



Anchorage Daily Times  
Tuesday, June 14, 1966

#### DREDGE SIGHTED IN OFF PETROLEUM DOCK

Dean Dewey, construction representative with the Corps of Engineers, crouches by a station on the city's new petroleum dock to check a new dredge location with his sextant. The Pacific Marine Constructors dredge was moved from its first location,

north of the city dock, after the contractor ran into difficulty removing bottom material. If dredging work is unsuccessful here also, other equipment may be required.

## Dredging Work Shifts To Oil Dock

Dredging work at the Port of Anchorage shifted today to the vicinity of the new petroleum dock to see what success can be had moving bottom material there.

Col. Clare Farley, commanding officer for the Corps of Engineers, reported that Pacific Marine Construction of Seattle

"did not have much success moving material" north of the city dock, where work was started.

"We'll see what luck they have working in the vicinity of the POL dock," he said. The contractor's complaints that bottom conditions in the \$405,925 job are harder than bid

information indicated "are being looked into to ascertain the facts," Farley said.

The commanding officer said he did not know "the capabilities of equipment Pacific Marine may have or be acquiring. If their equipment can't move the bottom, they will have to try to get some equipment that can move it."

Construction of the city's \$2.4 million north dock cannot begin until dredging is completed in that area.

The new petroleum dock also cannot be used by tankers until dredging in front of it is completed. Tankers presently discharge cargo at a berthing space along the city dock.



Anchorage Daily News, Saturday, June 11, 1966

GIANT VAN CRANE, dedicated yesterday afternoon at the Port of Anchorage, dwarfs officials who gathered beneath it to take part in the ceremony. The crane, which has been named Sea Land Super Sam, was purchased

with city bond funds which will be repaid by the shipping firm. The crane will remain the property of the city.

(Daily Newsphoto)

Anchorage Daily News, Tuesday, June 21, 1966

## Port Facility Job Stalled By Dredging

The Anchorage Port Commission will seek a meeting today with the Corps of Engineers in an attempt to fend off costly delay in building the port's second terminal.

Difficulties in dredging the site for the north dock extension may cause the project to be postponed for one construction season, the commission was told last night.

Underwater debris and the hard-packed floor of Cook Inlet have slowed the Corps' contracted dredging operation to a crawl.

RUSS PAINTER, assistant port director, told the commission that the Corps is considering bringing in a larger dredge but that it would not be available until the first of August.

June 15 was given the contractor as the date he could begin setting piling for the new dock. The area must be dredged before the piling can be placed.

"There is no hope of that now," Painter said.

A. C. Swalling, representing the construction firm that won the dock contract, reminded the commission that the firm's great concern had been that the dredging would be completed by July 15 as scheduled.

HE SAID the joint firm of Swalling-General "would never have bid the job if we had any idea the dredging would not be done."

"We're very concerned — we've moved people up here — made commitments," he added.

He said equipment for doing the initial dock work has been obtained but that it must be returned this fall. He said, he is uncertain whether or not his firm could obtain this equipment for the next construction season.

NOTING THAT the City of Anchorage has contributed \$20,000 toward the dredging, Commissioner William Besser argued for an immediate meeting with Corps.

"We should be able to have till have time to learn from our mistakes."

"We must neither repeat nor compound the errors of the past."

"If we can learn in time, we can avoid other Viet Nams — and even find in Viet Nam itself an honorable solution which will put the people of that unhappy country in control of their own destinies — and without a wider war — and with a short one."

Anchorage Daily News, Saturday, June 4, 1966

## Japanese Ship Due At Port

The Japanese cargo vessel "Shinsei Maru" is due in Anchorage Tuesday, one of five vessels which will visit the port during the coming week, according to the Port of Anchorage berthing schedule.

The K. Line North Star ship carries general cargo.

Sea-Land's "Seattle" arrives tomorrow and the firm's "Anchorage" is due in port next Saturday.

The state ferry "Tustumena" will pay her regular weekly visit on Friday. The Union Oil tanker "Santa Maria" is due in port tomorrow.

Anchorage Daily News, Tuesday, June 7, 1966

## PORT SAYS

## Alaska Aggregate Must Obtain Permit

Alaska Aggregate Corp. must obtain an encroachment permit from the City of Anchorage if it is to continue construction on city tidelands adjacent to its operation.

THE Anchorage Port Commission last night directed that the permit and a building permit must be sought before the firm could continue construction of a 130-foot extension to the existing Alago Dock.

Two other firms — Cook Inlet Tug and Barge and Permanent Cement — also are in trespass on city tidelands, according to a letter to the commission from the City Attorney Karl Walter.

The commission set a two-year period for the life of the permit which can be renewed at the end of that time.

COST FOR using the tidelands covered by the permit was set at three cents per square foot per year.

The commission will ask that the city attorney file suit against Sea-Land for damages, set at more than \$20,000, which Sea-Land vessels reportedly have inflicted on the dock.

The commission was told that Ocean Dock Road will be paved this coming weekend.

It approved a revision in the city's port tariff which will require that all vessels must use sufficient tugs to berth or remove them from the dock safely. Until now, the tug requirement applied only to tankers using the port.

W. R. Gracie Co. was approved as contractor for dieselizing four level luffing gantry cranes at the port at a cost of \$81,170, with the requirement that a written opinion be obtained from the city attorney that the applicant low bidder's bid was not responsive with aluminum.

Anchorage Daily Times Wednesday, June 22, 1966

## Dredging Problems Still To Be Solved

An "engineering review" session with the acting city manager, assistant port director and the port's consulting engineer was set for 1:30 p.m. today to attempt to find a solution to the dredging and construction problem at the Port of Anchorage.

Acting City Manager Karl Walter Jr. said the meeting would help the city administration "get the specifics in mind" and prepare for a possible City Council work session on Thursday.

Walter met with the assistant port director, Russell Painter, and a representative of the Army Corps of Engineers Tuesday to discuss details of the problem.

Walter said the Corps indicated it was unlikely the dredging at the port would be completed by a July 15 deadline, although all attempts are being made to get it done.

Pacific Marine Construction, bid holders for the dredging work, have until Sept. 15 to complete this and other jobs in the area, but Swalling-General, contractors for the pile-driving for the north dock, was given July 15 as the date it could begin work. Swalling cannot begin until the dredging in the dock area has been completed.

Present possible solutions include the \$5,000 per day rental of a "clam" dredge from Swalling-General, or the possibility that another dredge can be obtained from the Manson-Osberg Co. in Homer.

Painter, acting port director in the absence of A. E. Harped, said failure to complete the petroleum facility so far has not caused any major tie-ups at the port.

"But we can't say that it won't in the future," Painter said. The petroleum dock, which also needs dredging before it can be used, was expected to be ready for use in mid-July. If the dredging is not completed, all ships will continue to berth at the city dock.

MARINE DIGEST  
June 18, 1966

## Huge New Crane Installed At Port

ANCHORAGE — Ceremonies were held at the Port of Anchorage June 10, marking startup of one of the world's largest gantry cranes which will speed loading and unloading of custom-built container ships operated by Sea-Land Service Inc. in its Alaska service.

The specially-built, high-speed crane was designed and constructed by Pacific Coast Engineering Co., Alameda, Calif. The 400-ton structure was shipped in sections by barge from Alameda to Anchorage, where it was erected by Bigge Drayage Co., San Leandro, Calif.

Leased by the Port of Anchorage to Sea-Land, the huge crane is used for simultaneous loading and unloading of 35 and 40-foot highway trailers weighing 27½ tons each at a rate of up to 40 vans per hour. Previous facilities had a maximum rate of 14 vans per hour. Use of the crane eliminates shipboard cranes and permits stowing trailers three deep on deck, boosting the capacity of Sea-Land's trailerships.

ANCHORAGE, ALASKA, TUESDAY, JUNE 21, 1966

## Emergency Talks Slated To Solve Port Dredging

The possibility that construction of the port's new north dock will have to wait another season because of dredging troubles prompted the Anchorage Port Commission to seek an emergency meeting today with the Corps of Engineers.

The session was called in the wake of fears that Pacific Marine Constructors, contractor for dredging work for the new

dock and its related petroleum unloading facility, may not be able to complete the work by the July 15 deadline.

Confirmation of delay problems bore out an Anchorage Times report of more than a week ago that the project was threatened.

The joint firm of Swalling-General, which is to drive the pilings for the new dock, can-

not begin work until the dredging is completed. Much of the company's equipment has already been shipped to Anchorage in anticipation of the dredging completion.

The Corps of Engineers, which let the contract for the dredging, earlier said another dredge may have to be shipped to Anchorage to handle the job, but would not arrive until Aug. 1.

"We could not possibly finish our job if we had to wait until August to begin," said A. C. Swalling, representing the construction company, at the Port Commission meeting Monday night. "The risk of losing the entire dock is too great."

"Our greatest concern when we bid for the job was the completion of the dredging," he added. "If we had known what would happen, we wouldn't have bid it."

"We are looking to July 15 with a great deal of apprehension," Swalling continued. "We don't know the answer, but we will offer any assistance we can."

Swalling said that the risk which his firm uses to drive the piles is already committed for next season, and must be returned this fall.

Pacific Marine began dredging work at the port June 2, under a \$406,000 contract. After working at the new dock area for about two weeks, and gaining very little ground, work was transferred to the petroleum dock. Exceptionally hard ground and excessive debris also halted work there.

The petroleum dock, which already partially completed, cannot be used until dredging is completed in front of it.

Swalling indicated at Monday's meeting that his firm has a "clam" which may be able to handle enough dredging to enable Swalling-General to begin work. The clam would be used on a \$5,000 per day rental basis.

"In the event that the clam is successful," Swalling said, "we still may miss the July 15 deadline and our regular work completion would still be in jeopardy."

Russ Painter, assistant port director, said that Pacific Marine apparently has no deadlines for specific jobs it was authorized to undertake. It has until Sept. 15 to complete a number of jobs, but it was generally expected that the port dredging would be finished by July 15.

The Port Commission unanimously agreed to attempt to set up a meeting with a representative of the Corps of Engineers for today. Swalling also was invited to attend.

MAY, 1966

MUNICIPAL BULLETIN

## Transfer of Port Control To Borough Considered

Possibility of transfer of control and financing of the Port of Anchorage to the Borough was under study this month by the Port Commission, the City Council and the Borough Assembly.

First action in the series of events came when the Port Commission began considering plans for future development — which include a Port Industrial Park, a small boat repair and supply facility and a long-range Waterfront Development Plan, designed for a 20-year project of waterfront improvements.

Port Commissioners came to the conclusion that the Port was of direct benefit to a far larger segment of community economy than just the City of Anchorage. Why not, the Commissioners asked themselves, recognize this fact by asking expansion of Port sponsorship formally to include the whole Borough? They decided to ask both the City Council and the Borough Assembly this question.

Next development, taken at mid-month, was referral of the over-all question of the effect of such a transfer on Borough financing and debt structure to a special Assembly group. This development came as a result of a discussion between Port Commission members, Borough Chairman John Asplund and members of the Borough Assembly. Pointing out that the Port actually served all persons in the Borough by making present and future business opportunities available through a broad spectrum of the business community at large, Port Commission Chairman Wallace Martens and Chamber of Commerce Port Committee Chairman George Jackson told the Assembly that they felt such a development for the Port's future was both inevitable and urgent.

"The Port is more important than sewers, paving and other things," Jackson said. "We have proven they will come."

Later developments included possible creation of a Port Industrial area development to house a Centennial Salute to Industry, with public displays, sports events, industrial awards and a free public "moose barbecue" under Centennial sponsorship.