

DOCKING EXPERIMENT SUCCESSFUL

Capt. Ellis Folmar of the tanker Hillyer Brown stands on the new petroleum dock after a successful berthing there with the use of a dividing barge. The Hillyer Brown is the first tanker to make use of the dock, completed except for dredging immediately in front of the piles. The use of this dock will help relieve the congestion at the city dock.

Lack Of Port Dredging Doesn't Halt Unloading

Lack of proper dredging in the berthing area at the new petroleum dock apparently isn't going to keep tankers from unloading their petroleum supplies here, thanks to an idea from the port staff and an experiment by Standard Oil.

The Standard Oil tanker Hillyer Brown Wednesday was the first ship to berth at the new dock. The berthing enabled the tanker to unload despite crowded conditions at the city dock.

Acting Port Director Russell Painter said that the solution was the placement of a breasting barge between the dock and the ship to keep the tanker in deeper water. Difficulties with the hardness of the earth in front of the dock has prevented the contracted dredge from deepening the water on schedule.

Painter said the idea "worked perfectly."

"The ship came into the dock at three-quarter tide," he said, "and after unloading it can leave at low tide if necessary."

"The Hillyer Brown came in very smoothly and with no problems at all," he added. "Now we'll ask that other tankers attempt the same thing."

The barge, owned by Cook Inlet Tug and Barge, is about 34 feet wide, according to Painter. It gives the tanker just enough extra space to remain in deeper water.

The Hillyer Brown also was the first tanker to dock at the temporary dock before construction began on the permanent dock.

Capt. Ellis Folmar was the pilot of the ship then, and now, with another first, is serving as captain. He was made captain about three weeks ago.

"We should be all finished unloading by noon Thursday," Folmar said, apparently pleased with the success of the idea.

Folmar said the ship was carrying diesel fuel, military jet fuel and turbine fuel.

Meanwhile, negotiations are continuing with the city, Corps of Engineers, Manson - Osberg Co. and the city of Seward in hopes of getting another barge

into Cook Inlet in time for pile driving and other construction on the north dock.

Pacific Marine Construction, contractor for the dredging at the petroleum dock and the north dock areas, was unable to scratch the surface with its dredge.

It was determined that a dredge owned by the Manson - Osberg Co., presently working at the Homer Spit, was the only dredge now in Alaska capable of doing the work.

The Manson - Osberg dredge was due for work in Seward following the Homer job, and

Seward apparently needs gravel from the dredging of its small boat harbor, there, for projects in the area. It was counting on the gravel for late summer and early fall.

"We have a stockpile of dredging materials which can be used now," said Seward City Manager Fred Waltz. "If this material can be moved to our needed locations at no extra cost to Seward, we are willing to lease the Manson - Osberg dredge to Anchorage."

"The Seward City Council and the people are more than willing to help its sister city as much as possible," he added.

The joint firm of Swalling-General Construction is ready to begin driving piles for the north dock as soon as dredging is done. If the dredging is not begun soon, however, the company will lose entire construction season on the work.

Firms Deny Port Claim

Insurance companies named as defendants in a City of Anchorage suit to recover \$3.8 million in additional earthquake damages at the Port of Anchorage replied to the complaint in U.S. District Court here today.

Lawyer George Hayes, attorney for the firms, requested dismissal of the complaint and asked recovery of court costs, attorney fees and other relief.

"Because the city failed to file a detailed, sworn proof of loss with the head office of the company within four months after the loss was determined," Hayes, in his reply to the complaint, contended failure to meet that provision bars the right of the city to recover damages, if they existed.

He added that the city's insurance policy was not high enough to cover the full value of the port and that any damages, if allowed, should be prorated to 67.728 per cent of the total damages.

The insurance companies already have paid \$750,000 in dock damages to the city.

Port Studies Cannery Plan

A request to build a \$400,000 cannery near the Port of Anchorage is slated to come before the Anchorage Port Commission tonight.

Sam Rubenstein, of Whitney and Co., the new owner of the Emard Cannery, has requested on port property near the trestle which will lead off the north dock, according to Russ Painter, acting port director.

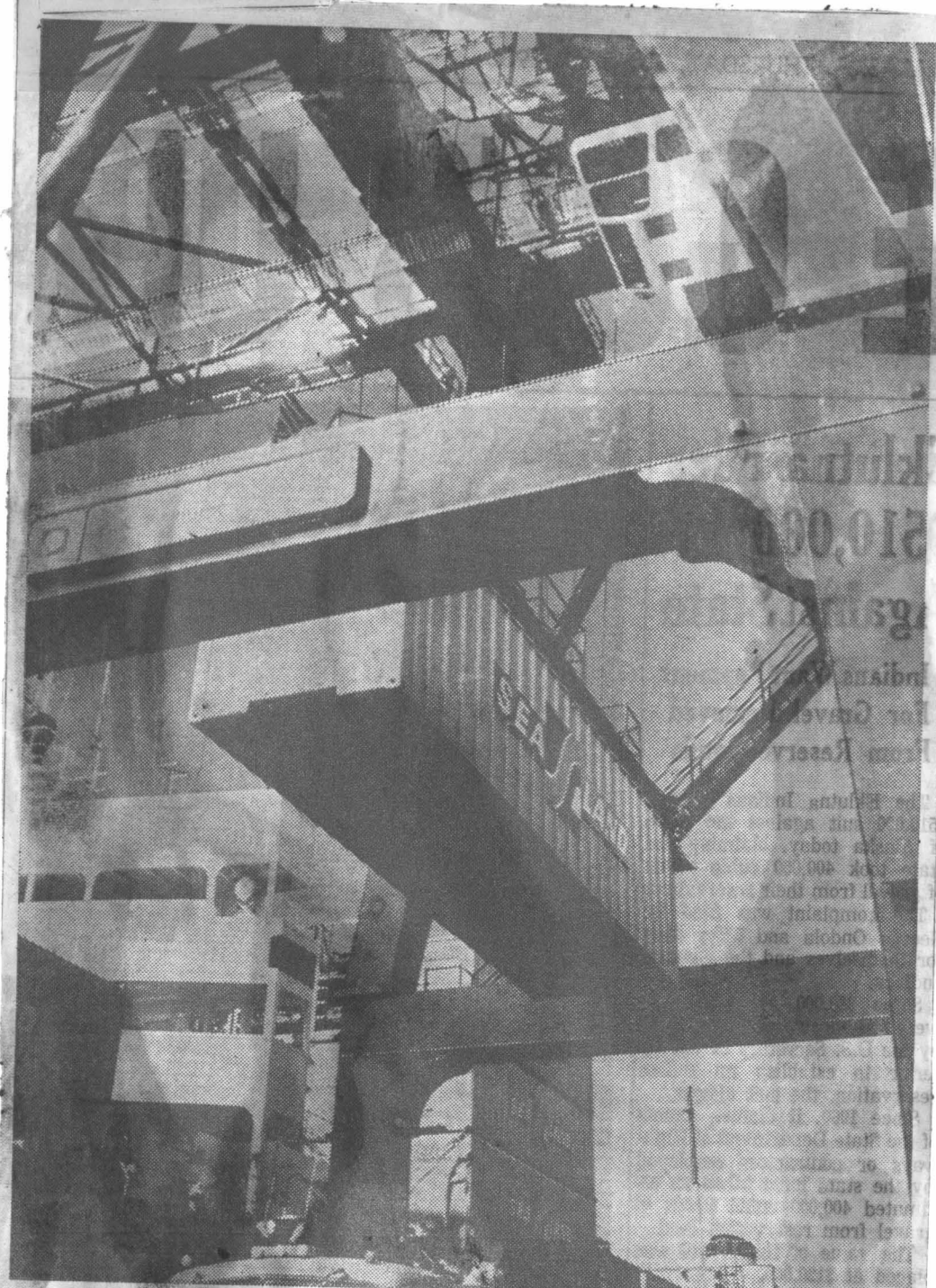
Plans call for a 60 by 250 foot, two-story building to be put in at an estimated cost of \$400,000, Painter said.

The new plant location would allow around-the-clock delivery of fish, he said. At the present Emard plant deliveries can be made only with the tides.

Rubenstein plans to build the new plant in 1967 and have it in operation in 1968, Painter said.

The acting port director said equipment from the present Emard plant would be used in the new one.

Also before the Port Commission when it meets at 7:30 p.m. in the City Council Chambers is a report on dredging problems.



SUPER SAM ON THE JOB

The huge new Sea-Land Super Sam crane was put into use for the first time Wednesday when the Sea-Land vessel "Seattle" was unloaded at the city dock. The crane, ready for action for several weeks, has been sitting idle because of union difficulties. The crane is expected to speed unloading and reloading of the Sea-Land ships by a considerable amount.

City Advised To File Suit On Dock Bill

Acting City Manager Karl Walter Jr. has recommended that the city take to court its \$3.9 million insurance claim for damages to the Port of Anchorage dock during the March 1964 earthquake.

Insurance carriers have claimed that the dock was not properly insured at the time of the quake, he told the City Council Tuesday.

"Their position is that the dock had a value of \$13 million which depreciated to about \$11 million. They claim their only liability is \$50,000," Walter said.

The insurance carriers, he reported, also claim the dock was improperly designed and constructed for an earthquake zone.

The city challenged the figures provided by the carriers, but they didn't make any money offer to settle, "although our attorneys felt they were talking about \$500,000," Walter said.

He recommended that the insurance claim be continued as a court action. "If the court finds the insurance clause must be enforced, we'll have arbitration" on the amount of the claim, he said.

The council delayed for at least two weeks setting an election date for \$1.5 million in general obligation bonds for a five-year capital improvement program for the parks and recreation department.

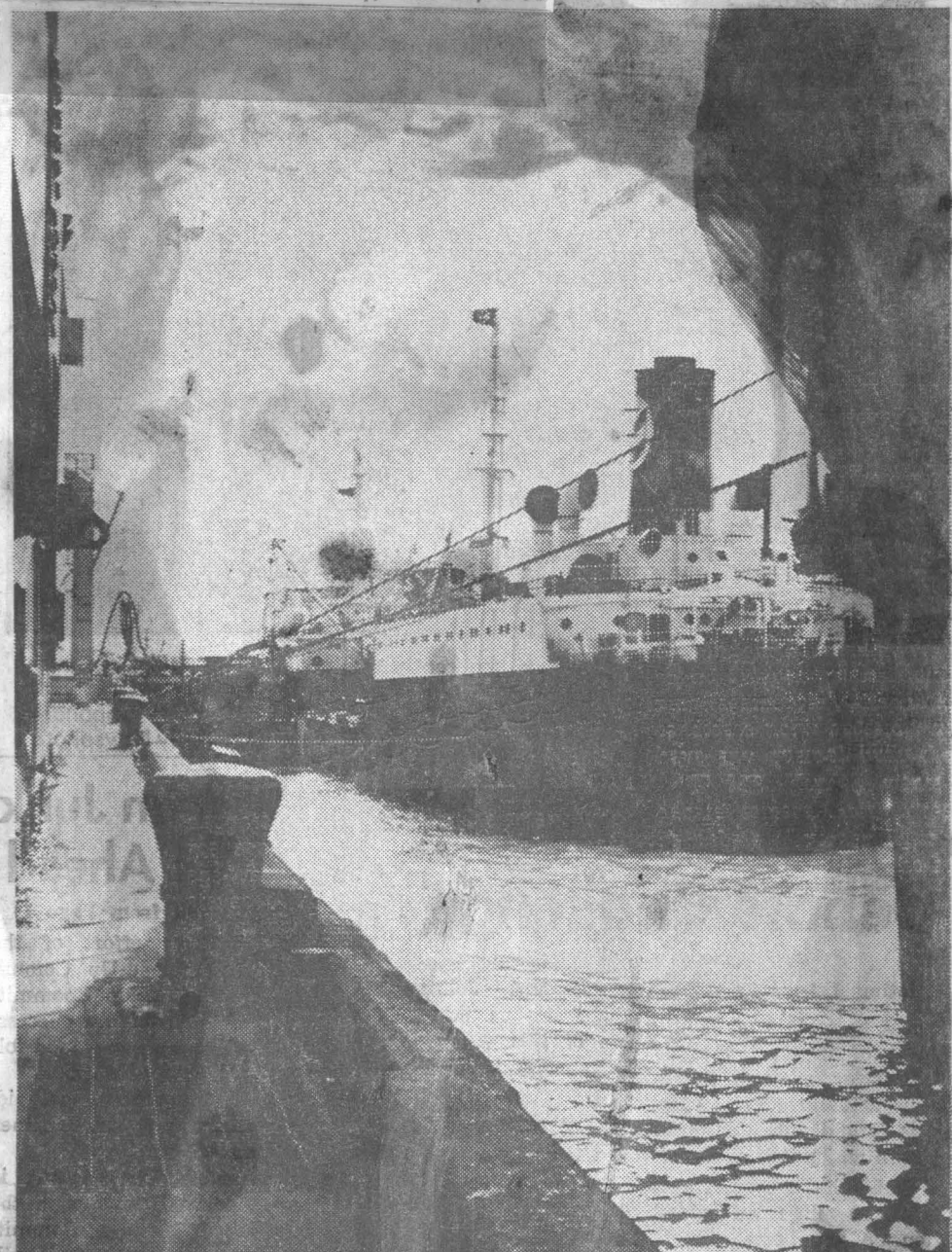
Councilman Ron Rettig asked that setting of the Oct. 4 election date be delayed, pending certain developments on the national financial scene.

The other councilmen overrode his request, which was supported by councilman David Green and Joe Yesenski.

In the final vote on the election date, Rettig then jockeyed his "no" vote to a "yes" one, then gave notice of reconsideration... delaying action two weeks.

The council also authorized negotiation of a \$510,000 electric utility revenue bond anticipation note with Alaska State Bank at 5 per cent interest.

—Learned that 73 persons who had protested by petition construction of low rent housing in the Mont Vista Subdivision withdrew their protest when they learned the Alaska State Housing Authority did not intend to construct low rent housing in that area.



HELD AWAY FROM the city's petroleum dock by a barge, the Standard Oil Tanker "Hillyer Brown" unloads her cargo. Although the petroleum dock was completed last year, it has been unused

to now because necessary dredging at the face of the dock has not been completed. The bow of the Sea-Land cargo vessel Seattle, unloading at the port terminal, is visible to the right of the Hillyer Brown. (Daily Newsphoto)

TANKERS RETURN

Standard Oil Tanker First to Use New Port Petroleum Facility

Standard Oil's tanker "Hillyer Brown" is unloading at the Port of Anchorage's petroleum dock today, first tanker to make use of the new facility.

The Hillyer Brown tied up at the dock at 1 p.m. yesterday, was eased into her berth by two tugs. The barge holds the action since its completion be-

cause of delays in dredging along the face to permit tankers to pull alongside.

The dredging has not yet been done.

A BREASTING barge was placed between the face of the dock and the tanker which was eased into her berth by two tugs. The barge holds the action since its completion be-

Use of the barge was proposed to Standard Oil officials by Russ Painter, assistant port director. They decided to try it after measuring depths of

the water off the dock face.

The Hillyer Brown is expected to be in port for about 24 hours.

BECAUSE the petroleum dock was out of operation, tankers have been unloaded at the port terminal dock. However, the berthing schedule was thrown off when disagreement between two unions held up the unloading of Sea-Land's "Anchorage" for more than a day last week.

The disagreement — over which union should operate Sea-Land Super Sam, a giant crane — will go to a National Labor Relations Board hearing next Wednesday.

Meantime, the Sea-Land vessel "Seattle", which arrived in the port at 11 a.m. yesterday, is being unloaded using Super Sam.

PORT OFFICIALS OPEN BOARD MEETING HERE

The Pacific Coast Association of Port Authorities today opened an executive board meeting at Anchorage's Loussac Library.

The session, which almost was cancelled due to the airlines strike, was headed by R. J. Rickett, Portland, Ore., who is president of the association, and former Anchorage port director Henry Roloff, executive vice president.

Attending the meeting today were: J. M. Hayden, Seattle; L. H. Ruehle, San Diego; K. L. Hansen, Portland; T. B. Asmundsen, Bellingham; Capt. B. D. Johnson and Otto Neth, Vancouver; Dr. Fujio Matsuda, Hawaii; D. P. O'Brien and J. Bryce Blake, Port Alberni; R. H. Wohleb, Olympia; Emmett Kilpatrick, Oakland; T. P. Guerin, Portland; E. W. Clocksin and J. A. Early, Grays Harbor; R. A. Berg, Seattle; Bert Vanderwilt, Everett; Rae Watts, San Francisco; W. A. Harrington, Long Beach, and Dr. Joseph Carrabino, Los Angeles.

The group planned sightseeing and typical tourist fishing trips for the weekend after official business was conducted. A cocktail party for the group was scheduled tonight, at the Anchorage - Westward Hotel, according to Russ Painter of the Port of Anchorage.



DREDGING WORK AT the Port of Anchorage's north dock extension site gets under way as boulders to mark the dredging field are put into place. The Anchorage City Council has approved a \$175,000 change order that

will allow Swalling-General, the firm which will build the new dock, to excavate the area. The dredged material will be carried out into deep water on barges and dumped. (Daily Newsphoto)