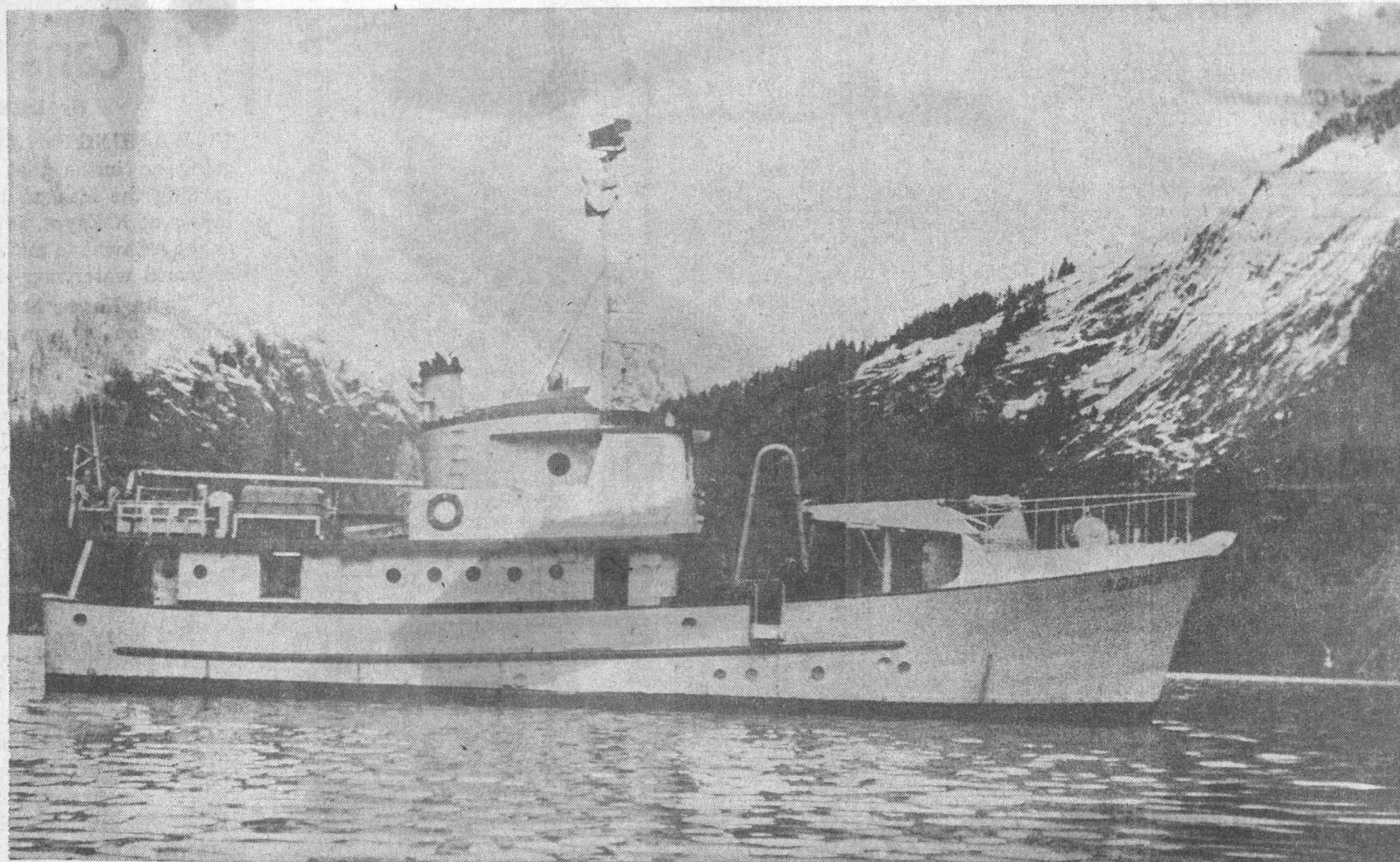


# R/V Acona to Hold Open House Programs in Alaska



THE R/V ACONA, oceanographic vessel operated by the University of Alaska's Institute of Marine Science, is shown "on station" off Ford's Terror in Endicott Arm, south of Juneau. The ship has scheduled open house programs June 13 in Anchorage, June 20 in Seward and July 2 in Kodiak.

A closeup look at the science of oceanology and at an oceanographic research vessel will be afforded residents of southcentral Alaska over the next three weeks.

THREE OPEN HOUSE programs have been scheduled for this period aboard the R/V (Research Vessel) Acona, operated by the Institute of Marine Science of the University of Alaska.

The ship will visit Anchorage, Seward and Kodiak during an expedition in the Cook Inlet, the Gulf of Alaska and the waters surrounding Kodiak Island.

The open house programs will be held in Anchorage June 13, in Seward June 20 and in Kodiak July 2. Hours at each port will be 1 to 5 p.m. and 7 to 9 p.m.

SCIENTISTS with the institute and crew members will guide visitors through the Acona and explain the ship's specialized oceanographic equipment.

Each visitor will receive a brochure describing the ship and the Institute of Marine Science.

The Acona was commissioned in 1961 and at the time was the first vessel built solely for oceanographic research in the United States in more than 30 years.

The ship was acquired from Oregon State University by the Institute in September of

1964. Since then it has made more than three dozen research expeditions for the University of Alaska.

EIGHTY-FEET LONG, the ship has quarters for 15 scientists and crew members and is equipped with laboratories in which samples of sea water and marine life can be analyzed.

Professors Frederick Wright and Don Rosenberg of the Institute will be in charge of the forthcoming research cruises. Also aboard will be the director of the Institute, Dr. Donald W. Hood, Captain of the vessel is A. H. Clough. Home port for the Acona is Juneau.

## Port Insurance Claim Is Moved To Fairbanks

Anchorage's claim against 11 insurance companies to recover \$4.7 million in additional earthquake damages at the Port of Anchorage is slated to go before U.S. District Court in Fairbanks Oct. 2, City Attorney Karl Walter Jr., said today.

The claim was considered briefly April 24 by U.S. District Judge James von der Heydt, who ruled that the case should be continued so the court could receive further briefings.

First filed in 1965, the suit asks full policy value to be paid to the city by Lloyd's of London and 10 other insurance companies.

The claim is being made on the basis that damage to the dock by the 1964 earthquake and the cost to restore it to a pre-quake condition are such that it would require at least the face value of the policy to do so, city officials have indicated.

## Secret Vote Retains Chair For Martens

By BOB MILLER  
Times Staff Writer

With the aid of two other commissioners, Wallace E. Martens took solid control of the Port Commission for two more years last month in a secret election held after the commission had asked the press and public to leave. One commissioner was absent and another abstained from voting because he felt the action was improper.

Martens' successful move to retain the chairmanship came at a crucial time because of the pending resignation of Commissioner Virgil Deane who has retired from Standard Oil Co. and plans to leave the state.

Had the election been delayed it is possible Martens would have lost the chairman's post because Deane's successor is expected to align himself with Mayor Elmer Rasmuson's two other appointees — William O'Neill and Bob Logan, both of whom have opposed Martens in the past. The new appointee probably would have left Martens and Commissioner Robert Baum in the minority on the five-man board.

Results of the election were not publicized following the meeting, but the official minutes reveal that the action came immediately after Martens asked everybody to leave so the commission could hold an executive session to consider the hiring of an assistant port director. The minutes were obtained this week from city hall.

Today, City Manager Ben Marsh said he had hired Erwin Davis as assistant port director on the recommendation of Port Director Russ Painter. He indicated the Port Commission had nothing to do with the naming of Davis.

Commissioner William O'Neill, protesting that the election should be held at an open meeting, abstained from voting, according to the minutes. Commissioner Logan was not present.

Deane resigned his post seven days after the April 17 meeting. Mayor Elmer Rasmuson said today he had received the letter of resignation, dated April 24, and it probably will be accepted at tonight's council meeting.

At the meeting, following a discussion of the ice damage on the city dock's north extension, Martens said the port director had requested an executive session to discuss the assistant port director's position. The minutes show that "the press and staff left the meeting" at that time. Martens indicated the commission could go back into regular session "if anything comes up."

According to the minutes, however, the commissioners immediately launched a discussion of the chairmanship at the suggestion of Martens. Deane pointed out that the City Code does not specify the term of the chairman, but he suggested that perhaps a two-year term should be established.

O'Neill stated that he felt all commissioners should be present before the matter was voted upon and Mr. Logan was absent, the minutes show. "He requested the subject be held over until a full commission was present. The chairman remarked that if he were to

(Continued on Page 2)

(Continued from Page 1)

stay in the chair he would like a vote of confidence."

Baum then moved that a policy be established, to be followed by future commissioners, that an election of officers be held every two years and that the present chairmanship be effective until 1969.

O'Neill objected on the grounds that the commission was in executive session and he felt all five members should be present to vote.

He went on to say that the press had been "led to believe the commission was going into executive session and had left the meeting," according to the minutes. He said he felt the press should be present.

According to the minutes, his objections were not discussed and Martens called for a vote. Baum, Deane and Martens voted in favor with O'Neill abstaining.

The same trio went on to elect Martens chairman and Baum vice chairman. O'Neill abstained on all three votes.

Apparently because of O'Neill's objections, Martens then asked for a vote on whether the commissioners felt they were in executive or regular session. The trio stuck together saying it was a regular session. O'Neill said it was an executive session.

O'Neill today termed the minutes "substantially correct." He said the tape recorder had been turned off after the press left, as is customary during executive sessions, but a port secretary took shorthand notes during the election.

Mayor Rasmuson, who hasn't always seen eye-to-eye with Martens on port matters, said today it was not quite clear to him whether the action had been during a regular or executive session. He stressed, however, that he dislikes executive sessions and believes they should be held only to discuss personnel matters, never to elect officers of a city commission.

When Martens was first asked about the meeting, he defended the action saying "it wasn't going to make any difference" because the commission could have discussed the personnel matter in a secret session and then gone back into a regular meeting.

When reminded that the minutes show it didn't happen that way, Martens admitted that his conduct of the meeting may have been in error.

"This is in error... it shouldn't have happened this way," he admitted. "We probably should have gone into executive session first and then reconvened for a regular session."

"There was nothing to hide," he said, "that was not the intent."

Martens was first appointed to the commission in 1962 and he became chairman in 1964 after a series of resignations left him as the only member of the commission.

## Western Boat Wants Switch To City Dock

Request To Face Council Tuesday At Regular Meet

By BOB MILLER  
Times Staff Writer

Western Boat Operators Inc., with a fleet of 13 vessels that serve the oil industry in Cook Inlet, has decided to switch its headquarters from Anderson's Dock to the Port of Anchorage. The firm has asked permission to rent office and warehouse space for a year at the port for \$500 per month, a request that almost certainly will be approved by the City Council Tuesday night. Members of the Port Commission and City Manager Ben Marsh have recommended approval.

Russ Painter, director of the port, said approximately 2,000 square feet of warehouse space and additional office space was left surplus to the port when the state ferry cancelled its service to Anchorage.

The port advertised the space for rent, he said, and Western Boat Operators Inc. was the only firm that responded. Painter said today the port has since had inquiries from other firms interested in office space at the port but there is no more space available.

In addition to the rent, which will total \$6,200 a year, Painter said the port will "benefit through dock and crane revenues paid by the lessee for use of such services."

M. L. Shores, vice president of Western Boat Operators Inc., said the firm wants to shift its offices to the port because "we are cramped in our present quarters." He added that the firm anticipates growth and possibly the addition of more vessels.

At present, the firm operates six cargo vessels (all with ice breaking capabilities), six crew boats and a tug in Cook Inlet. In addition to the Port of Anchorage, the boats also operate from the Rig Tenders Inc., dock and Arness Terminal at Kenai.

Shores wouldn't comment on the possibility that some of the Kenai operations eventually might be switched to the Port of Anchorage, but he indicated the port might be in a position to serve future companies that have not yet started Cook Inlet operations.

Shores said he anticipated that other companies will soon be moving into the Cook Inlet area to establish a base of operations. The Port of Anchorage, he said, is in a good position to get some of the business.

Possible oil work in upper Cook Inlet will be another factor that must be considered, he said.

Western Boat Operators Inc. is a wholly-owned subsidiary of Tidex Inc., an international firm that operates vessels on all U.S. coasts and 15 foreign countries. The local office was established here five years ago, Shores said.

## CITY COUNCIL

Anchorage Daily News, Wednesday, May 10, 1967

## Marsh Promises Dock Damage Data Report

By CAMERON EDMONDSON  
Daily News Staff Writer

Progress is being made toward providing data for some kind of conclusive meeting on the city dock problem next week, Manager Bernard Marsh told the City Council last night.

IN RESPONSE to a question from Mayor Elmer Rasmuson, Marsh assured the council that Barnett Silverston, president of TAMS, has been contacted of his letter to TAMS which and agreed to deliver the propounded the question, and

asked for an answer next week. The memorandum, submitted to the councilmen last night, covered a number of other points brought up by councilmen at a meeting last September on the subject of the damaged dock situation.

The city attorney has settled upon Paul Cressman of Seattle as the most desirable attorney for a special counsel on the problem. Marsh said attorney Karl Walters is presently in Seattle making arrangements.

After meeting with the port staff, Marsh ordered William Potter to make a complete photographic record of a badly damaged 140-foot section under construction.

MARSH ALSO arranged for re-design plans of LSK to be turned over to the contractor, Swalling-General, with a request for change order cost estimates to be submitted at the May 16 meeting. These figures are necessary preliminary to a meeting of all parties with their insurance companies.

The city manager also reported Corps of Engineers agreement to complete a program of soundings in the dock construction area to determine if sloughing or re-silting has occurred. The contractor complains this has either happened or the dredging work done last summer was not properly completed.

Finally, Marsh reported, two avenues of approach to obtaining federal financial aid were checked.

## Council Sets Dock Meet

Anchorage city councilmen will meet tonight in the City Council Chamber with a group of citizens who are protesting the council's action in regard to the north dock extension at the Port of Anchorage.

THE CITY administration is arranging a tour of the dock facility for tonight for petitioners who wish to view the 140-foot dock construction that the city has agreed to demolish.

The uncompleted construction was badly damaged by ice this past winter.

Demolition is expected to begin Thursday morning.

PETITIONERS, calling for a public hearing on the dock extension were presented to the council Tuesday.

Petitioners claimed that recent action by the council in employing a firm to redesign the dock and authorizing the contractor to demolish work already done is "unwise and wasteful" and could possibly represent an illegal expenditure of public funds.

They also urge that the council seek advice on the dock problem from persons who do not have a financial interest in its decision.

## Foes Of Dock Under Attack

Councilman Joe Josephson today criticized a self-appointed citizens committee for accusing the City Council of "precipitous" action in deciding to demolish the ice-damaged extension to the city dock.

Josephson also said in a letter to Jerry Wade, attorney for the committee, that he would be unable to attend tonight's work session because of a prior commitment to attend the organizational meeting of a fair housing committee.

The councilman pointed out that the council acted slowly in taking steps against the dock's designers, "preferring to give the engineers every opportunity to make redesign proposals."

Members of the ad hoc committee presented petitions to the council Tuesday night requesting a meeting and public hearing on the dock matter. The council will meet with members of the committee tonight at 7:30 p.m.

Members of the committee have severely criticized the council's action in dismissing Lounsbury, Sleavin and Kelly, designers of the dock, and hiring another engineering firm, Tippetts, Abbott, McCarthy and Stratton.

The committee also feels that the new design should incorporate the use of prestressed concrete piles and panels since the city has some on hand. The new engineering firm has indicated it will scrap the idea of concrete piles in favor of steel piles.