

# Port Dredging Curtailed; Contractors Head South

All dredging work at the Port of Anchorage was discontinued today as Pacific Marine Constructors, contractors for the job, pulled up their equipment and headed for Cordova.

Pacific Marine is under a contract which includes not only dredging work at the Port, but also calls for the dredging of a four-mile navigational channel eight miles southwest of Cordova in Orca Inlet.

District Engineer Col. Clare Farley said today that Pacific Marine was having extreme difficulty with the dredging "and it seemed fruitless to sit there and produce so little."

"The contractor announced that he planned to go to Cordova and complete his schedule there," said Farley, "and I acknowledged his plans. The dredging has been discontinued."

Acting City Manager Karl Walter Jr. said today a meeting will be held in the city council chambers at the Z. J. Loussac Library today at 1:15 p.m. in an effort to resolve the problem of getting the port area dredged.

The Port Commission, representatives from the Corps of Engineers, the city manager and other involved parties are expected to attend.

City voters approved a \$3.2 million bond issue in October for construction of the North Dock. July 1, 1967 was set as the target date for completion.

Pacific Marine Constructors won the low bid of nearly \$406,000 for the dredging work at the port, and an additional sum of \$287,667 for the Cordova dredging.

The petroleum facility, which is complete except for the addition of tender pilings, cannot be used until dredging work is completed in front of it. Lack of

dredging in the North dock area also delays construction there. "A possible solution would be to bring the Manson-Osberg dredge in Homer up here to complete the job," said Walter. "If everything goes smoothly and the difficulties are resolved, it might be able to do enough completed."

Anchorage Daily Times Thursday, June 30, 1966

## Port Meeting Slated Here

Twenty-five officers, directors and commissioners of the Pacific Coast Association of Port Authorities will convene in Anchorage the first week in July for its annual board meeting.

The members of the association, from California, Oregon, Washington, Hawaii and British Columbia, will meet July 8 in the City Council chambers at the Z. J. Loussac Library.

Although the meeting will last only one day, a number of fishing and sightseeing tours have been arranged for members of the party.

"The business session will cover items of interest to all the ports on the Pacific coast," said Russell Painter, acting port director. "Foreign shipping trade and other items of general interest will be discussed."

The delegates will be given a complete tour of the Port of Anchorage, which is a member of the association, and social events are still in the planning stage, according to Painter.

Dr. Joseph Carrabino, an international consultant in management systems engineering concepts, will accompany the group and will be the featured speaker at a Chamber of Commerce luncheon meeting July 11.

## Pathfinder

## Due Here For Survey

The U.S. Coast Guard and Geodetic Survey ship Pathfinder is expected in Anchorage the middle of next week to survey the main approach channel between Fire Island and Point Woronzof.

A. E. HARNED, Anchorage port director, had requested the survey to determine if boulders dropped from melting ice during break-up had caused shoal areas in the channel.

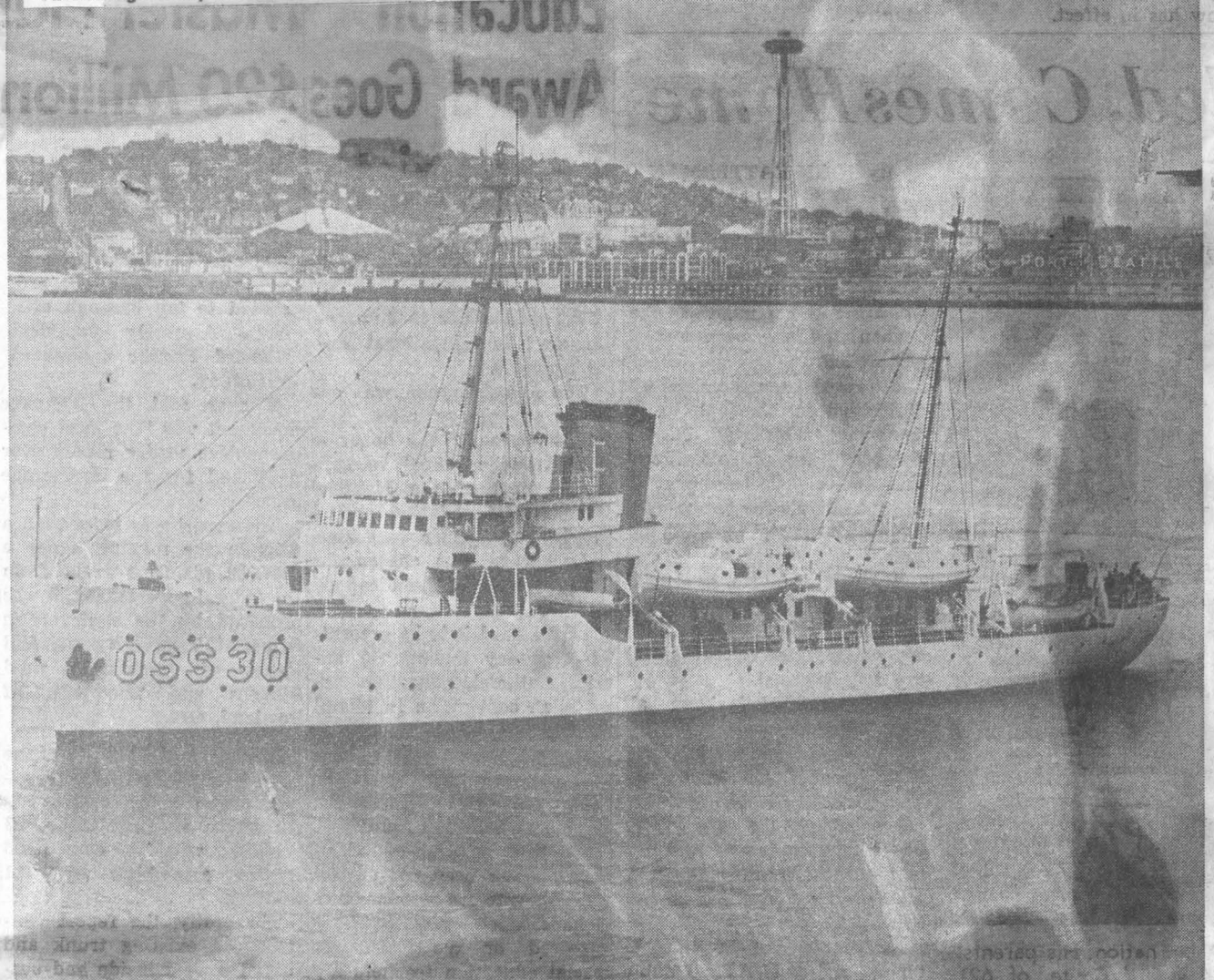
The 229-foot survey vessel, now under the command of Cmdr. Gerald L. Short, first came to Anchorage from the Hawaiian Islands immediately after the 1964 earthquake to investigate major shipping channels for earthquake-caused dangers to navigation.

Since that time, the vessel has begun extensive operations in Cook Inlet revising nautical charts, surveying previously uncharted waters, making current and oceanographic observations and checking triangulation stations ashore for movement since 1964.

PRIMARY working area for the Pathfinder and her 90 officers and men will be lower Cook Inlet in Kamishak and Kachemsk Bays.

The vessel's commander served for two years as Coast and Geodetic Survey Alaska field director in Anchorage prior to taking over his present assignment.

Anchorage Daily News, Saturday, June 25, 1966



Due in ANCHORAGE soon is the U.S. Coast and Geodetic Survey Ship Pathfinder. The survey vessel, whose home port is Seattle, has spent five to six months a year in Cook Inlet since the earthquake but has called at the Port of Anchorage only once before.

Anchorage Daily News, Friday, June 24, 1966

## City Faces Heavy Charge on Port Work

The City of Anchorage could face a half million dollar charge if the contractor for the Port of Anchorage's north dock extension is unable to begin work this year as originally scheduled.

A. C. Swalling, representing Swalling-General, yesterday

told city officials and members of the Corps of Engineers his costs this year would hit \$498,000 even if he is unable to begin work on the project.

Swalling-General has the contract to build the north dock extension. Construction (Continued on Page 2)

(Continued from Page 1) HE SAID the situation could be "critical" if the project is begun any later than mid-July.

Acting City Manager Karl Walter, who was present at yesterday's meeting, said he believed the city would be liable for the charge even though no work at all was done on the dock this year.

Construction work on the dock could begin August 1 if permission is obtained for switching dredges about in Homer, Seward and Anchorage, Walter said after yesterday's meeting.

THE GAME of musical chairs would see the Manson-Osberg dredge now working at Homer relocated at Anchorage. The Pacific Marine Constructors' dredger, which began the work at the Port of Anchorage, could be sent to Seward to do work originally scheduled for Manson-Osberg's larger equipment.

If the Pacific Marine equipment, which has departed for Orca Inlet where a dredging job is scheduled as part of the firm's contract with the Corps, does the Seward job it will take longer to do the work than would the heavier equipment originally assigned to Seward.

Present at yesterday's meeting were Col. Clare Farley, district engineer for the Corps, other Corps representatives, members of the Anchorage Port Commission, and port staff, Joe Keenan of the State Division of Lands, Mayor Elmer Rasmussen, City Councilmen Clifford Groh, Ron Bettig, David Green, C. A. Hostetler and Richard Albers in addition to Walter.

Anchorage Daily News, Friday, June 24, 1966

## Union Dispute Halts Unloading Of Vessel Here

By JANET ARCHIBALD  
Daily News Staff Writer

The National Labor Relations Board has scheduled a hearing in Anchorage early in July in an attempt to determine which of two unions should operate the city's huge Sea-Land Super Sam crane.

Both the International Union of Operating Engineers and the Anchorage Longshore Union apparently claim the crane operation is within their jurisdiction.

Longshoremen walked off the job at 7 a.m. yesterday as unloading was about to begin on Sea-Land's "Anchorage" which had arrived at the Port of Anchorage at 4 a.m.

Sea-Land contracts with Albin Stevedoring Co. to unload its vessels in Anchorage. The NLRB hearing was requested by Albin which has contracts with both the operating engineers and the longshoremen.

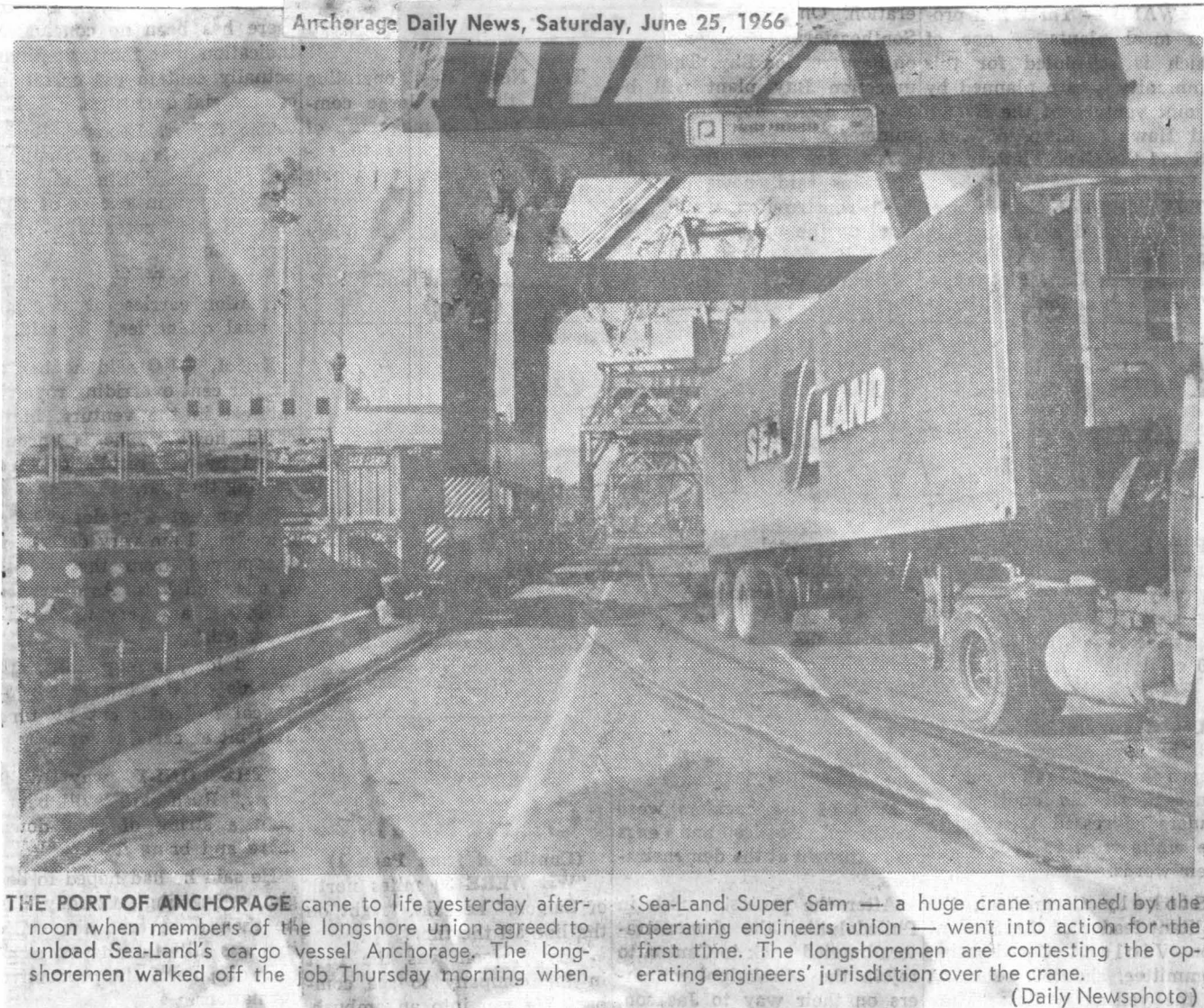
THE ANCHORAGE was originally scheduled to leave the port at 6 p.m. today on its return trip to Seattle. However, no unloading had been done by late last evening.

A spokesman for Sea-Land admitted late yesterday that the Anchorage was not "being worked."

He said the vessel's cargo included perishables and mail. "I hope they get this thing worked out," he concluded.

In past, the operating engineers have handled the crane work and the longshoremen have been responsible for the cargo work.

ALLAN STEEL, Albin manager, said last night that he had met with representatives of both unions in an attempt to resolve their differences temporarily so that the Anchorage could be unloaded. Steel said Albin has handled the stevedoring for Sea-Land since the firm first came into Anchorage.



THE PORT OF ANCHORAGE came to life yesterday afternoon when members of the longshore union agreed to unload Sea-Land's cargo vessel Anchorage. The longshoremen walked off the job Thursday morning when

Sea-Land Super Sam — a huge crane manned by the operating engineers union — went into action for the first time. The longshoremen are contesting the operating engineers' jurisdiction over the crane. (Daily Newsphoto)

## Port Tiff Ends, Workers Unload Ship Using Smaller Cranes

Sea-Land's cargo vessel "Anchorage" is being unloaded at the Port of Anchorage. The work is expected to be completed in time to permit the ship to depart at midnight.

Longshoremen had refused to unload the vessel because of a disagreement with the Albin Stevedoring Company,

said work of unloading the vessel began shortly after 3 p.m. yesterday. Albin Stevedoring contracts with Sea-Land to handle the shipping firm's vessels in Anchorage.

The Anchorage arrived in port at 4 a.m. Thursday and work of unloading the vessel was to begin at 7 a.m. that day.

The National Labor Relations Board has scheduled a hearing in Anchorage on the dispute between the two unions July 6.

Russ Painter, assistant port director, said the ship arrival schedule into the port is being revised to prevent any crowding of vessels in the harbor.

Due in port today before the work halt disrupted the ship arrival schedule were the tankers "Texaco California" and the Military Sea Transport Service's "Schuykill" and the "Horace Irvine" with military equipment aboard. Standard Oil's tanker "Hillyer Brown" was due Sunday, with Sea-Land's "Seattle" scheduled to arrive Tuesday.

Anchorage Daily Times Friday, June 24, 1966

## Work At Port Halts Despite Court Order

The Anchorage Longshore Union, affiliated with the United Industrial Workers of North America, apparently has failed to comply with a federal temporary restraining order by refusing to return to work at the port today.

The Sea-Land cargo ship "Anchorage" is resting at the city dock today loaded with 8,000 gallons of fresh milk, 46,500 cubic feet of refrigerated food products and two containers of U.S. mail for Anchorage and the Kenai Peninsula.

The port dispute involves the claim by the Longshore Union that its members should operate the new Sea-Land Super Sam crane at the dock rather than the regular operators, the International Union of Operating Engineers.

The Albin Stevedoring Co., which is under contract with Sea-Land and which works directly with both unions, charged to the National Labor Relations Board that the Longshore Union "threatened to take whatever action necessary in order to cause Albin to award certain work to them rather than the Operating Engineers."

The temporary restraining order states that the Longshore Union threatened to force Albin to assign the crane work to the longshoremen rather than the engineers, and that the Longshore Union should refrain from picketing and from engaging in a refusal to work as an inducement to Albin Stevedoring Co.

An order to show cause also was handed to the longshoremen Thursday night. They were told to appear in federal court Tuesday at 2 p.m.

The restraining order further states that since May 26 the Longshoremen have demanded that Albin assign the crane work to them. Albin has refused to accede to the demand.

The Longshoremen appeared at the dock for about a half hour Thursday morning, but refused to work. They did not show up for work today.

An affidavit from Sea-Land states that if a work stoppage of 48 hours occurs, the result is equivalent to the loss of about one complete voyage, or an estimated loss of revenue "in excess of \$300,000."

A spokesman for the Operating Engineers said today that his union "has no dispute with Albin, Sea-Land or anyone else."

"We have an agreement with Albin, certified with the NLRB to operate the crane," he added. "We're ready to go to work at any time."

The NLRB has arranged to conduct a hearing the first week in July in an attempt to work out details of port crane operations.