



PORT OFFICIALS, meeting yesterday in Anchorage, wound up their day's activities at a party at the Anchorage-Westward Hotel sponsored by local civic and transportation leaders. The executive board meeting of the Pacific Coast Association of Port Authorities drew port men from as far away as San Diego and Hawaii. Here R. J. Rickett of Portland, Ore., president of the association, chats at last night's affair with Henry Roloff, association executive vice president. Roloff formerly was director of the Port of Anchorage. (Daily News photo)

Council Seeks Port Work Speed-Up

The Anchorage City Council has instructed Karl Walter, acting city manager, to seek an agreement that could see the Port of Anchorage's north extension site ready for construction by mid-August.

Earlier efforts to dredge the site came to a standstill last month when unexpected difficulties were encountered. Port commissioners and councilmen, meeting in a work session yesterday, discussed excavating rather than dredging the terminal site.

The underwater area must be cleared before piling for the new terminal can be driven.

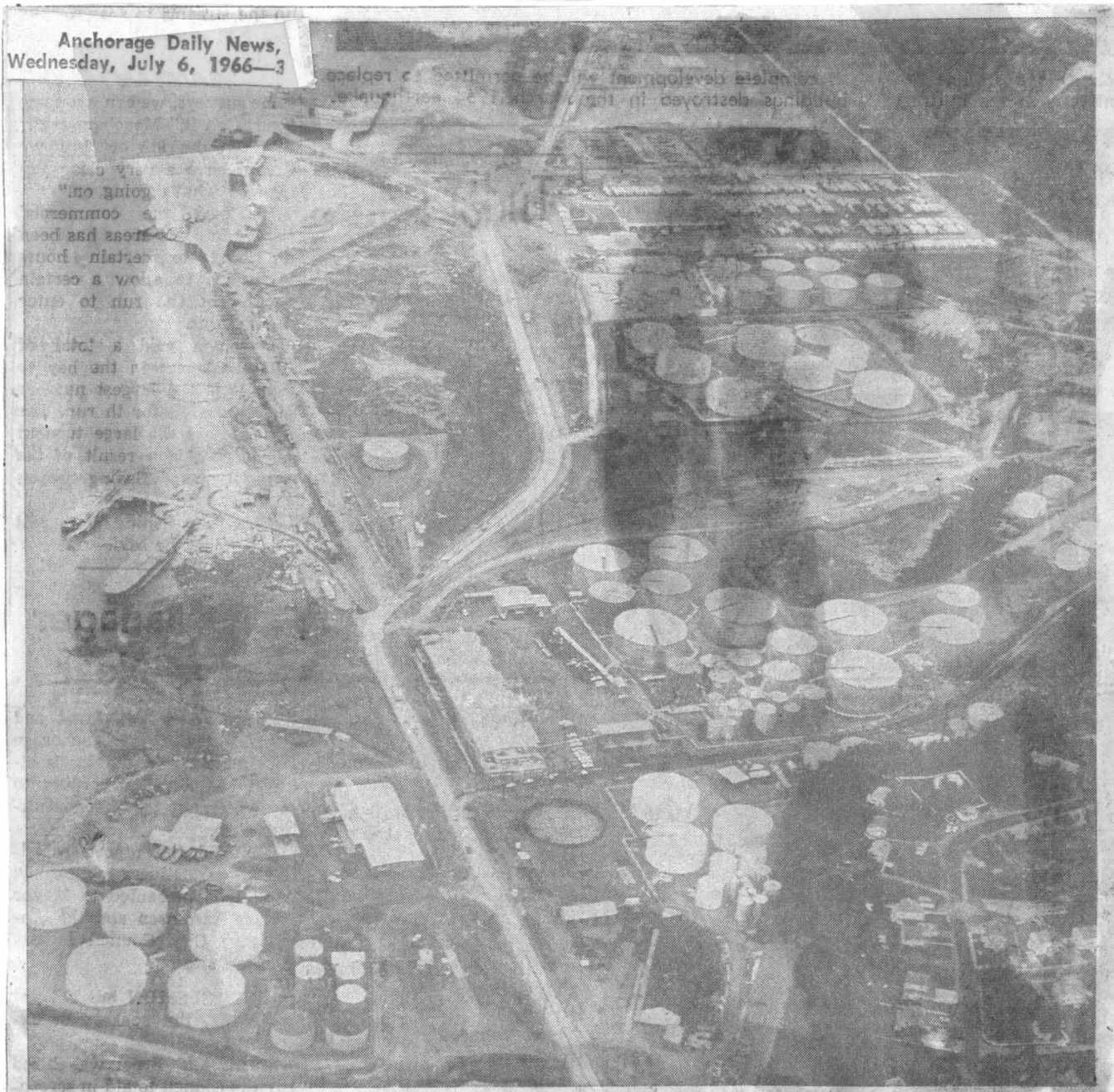
SWALLING-GENERAL, which holds the terminal construction contract, has been experimentally excavating with the use of a three-yard clamshell for the past several days.

The council was told that the use of a larger piece of equipment probably would see the area cleared sufficiently in about five weeks so that piles could be set.

Estimated cost of the excavating is about \$200,000.

Although no formal action can be taken in a work session, the council tentatively agreed that Walter should attempt to negotiate a change order with Swalling-General for sufficient excavating to be done so that construction of the dock could get under way this season.

Anchorage Daily News, Wednesday, July 6, 1966—3



FROM THE AIR, the Anchorage industrial park and port area shows dramatic changes — new storage tanks, newly paved road and increased facilities. For more

aerial views of a changing city photographed by Daily News photographer Joe Rychetnik, see page two. (Daily News photo)

Anchorage Daily News, Wednesday, July 13, 1966—3

Firms Contest City Insurance Claim

Thirteen underwriters, all of whom shared policies on the Port of Anchorage terminal facilities prior to the 1964 earthquake, have denied the city's claim for an additional \$3.8 million in damages.

THE CITY of Anchorage and its trustee, the First National Bank of Seattle, filed suit in April against Lloyd Underwriters and 12 other insurance companies in an effort to recover the money.

In an answer to that complaint, filed yesterday in U.S. District Court, the underwriters denied legitimacy of the claim, contending, in effect, that the city had undervalued the dock and in so doing had become liable as co-insurers for a larger percentage of the total loss sustained.

Under conditions of the policies the underwriters claim to be liable for no amount greater than 80 per cent of the actual cash value, less depreciation, of the dock facilities as they stood at the time of the quake.

A TOTAL of \$750,000 was paid following partial proof of loss submitted by the city in May, 1964.

The underwriters claim, additionally, that the plaintiffs failed to comply with "all provisions and conditions" of the policies and further, had failed to state a cause of action against any of the defendants either individually or jointly.

Contacted late yesterday, acting City Manager Karl Walter said that the "city, naturally, rejects these contentions, and that's why we are in court."

The case, he said, revolves primarily around a determination of the dock's actual value at the time of the quake.

That is a determination the jury will have to make, he said.

Anchorage Daily News, Wednesday, July 13, 1966

City Approves Dredging In North Dock Project

The Anchorage City Council has approved a \$175,000 change order that would allow Swalling-General Contractor to dredge the area where the firm will build the Port of Anchorage's north dock extension.

WORK IS scheduled to begin today.

Initially, a three-yard clamshell will be used to clear the underwater area so that piling

may be driven for the new dock.

The city will pay the cost of expressing a five-yard clam shovel from Portland to Anchorage. Arrival of the five-yard clam, expected by the middle of next week, will allow the dredging to be done more rapidly.

In a memorandum to the city council, Acting City Manager Karl Walter said there appears to be no feasible alternative to contracting with Swalling-General for the work.

WHEN THE contract for constructing the dock was awarded to Swalling-General, it was anticipated that the dredging would be sufficiently completed by July 15 to permit the dock construction to begin at that time.

The Corps of Engineers, which was in charge of the dredging project, has cancelled its contract with Pacific Marine and is negotiating with other companies for completion of the work, Walter said.

THE CONTRACT was cancelled when it appeared Pacific Marine would not be able to do the work.

If another dredging firm can be secured, the city will cancel its change order with Swalling-General and the firm will immediately begin construction of the dock.

The council was told there is the possibility that the city can recover possibly as much as \$120,000 of its dredging costs from the Corps.

Anchorage Daily Times Tuesday, July 19, 1966

Dredging Job At Port Ready

The Army Corps of Engineers has completed negotiations with the Manson-Osberg Co. for a \$500,000 contract to complete dredging in the Anchorage Port area.

District Engineer Col. Clare Farley said today the contract has been formed and will be in effect when the papers are mailed and signed.

"Manson-Osberg has indicated the dredging will begin on or about Aug. 20," Farley said.

Meanwhile, the joint firm of Swalling-General, which holds the contract for construction of the new north dock, has been working under an agreement with the city to dredge the areas in the immediate dock area with a clam shell crane. The City Council authorized a \$175,000 change order for the emergency work.

Farley said Manson-Osberg has agreed to assume all of the work originally assigned to Pacific Marine Constructors except for the dredging of the Orca Inlet area off Cordova.

TO MAKE IT USABLE — Anchorage Daily News, Tuesday, July 12, 1966

Port Officials Study Barge Facility for Petroleum Dock

Port of Anchorage officials will investigate the possibility of obtaining a barge so that the port's petroleum dock can be put into operation.

THE BARGE would hold tankers away from the face of the dock and in deep water. The dock has not been considered useable because its face has not been dredged.

Such a method was used recently in unloading a Standard Oil tanker and the operation was repeated last night, the commission was told.

Estimated cost of providing the barge is about \$4,500 per month.

Navy Cmd. William Llewellyn, representing the Military Sea Transport Service, told the commission he felt that agency would be willing to use such a facility if a safe berth could be assured.

HE POINTED out, however, that more information on the berth proposed would have to be made available to MSTSS and that the final determination as to whether or not the facility would be used was not his to make.

Russ Painter, assistant port director, said soundings of the water along the petroleum dock have been obtained from the Corps of Engineers and that a written proposal is being prepared for MSTSS.

He added that other petroleum shippers appeared agreeable to using the facility. Use of the petroleum dock would be necessary only when another vessel was unloading at the terminal.

OTHER commission business included:

A report that Swalling-General would begin excavation of the north terminal site Wednesday morning and that

an attempt would be made to obtain larger equipment from Portland, Ore.

Denial of a request from Sam Rubinstein, owner of Whitney and Co., that a fish cannery facility be permitted at the port.

Called for clarification of not requested.

the city attorney's ruling that tideland occupancy use permits will be issued to persons encroaching on city-claimed tidelands who desire them but would not be issued in cases where the city's claim was disputed and the permit was

Port Of Anchorage Construction Due

ANCHORAGE — Sealed bids were opened April 1, for the construction of a 600-foot dry cargo Terminal No. 2, a much needed facility. The low bid on this job was submitted by Swalling Construction Co. of Anchorage and General Construction Co. of Seattle in the amount of \$2,541,629.

Construction will begin shortly and after completion in 1967 with the Petroleum Terminal, the port will have more than tripled the original berthing space and allow berthing of two cargo vessels and one tanker.

Dredging

Dredging of the Petroleum Terminal and the new terminal No. 2 will be undertaken by the Corps of Engineers.

One of the permanent facilities added to the port is the recently completed Petroleum Terminal. This modern addition will accommodate the many tankers that now 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 earthquake of 1964, which destroyed the bulk storage farms in various other Alaskan ports.

Container Crane Installation

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

The apparent need for boat repair facilities in the Western Alaska area has prompted the port commission to undertake studies and press for construction of a marine lift of approximately 1,000 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 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.

MARINE DIGEST

May 14, 1966

PACIFIC SHIPPER JULY 18, 1966

NEWS REVIEW

Sea-Land's Anchorage Pact

Sea-Land Service, Inc., and the City of Anchorage, Alaska, proposed to modify their basic agreement to provide for installation and preferential use of a 27-1/2 ton container crane by the carrier. The pact, already providing for the lease and preferential use of berth space and transit shed at Anchorage, was filed with the Federal Maritime Commission for approval under Section 15 of the 1916 Shipping Act.

The modification calls on Sea-Land, in using the crane, to pay Anchorage an annual fee of nine per cent of the crane cost. Title to the crane will be vested with Anchorage, which retains the option to use it, while not unreasonably interfering with Sea-Land's operations.

2—Anchorage Daily News, Friday, July 29, 1966

Port Dredging Speeded

Swalling-General has put its large clamshell into operation on its dredging job at the Port of Anchorage.

A spokesman for the firm said last night that work on dredging the site of the north dock extension is going "real good."

A five-yard clamshell was trucked to Anchorage from Portland for the work. It went into the water late Wednesday, replacing smaller equipment that had been in use.

DREDGING work is going on from 3 a.m. to 11 p.m. daily, according to the Swalling-General representative.

The firm has the contract to build the north dock extension.

When the dredging contractor who originally was awarded the contract for the work at the port was unable to perform, the City of Anchorage signed an agreement with Swalling-General for the dredging.