



April 6, 1966

WATERFRONT LANDMARK, the Army's Ocean Dock, is doomed to demolition this summer. Prior to the earthquake, the dock had been condemned for all uses except unloading petroleum products. The earthquake

put the finishing touches on the old facility. The north portion of the dock already had been removed to allow space to build the port's new petroleum dock. (Daily News photo)

Ocean Dock, Dredging Bids Opened

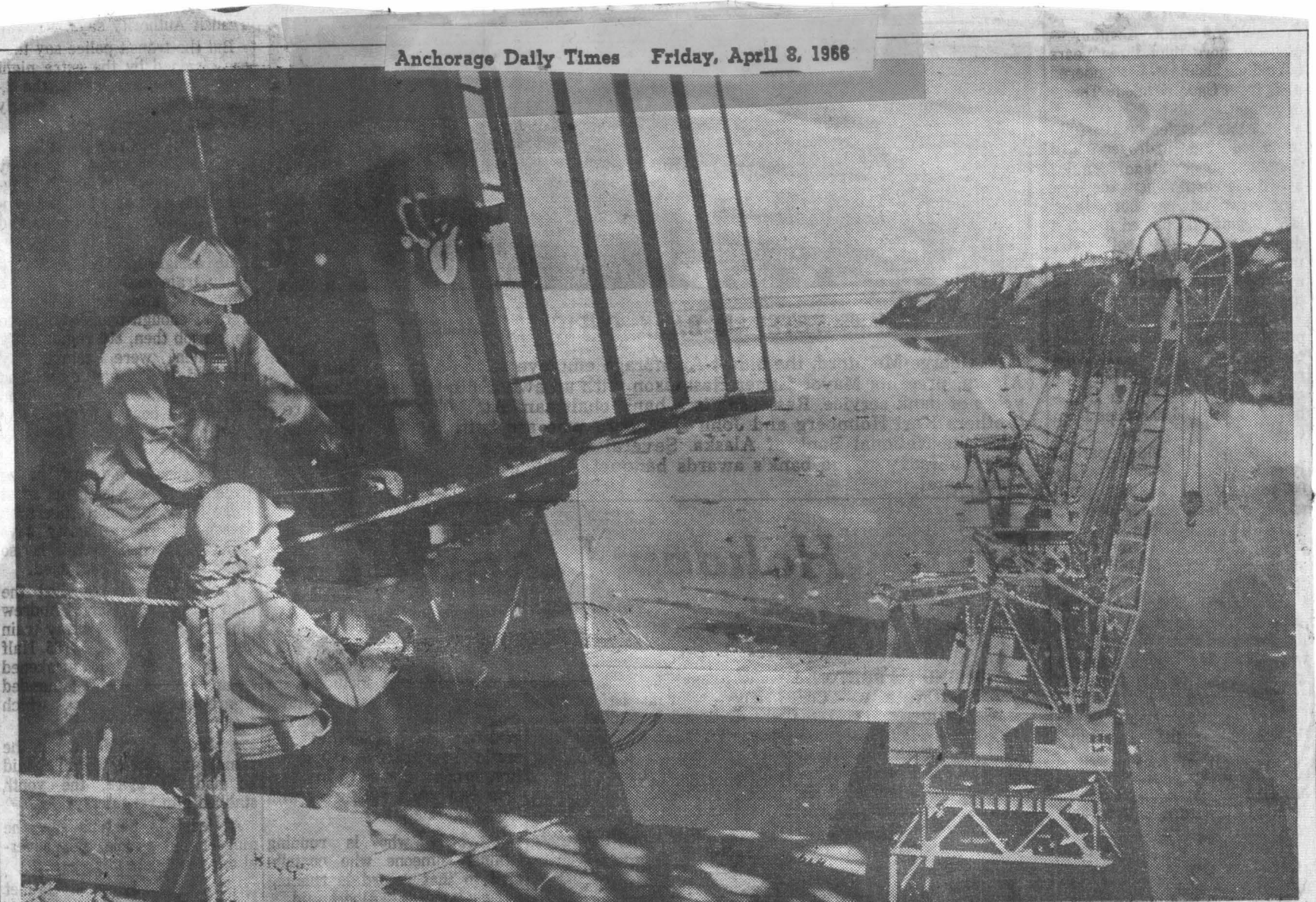
Pacific Marine Construction of Seattle is the apparent low bidder for dredging in the area of the Port of Anchorage municipal terminal and the Army's Ocean Dock and demolition of the dock, severely damaged by the earthquake and fire.

Bids were opened March 29 by the Corps of Engineers.

PACIFIC MARINE'S bid for the work is \$405,925. The firm also was apparent low, at \$267,667, for dredging a four-mile channel in Orca Inlet off Cordova.

Only other bidder was Manson-Osberg. This firm's bid for the Anchorage work was \$464,500 and for the Cordova assignment, \$267,900.

The engineer's estimate was \$510,055 and \$278,710 for the two jobs.



Anchorage Daily Times Friday, April 8, 1966

IRON WORKERS ERECT TOWERING CRANE AT PORT

Busily but not dizzily, Harold Zimmerman, left, and Johnny Jones put together the new Sea-Land crane at the Port of Anchorage. The two Bigge Crane and Rigging Service employees are cur-

rently at work about 130 feet above dock level. With the boom added the new crane will be 171 feet high. It will be used to unload cargo vans from Sea-Land ships.

Anchorage Daily News, Tuesday, April 19, 1966

City Protests Delays In Dredging; Port Need Described As 'Urgent'

Anchorage's acting mayor Clifford Groh has protested the delay in the Corps of Engineers awarding a dredging contract at the Port of Anchorage.

In a letter to Lt. Gen. William F. Cassidy, chief of engineers for the Department of the Army, Groh said the municipal petroleum terminal "is absolutely useless unless the dredging is completed."

Bids for the dredging work, which will clear the area in front of the city's new petroleum dock and the section north of the present terminal where the north extension is planned, were opened March 29 by the Corps of Engineers.

PACIFIC MARINE Construction of Seattle is the apparent low bidder at \$405,925 for work at the port.

It was earlier estimated that dredging would be begun by mid-May but a review of Corps' projects in the state has been ordered.

In his letter, Groh said there is urgent need in Anchorage for "an operational petroleum dock to supply the largest military and civilian concentration of bulk petroleum storage facilities in the entire state."

THE petroleum terminal was completed last year but tankers have continued to unload at the municipal terminal because the dredging has not been done. It originally was scheduled for last summer.

When a tanker is unloading, other vessels must lie off the port terminal until the tanker leaves.

In his letter, Groh pointed out that a cargo vessel and a second tanker had to wait for berthing space this past week end and that six additional tankers and cargo vessels are due in the port in the next six days.

"**COMPARABLE** traffic may be expected throughout the April-October season," he added.

Both the petroleum dock and the north extension, for which a contract has been awarded, are financed entirely by local funding, Groh pointed out.

Work on the cargo dock cannot be begun until the dredging is completed, he said.

"**FURTHER** delay, even by a few weeks, can give us a partially finished structure, completely vulnerable to the fall ice flows," he said.

Disheartening to taxpayers, the delay in awarding the dredging contract also "is costing many many thousands of dollars to the Military and other oil shippers, the recipient of construction materials at the very height of the short building season and the oil exploration and production companies," Groh said.

Copies of his letter to Cassidy went to Alaska's Congressional Delegation and to Col. Clare Farley, District Engineer for the Corps.

Anchorage Daily News, Thursday, May 5, 1966

Dredging Lag Hits Terminal

Start of dredging work at the Port of Anchorage has been delayed approximately one month, according to Russ Painter, assistant port director.

THE WORK was expected to begin this week. It now appears that it will not be started until about May 30.

This delay will throw the start of construction of the port's second terminal off and postpone use of the long completed petroleum dock.

Pacific Marine Construction of Seattle has the dredging contract.

PAINTER said the port first became aware of the delay at a pre-construction meeting held yesterday morning with the Corps of Engineers and the contractor.

He said Pacific Marine had experienced difficulties in obtaining necessary equipment and parts and, reportedly, would not be able to bring its dredging equipment into Anchorage until late May.

Dredging of the top-priority terminal construction site probably will not be completed until July 15, Painter said the group was told.

THIS MEANS that no dredging can be begun at the petroleum dock until after mid-July.

Petroleum products are now being unloaded across the municipal terminal. The petroleum dock has never been used although it was completed last fall.

Until dredging is completed at the petroleum dock, oil tankers cannot use the facility.

"This sure throws us a curve," Painter admitted. He said port officials are eager to get the petroleum dock into operation to relieve crowding at the dry cargo terminal.

10 Anchorage Daily Times Thursday, April 21, 1966

Port Engineer, Darell Korman, Resigns Position

Port of Anchorage Engineer Darell Korman, 33, turned in his resignation today to go to work for J. McDermott Co.

As of May 18 he will work as a project engineer on jobs involving drilling platforms and rigs in Cook Inlet.

Korman went to work for the city as a civil engineer in January 1965. He became port engineer in March 1965.

JOINT VENTURE WINS Anchorage Daily News, Tuesday, April 5, 1966

Port Extension Contract Favored By Commission

The Anchorage Port Commission will recommend to the city council that a contract to build the second port terminal be granted to the joint venture of Swalling Construction Co. of Anchorage and General Construction Co. of Seattle.

The firms' total bid was \$2,567,165.

This covers construction of the north extension of the dock, fender towers, test piles and a fender system for the petroleum terminal.

LORENS Lounsbury of the port's consulting engineering firm said completion date of the facility is 450 days after the contractor is given notice to begin work, which he estimated could be May 1.

He said he anticipated that pile driving for the new dock could begin by July 15.

The Corps of Engineers has awarded a contract for dredging in the dock area and this work could begin by the middle of May, he said.

LOUNSBURY said the Corps has given top priority to dredging in the area where the new dock will be built and that he anticipated no delay in starting construction work.

A military through-put contract, substituting a flat annual \$50,000 rate for the present per-barrel cost of handling military fuel, was approved by the commission.

The proposed new rate was drawn up by a joint military-commission committee.

THE CONTRACT is for an initial three-month period, April 1 through June 30, with an option to extend terms to the contract.

From April 1 through June 30, military proposes to pay the port \$20,000.

For the period from July 1 through September 30, the pay-

ment is \$20,000. A payment of \$8,500 is scheduled for the period from Oct. 1 through November 30, the December 1 through December 31 payment is \$400 and the payment for the period from January 1 through March 31 is \$1,100.

THE PROPOSED agreement must be approved by the council and the military before it becomes effective.

The commission heard a proposal from Odell S. Hoken and V. M. Rohrbaugh, who hope to construct a water edge restaurant on port lands.

Only tidelands available is a parcel between Union Oil Co. and Permanente Cement Co. and the commission was told.

THE RESTAURANT, which will cost \$150,000 to build, would serve both lunches and dinners, according to Hoken.

It was agreed that the restaurant should be built at the bulkhead line to assure a view and that lands inward, with the exception of a corridor to allow access to the restaurant, could be used for other purposes.

The commission agreed that it had no objection to making tidelands space available to the two if they could obtain the necessary rezoning to permit the facility to be built.

Commissioners agreed to a change in port tariffs which, it was told, now discriminate against foreign ships and oil well production equipment and supplies. Other tariff changes are being considered.

Agreed upon a contract with the military to allow the military to pay a flat yearly rate of \$50,000 for oils and lubricants which go through the Anchorage dock. The former rate was determined by the number of barrels which were brought through the port. Cost to the Alaska Command was \$47,500 last year.

The flat rate will be paid in five unequal installments, beginning with \$20,000 from April 1 to June 30. Other payments will be \$20,000 for the second installment, \$3,500, \$400 and \$1,100.

Tentatively agreed to a low free rental of a port office for use of the state in running the ferry Tustumena through Anchorage. In return, the state would pay \$150 per trip, rather than the former \$100, to help pay for increased stevedoring charges in Anchorage.

Agreed to recommend that the City Council award a \$2,567,165 contract for the north dock to the joint firms of Swalling Construction Co. of Anchorage and General Construction Co. of Seattle.

Anchorage Daily News, Thursday, May 5, 1966

Port District Talks Planned

Consideration of a borough-wide port district will be theme of a joint work session scheduled for 4:30 p.m. Thursday in the City Council Chamber.

Plans call for the Anchorage City Council, the Greater Anchorage Area Borough Assembly and the city's Port Commission to be represented at the session.

Anchorage Daily Times Tuesday, April 5, 1966

Port Board Needs Views On Harbor

Study on the funding of a small boat harbor in Anchorage has been put off by the Anchorage Port Commission until it is determined whether the people are behind it.

Taking note of the fact that no recent views had been received on the proposed facility the commission decided Monday night to hold off in the search for funds until desires of the people are made known either through letters to the commission or newspaper editors.

A feasibility study for a small boat harbor was made several years ago and other studies have been made by the District Engineers. The most recent one resulted in selection of the mouth of Ship Creek as the best location.

"No one has come to me or written to me about the need for a small boat harbor here," said Commissioner Robert Baum. "I don't know whether the people still want it or not."

Total cost of the facility is expected to run about \$1.2 million. The District Engineers, who would build the harbor, would pay for about 30 per cent of the cost, and the city's share would be about \$400,000.

In other action, the commissioners tentatively agreed to lease about 40,000 square feet of the tidelands area, between the Union Oil Co. plot and the Permanente plot, for the erection of a seafood restaurant.

The \$154,000 building is an investment of Odell S. Hoken, a long-time Anchorage dock worker, and V. M. Rohrbaugh. It would be built over the water on pilings to allow a view of the water and the ships going to and from the port.

Hoken said that if the lease were agreed upon immediately, work could begin in about six weeks.

In further action, commission-

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GOING UP TO LOOK DOWN

To get a view of the new Sea-Land crane at the Port of Anchorage from the top, Anchorage Times photographer had to go up first. She's getting a ride skyward here with job superintendent Bill Cook. Manning the camera was a fellow on a nearby beam.

Anchorage Daily News, Tuesday, April 19, 1966

City To Sue For Quake Insurance

The City of Anchorage will go to court today in an effort to collect some \$3.8 million worth of damages sustained by the Port of Anchorage during the 1964 earthquake.

Named defendants in the multi-million dollar action will be a group of insurance carriers holding coverage on the dock when the quake struck. So far, the carriers have paid the city \$8,340 on revenue loss and a \$750,000 advance on claims filed.

The suit maintains the dock was lowered 3.7 feet and that support pilings were seriously weakened from the twisting motion of the quake.