

EVERMAN controls the operation of the dredger from this cabin which commands a view of the area being

cleared.



BUSINESS END of the dredger is this cutter head. Dredged material is sucked into a pipe mouth just aft of the

(Daily Newsphotos)

Port Dredging Begins Today

By JANET ARCHIBALD
Daily News Staff Writer

A squat barge with a long nose will move into place sometime today to begin dredging work at the Port of Anchorage. Actual dredging is expected to begin this afternoon.

TIMING of the operation originally scheduled for last summer, is critical.

Construction of the port's new terminal must await dredging of the terminal site, north of present port facility.

The city's new petroleum dock, completed last fall but never used, will be opened to tankers once the dredge has cleared a way along its face. A single terminal has been doing double duty in handling both petroleum products and dry cargo but this situation has led to some interesting races for berthing space.

PACIFIC Marine Constructors of Seattle has the dredging contract. The work will be done under supervision of the Corps of Engineers.

Larry Gillis, superintendent for Pacific Marine Constructors, said material sucked up from the area to be dredged will be dumped far out in Knik where the water is deep.

Technical name of the equipment which will be used is a hydraulic cutter head suction dredger, Gillis explained. The front "ladder" which carries the cutter head and the end of the suction pipe has been extended to 82 feet in length to work efficiently in both high

and low tides. The dredging is planned to continue around the clock, the superintendent said.

AT THE STERN of the dredger are two legs to hold the equipment in place. As the area directly beneath it is cleared to about minus 35 feet, one leg will be raised and the dredger will pivot on its other leg in a 150-foot arc. As one leg after the other is raised and lowered, the dredger will "walk" forward through the water.

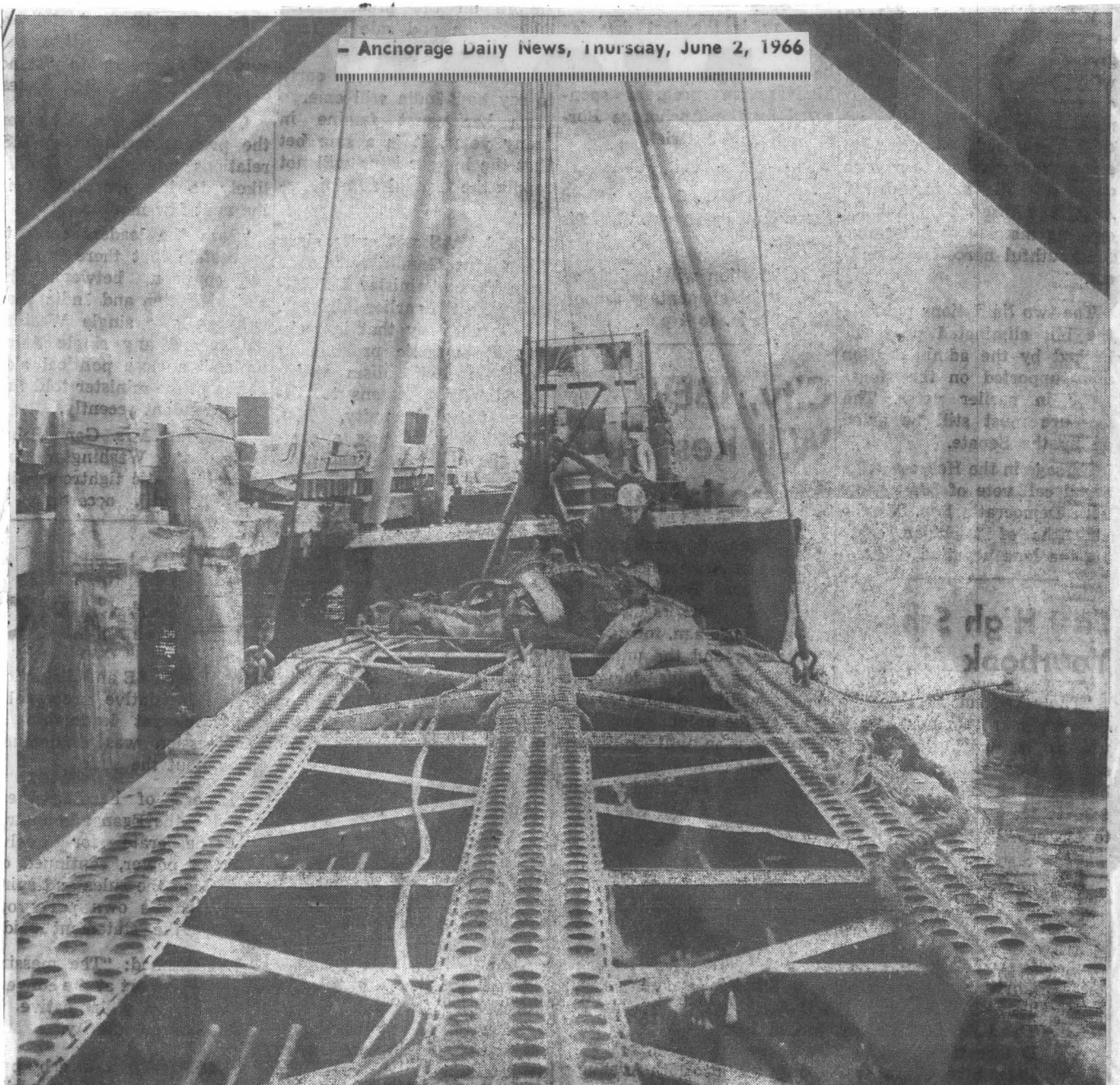
Crew of the dredger, which arrived in Anchorage from Kodiak on Friday, are readying the vessel for the dredging operation which is expected to take 140 calendar days to complete.

Although 12 men crew the dredger, its entire operation is under control of a single leverman, Gillis said.

This type of equipment can dredge up to 10,000 yards of loose and fine material in a 24-hour period, according to the superintendent. This amount would be reduced if, as is possible, the floor of the Knik Arm has been scoured and compacted.

GILLIS said he understood that the last firm to do any dredging in Knik Arm was able to move about 3,500 yards of material in an operating day.

After Pacific Marine Constructors has completed its job in Anchorage, it will move on to Cordova for a second dredging project later this year.



WORKMEN CHECK OVER cutter head and suction pipe at forward end of Pacific Marine Contractor's dredger, brought into Anchorage from Kodiak Friday to dredge the area in front of the Port of Anchorage. Work is

expected to begin this afternoon. View is looking forward from the center of the dredger along the "ladder" which carries the cutter head. Story and more pictures, page 3. (Daily Newsphoto)



AWARD FOR SUPER SAM

Penny Sue Silcock has been awarded a \$50 U.S. Savings Bond for naming the Port of Anchorage's big new container crane "Sea-Land Super Sam." Shown presenting the award is Russ Hoehn of Sea-Land Sales of Alaska. The crane, built by Pacific Coast Engineering Co. of Alameda, Calif., will be formally dedicated in ceremonies on June 10.

Alaska Port Developments

The Port of Alaska announced plans to build a 600' dry cargo terminal to cost \$2,541,629 and be completed by 1967. Construction work will be done by Swalling Construction Co. of Anchorage and General Construction Co. of Seattle.

In addition, the port announced that its petroleum terminal, to accommodate tankers that bring bulk petroleum products to the military, has been completed. This facility combined with the cargo terminal, the port said, will more than triple the original berthing space, allowing for berthing of two cargo ships and one tanker.

"Installation of a modern 27½-ton capacity van container crane is in progress, and after completion, will speed up discharge of Sea-Land Services, Inc.'s container ships by as much as 50 per cent," the port explained. It added that the port commission is conducting feasibility studies for a marine lift of approximately 1,000 tons capacity.

PACIFIC SHIPPER

MAY 23, 1966

alaska construction/may-june, 1966

Waterfront Expansion Continues in Port of Anchorage

The Port of Anchorage is expanding rapidly to keep pace with the ever-growing State of Alaska.

Sealed bids were opened April 1, 1966 for the construction of a 600' dry cargo Terminal No. 2, a much-needed facility. The low bid on this job was submitted by Swalling Construction Company of Anchorage and General Construction Company of Seattle in the amount of \$2,541,629.00.

Construction of this addition will begin shortly and after completion in 1967, with the Petroleum Terminal, the Port will more than triple the original berthing space and allow berthing of two cargo vessels and one tanker.

Dredging of the Petroleum Terminal and the new Terminal No. 2 will be undertaken by the Corps of Engineers with work on this project to begin in early May.

One of the permanent facilities added to the Port is the recently completed Petroleum Terminal. This modern addition will accommodate the many tankers that bring bulk petroleum products to the Military and the four major oil companies who now have their main storage facilities in the Port Industrial Park area. These facilities have been expanded greatly since the disastrous earthquake of 1964, which destroyed the bulk storage farms in various other Alaskan Ports.

Installation of a modern 27½ ton capacity van container crane is in progress, and after completion will speed up discharge of Sea-Land's container ships by as much as 50%.

The apparent need for boat repair facilities in the Western Alaska area has prompted the Port Commission to undertake studies and press for con-

struction of a marine lift of approximately 1000 tons capacity. Completion of such a lift in the Port area will allow local boats, especially those of the oil and fishing industry, to be repaired as needed in Anchorage rather than make a costly and time-consuming trip to Seattle.

The rapid increase of oil exploration and production activities in the Cook Inlet oil basin has also shown the need for other allied industries necessitating improvements to the Port of Anchorage Industrial Park area. Installation of utilities and fill will make land available for these industries and increase the Port's general transit storage area for the foreign and domestic trade.

Things continue to look bright for the Port of Anchorage and Port officials are confident that the expansion programs will continue to match the rapid growth of the 49th State.