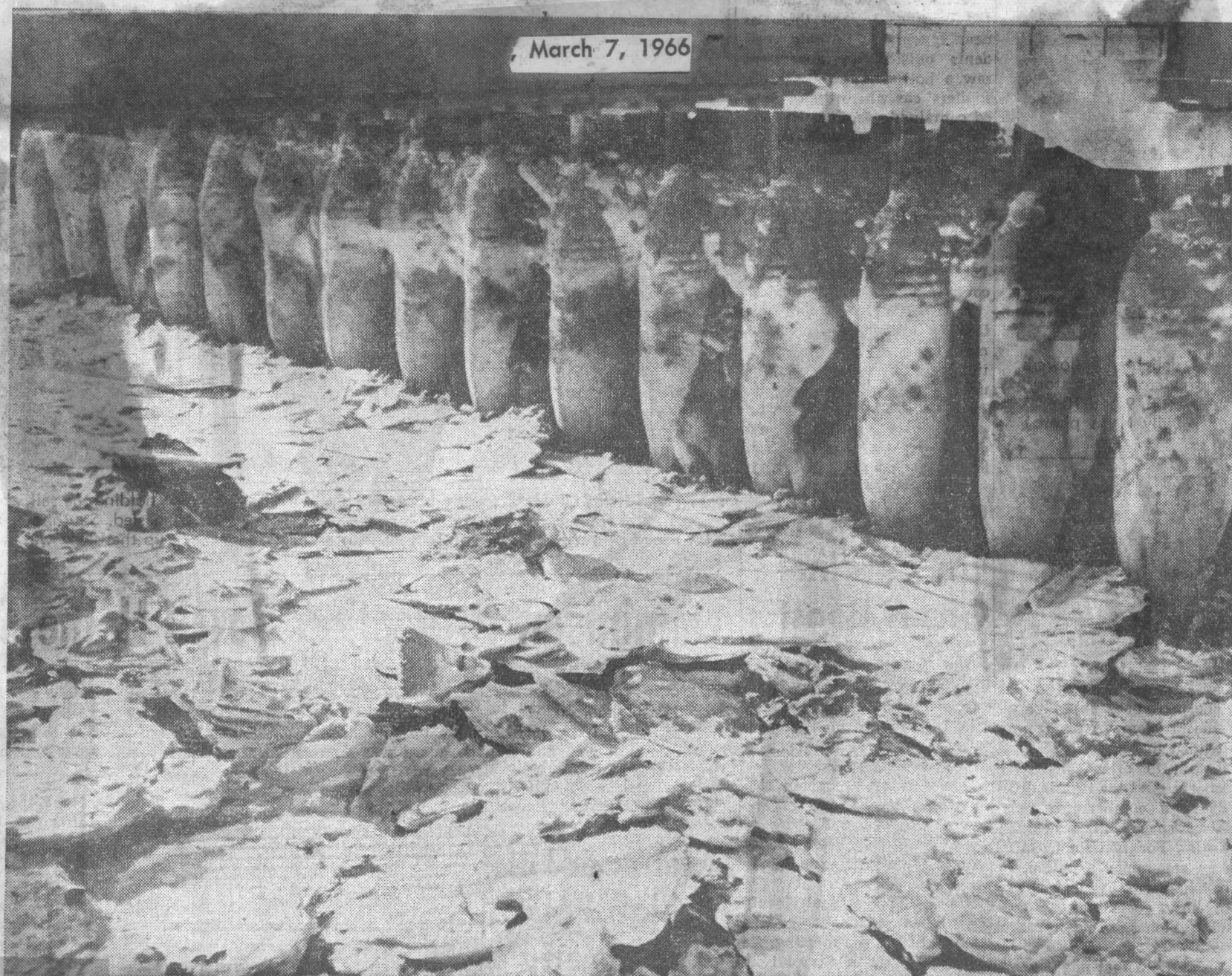


March 7, 1966



THIS ICE hugging the low-tide city dock pilings was ready for Anchorage's new icebreaker "Knik Arms" but high winds in the inlet delayed the craft from docking here. The icebreaker, owned by Alaska Aggregates Co., was en route from Seattle when gusts forced it to anchor

in the lee of Fire Island last night. The pilings, standing like the facade of an Egyptian temple, are barrel-shaped from the rise and fall of Knik Arm waters.

(Daily News photo)

New Icebreaker Delayed; Gusty Winds Sweep Area

High gusts of wind, which whipped through the Anchorage area yesterday, were expected to continue today, according to a spokesman for the U.S. Weather Bureau.

The gusts — reaching 45 miles an hour — twisted street lights and caused deep drifts across some area roads.

The Weather Bureau said the northerly winds were felt throughout the Matanuska Valley and Kenai Peninsula.

ANCHORAGE'S new icebreaker, the "Knik Arms,"

which was en route to here from Seattle, was delayed because of the high winds. The vessel was anchored last night off Fire Island, about five miles from Anchorage. The icebreaker is expected to complete the Cook Inlet voyage and dock at the Port of Anchorage today.

A Municipal Light and Power spokesman said that traffic lights in the Anchorage area were reported out of order. He explained that winds probably twisted the lights, breaking

NO DAMAGE was reported by the Chugach Electric Association and the city's Telephone Utility.

The State Police, however, warned motorists to drive with care on Alaska highways because of snow drifts caused by the winds.

Spennard Road near International Airport Road was scheduled to be cleared early today by plows after drifts nearly covered the road in some places, a State Police spokesman reported.

Anchorage Daily News, Tuesday, February 22, 1966

Sea-Land Is Given More Use of Port

The Port Commission last night approved an amended preferential berthing agreement with Sea-Land Service, Inc. that will permit more frequent ship arrivals at the Port of Anchorage.

Under the new agreement, Sea-Land will be allowed to use the port every six days for a maximum 44-hour period.

The agreement requires the corporation to notify the port 30 days in advance of its docking schedule so other shipping companies "may build their schedules around" that of Sea-Land.

UNDER the old agreement, Sea-Land made from 52 to 54 trips into the port a year. That will be increased under the new contract to a maximum of 64 berthings, an increase of from 8 to 10 arrivals a year.

In another action, the Commission agreed to enter into a \$500,000 fixed fee contract with the military for use of the Port's petroleum dock.

The commissioners authorized the port staff to negotiate the contract on a one or two year basis, specifying payment by the military on a quarterly basis.

The commissioners also approved the preparation of plans and specifications by consulting engineers Lounsbury-Slevin and Kelly for the construction of a fender system at the port.

THEY authorized the consulting firm also to extend the bid opening date on the proposed construction to permit the development of a financing program for the system.

The engineers told the commissioners that the fender system project was "imperative" — that until it was installed the POL dock at the port was "inoperable."

They estimated the project consisting of three fenders — two at the POL dock and one at the city dock — will take an estimated four to six weeks to complete once construction is under way. It is expected,

they said, to cost around \$45,000.

CITY Attorney Karl Walter advised the commissioners that the draft calls for repayment by 14 insurance companies and underwriters of estimated \$4.7 million in physical damages.

Walter told the commissioners that "it looks as if insurance companies, involved in the action "are going to protest heavily."

He said he hoped arbitration on the matter could get under way this summer and predicted the port would have its money by the end of the year.

Anchorage Daily News, Wednesday, March 23, 1966

Assistant Port Chief Named By Council

Russ Painter, 44, has been named Assistant Port Director. Painter, a long-time resident of Anchorage, will begin work for the City of Anchorage Monday.

HE HAS been operations manager for Consolidated Freightways for the past several years.

He will take over the post which became vacant when Perry Stockton resigned to become city manager of Kodiak.

Painter, born in Olympia, Wash., came to Alaska as an infant.

A RESIDENT of Seward prior to coming to Anchorage in 1962, Painter operated his own business there for a number of years. He also served as mayor of Seward, as a member of the Seward City Council and as president of the League of Alaska Cities.

Painter, married, is the father of six children.

March 23, 1966



NAMED PORT AIDE

Russ Painter, 44, former mayor of Seward and Seward councilman for eight years, has been named to replace Perry Stockton as assistant port director for the Port of Anchorage. Operations manager for Consolidated Freightways for the past several years, Painter will take over his new post Monday. Stockton has accepted the position of city manager of Kodiak.

MARCH 10, 1966



TANKER COMPLETES RECORD RUN

The Texaco California, carrying 126,000 barrels of fuel, arrived at the Port of Anchorage Wednesday evening on the earliest date that a tanker has ever reached the dock here. The previous record was set last year when a Standard Oil tanker arrived March 17. The Texaco California left Anacortes, Wash., a week ago and put into port in Homer Monday before completing its voyage to Anchorage. The ship encountered no trouble with ice jams and is due to leave the port Friday.

MARCH 31, 1966



NEW SEA-LAND CRANE IS HERE

The upper portion of the new 350-ton Sea-Land containerized crane was unloaded at the Port of Anchorage today, and is slated for erection Friday by the Bigge Crane and Rigging Co. of San Leandro, Calif. Iron worker Tom Pace is standing on the

22½-ton "header beam," which will be lifted to the top of the finished crane, 130 feet high. The crane is designed to lift cargo containers to and from Sea-Land ships and the port.