

Alaska Port Association Is Proposed

Creation of an association of Alaska ports has been proposed by the Anchorage Port Commission.

PURPOSE of the association, as visualized by the commissioners, would be to present a united front of all Alaska support communities toward their common problems. The commission requested Port Director Russ Painter to contact other communities with dock facilities to determine if they would be interested in joining in such an association.

The possibility of a statewide pilots' association and an organization of water-oriented businesses in the port area also were discussed.

IT WAS pointed out that one problem to which a waterfront association could direct its attention is a study of dredging requirements along the length of the waterfront.

A comparison of tonnage and revenue figures for the first seven months of this year to the same period for 1966 showed that revenues are \$10,504 less for 1967 than for the previous year.

While Sea Land's tonnage was up 3.6 per cent, revenues from this source had dropped 6.8 per cent, according to the figures.

PETROLEUM products for both government and private use, crossing the port dock were up almost a third but overall revenues from this were up only 4.4 per cent.

A special tariff agreement for military petroleum products, which will be in effect until the end of next March, is largely responsible for this, the commission was told.

Dawson and Company representatives briefed the commission on port insurance programs and Painter outlined several possibilities for disposing of materials originally purchased for the north dock extension.

Painter told the group that the new design for the north dock would not make use of the pre-stressed panels the city now owns. The possibility of using these panels and dock pilings in highway construction has been proposed to the State Highway Department and an answer is expected from this department shortly.

Port Group Recommends Seattle Firm

The Anchorage Port Commission last night recommended that the city administration employ the Seattle firm of Tippetts-Abbett-McCarthy-Stratton (TAMS) as consulting engineers for the Port of Anchorage.

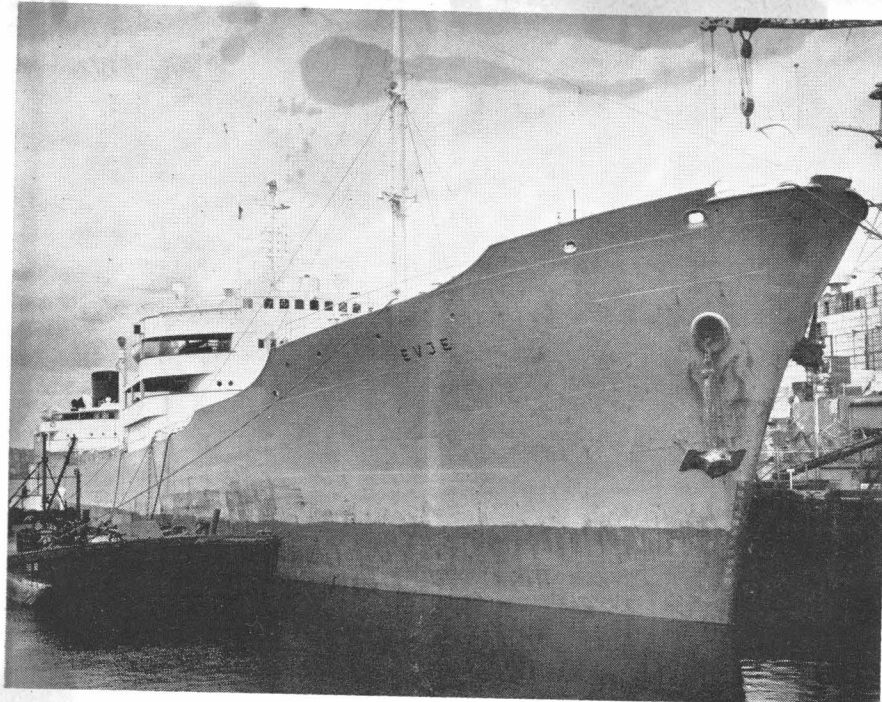
THE CITY COUNCIL is scheduled to consider the proposal at its meeting tonight, and also get a look at the first phase of the port's Terminal No. 2.

The commission endorsed the Seattle designers by a unanimous vote despite a memo against the action by one member.

Wallace E. Martens, who was not at the meeting, told the commission in the note: "This type of work should be done by local engineers at a far less cost to the city."

COMMISSIONER B. J. (Bob) Logan said he questioned the use of a local firm again after ice damage this spring to a terminal extension which was designed by Lounsbury-Sleavin-Kelly of Anchorage.

TAMS has redesigned the extension of Terminal No. 2 into three construction phases totalling \$3 million.



Lockheed Lands Big Bottom Repair Job

SEATTLE — Lockheed Shipbuilding & Construction Co. picked themselves off a nice plum recently in nationwide bidding for bottom repairs on the Norwegian tanker Eyje. The yard is doing a \$300,000 bottom repair job on the vessel as a result of her grounding in Alaskan waters several weeks ago. Lockheed first had her in for survey and when bids were opened they came home with the bacon. More than 50 plates are being replaced in the ship and she'll not complete repairs until July 5, according to Ernie Ufer in the estimating department. Williams Diamond & Co. is acting as agent for the vessel which is owned by E. B. Aaby's Rederi A/S, Oslo. The vessel is 581 feet long and of 18,200 dwt. She has a 72.4 foot beam and was built in 1953 at the Deutsche Werft yard in Germany. She is diesel powered. Photo courtesy Joe Williamson.

Anchorage Daily Times 13
Wednesday, July 19, 1967



ICE-DAMAGED DOCK COMES DOWN

Huge steel brace piles that once held up the ice-damaged extension to the city dock at the Port of Anchorage have been cut off at the mud line and taken to an area in the port's industrial park. Larry Hudson, a workman for Aspetis Construction Co., is shown looking over some of the twisted piles. Demolition of the controversial structure is

expected to be completed Saturday. Some pieces of the broken concrete piles, which are being pulled out, are being used for rip-rap along an outfall storm sewer drain being built for the city by Aspetis, which is hauling the chunks to the sewer site, according to Russ Painter, port director.

Dock Demolition Sets Fast Pace

By BOB MILLER
Times Staff Writer
Demolition of the damaged north extension to the city dock at the Port of Anchorage is proceeding ahead of schedule and should be completed by Saturday, Russ Painter, port director, said.

encountered little difficulty in pulling out the concrete piles, Painter said. About 35 have been pulled so far and the job will be complete after nine more have been extracted. The steel brace piles have been cut off at the mud line, Painter said. Demolition, which began,

June 12, was estimated to take about 56 days but if it is finished Saturday it will have been done in 34 days. Examination of the extracted concrete pilings has shown that most of them were badly cracked beneath the mud and water line, Painter said. He indicated the damage is more severe

than earlier investigations had revealed. Bill Potter, port engineer, plans to conduct an inspection tour of the damaged stockpile sometime next week, the director said. Those on the tour probably will include Mayor Elmer Rasmuson, city councilman and other city officials. Costs of the total operation also have been lower than expected because of the ease in pulling out the piles, Painter indicated.

Current estimates are that the demolition will cost between \$130,000 and \$140,000, Painter said. The city's agreement with Swalling-General set a ceiling of \$225,000 on total demolition costs.

Tonight, at the special City Council meeting, councilmen will consider an administration recommendation that Swalling-General's contract be closed out as soon as the demolition is completed.

Anchorage Daily Times
Thursday, Sept. 14, 1967

Council Ends Claim Battle

The longstanding claim by Anchorage against 11 insurance companies to recover \$4.7 million in additional earthquake damages at the Port of Anchorage came to an end this week with the city settling for a total of \$2,175,000.

First filed in 1965, the suit asked full policy value to be paid to the city so it could restore port facilities to their pre-quake condition. It was filed after the companies paid only \$750,000.

This week, the City Council authorized the settlement of the litigation for another \$1,425,000 bringing the total payment to nearly \$2.2 million.

Bob Braum, acting chairman of the Port Commission, said the money will be used to repair the port's fender system on the city dock and make other repairs. Some of the money will go into the port's reserve fund, he told the council.

Suddenly We're Host To Two Navies...

By ROY E. BLACKWOOD
Daily News Staff Writer

With her flags snapping in a brisk breeze and her band playing "Anchors Aweigh," the Japanese vessel Teruzuki was the first of four Japanese destroyers to dock at the Port of Anchorage yesterday afternoon.

THE 2,350-TON destroyer is the flagship for Admiral Hoshino, group commander of the vessels.

With the three other destroyers, the Shikunami, 1,700 tons, and the Yudachi and Murasame, both 1,800 tons, the Teruzuki is engaged in an extended training cruise to the United States.

The four ships were docked with a minimum of confusion. The Japanese sailors seemed to know just what they were supposed to do.

ANCHORAGE is the first stop on the cruise, which is intended to train 150 newly commissioned Japanese ensigns. From here the ships will go to San Diego, through the Panama Canal, and with stops along the east coast, to New York. They will then retrace their path back to Japan.

Rear Adm. Donald M. White, commandant of the 17th Naval District, said:

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The sailors knew their jobs.

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al District, is host to the Japanese. His flagship and host ship for the occasion is the destroyer escort, USS Claud Jones, which docked Wednesday at the Port of Anchorage. Her home port is Pearl Harbor, and she is commanded by Lt. Cmdr. George R. McKee Jr.

Japan's Naval Attaché, Capt. Fumio Shimizu, has come from Washington, D.C., to accompany the Japanese on their visit to Anchorage. While in port, the nearly 1,100 officers and enlisted men will

participate in tours and visit centennial events.

THIS morning the 200 officers will ride the Moose Goosier on a special run sponsored by Marathon Oil Co. The crews will visit Nikko Gardens on the invitation of George Kimura, the owner.

Several members of the crew are expected to attend today's premier of "Toyon of Alaska."

Open house is set for 1-3 p.m. today, and 9 a.m.-3:30 p.m. tomorrow aboard the Japanese ships and the Claud Jones. A shuttle bus will car-

ry persons who wish to visit the ships on Saturday.

The city traffic engineer's office said no vehicles will be allowed beyond Bluff Road on Saturday unless they are carrying persons employed in the port area.

THE SHUTTLE buses will operate between 8:30 a.m. and 3:30 p.m. There will be a 50-cent fee for the round trip which will begin at the lower parking bowl.

The Japanese ships will depart for San Diego at 9 a.m. Sunday.

Anchorage Daily Times 7
Thursday, July 20, 1967

Council Refuses To Close Dock Builder's Contract

By BOB MILLER
Times Staff Writer

Swalling-General's contract with the city for a new dock extension will not be closed out as soon as the ice-damaged structure is demolished to make way for a newly designed facility.

Moving carefully in an effort to avoid pitfalls that might endanger the city's legal position, councilmen refused Wednesday night to go along with closing out the contract.

After an executive session to discuss legal implications of the

matter, the council decided instead to continue trying to get the demolition work included under a change order in the present contract.

The action protects the city if it should decide to sue the joint contracting firm for damages in the case of the partially completed extension that is now being demolished because of severe ice damage last winter. Councilmen authorized City Atty. Karl Walter Jr., and City Manager Ben Marsh, along with representatives of Tippetts-Abbett, McCarthy, Stratton, the

city's engineers, to meet in Seattle with men from the construction venture to negotiate a change order.

The joint construction venture is between Swalling Construction Co. of Anchorage and General Construction Co. of Seattle. In other action, the council decided to proceed with construction of the new honor farm facility at a site on Pt. Campbell. The contract was awarded to Flor Construction Co., for \$355,589.

Contract cost was brought down by postponing construction of a duplex for the living quarters of the farm's warden and his assistant.

Trailers may be used to provide temporary housing quarters if necessary, but the administration is going to look into ways to trim the cost of the proposed duplex and include it in plans as soon as possible.

Estimates on the cost of the 3,900-square-foot duplex ranged from \$63,000 to \$94,000 and the council felt the cost of the facility was unreasonably high.

After approving two street improvement districts, a sewer improvement district and a water improvement district, the council decided to change its procedure for assessing paving costs against the property owners.

The council decided on a limit of 12 per cent for the city's engineering and other overhead costs. An assessment charge of 1.5 per cent is also to be included but capitalized interest will not be a part of the assessments.

The change is expected to result in more requests for paving since assessments won't be as high. (Continued on Page 2)

Sea-Land Applies To ICC

SEATTLE, July 13 (AP) — A leading ocean carrier to Alaska, Sea-Land Service, has taken a move which will remove it almost entirely from the jurisdiction of the Federal Maritime Commission.

The Seattle Post-Intelligencer said today Sea-Land has translated most of its former water rates into water-truck rates and is filing them with the Interstate Commerce Commission.

THE MANAGER of Sea-Land's Alaska division, Vince Staunton, estimated only five per cent of the company's business is done from dock to dock. This business will remain under regulation of the Maritime Commission.

The paper said that for years D. E. Skinner, president of Alaska Steamship Company, has complained about the regulations and red tape of

the Maritime Commission.

The newspaper reported that there is speculation if Sea-Land is successful in changing the Maritime Commission jurisdiction, other domestic carriers as far away as Hawaii may attempt the same move.

Anchorage Daily Times
Wednesday, Aug. 2, 1967

Dock Piling May Be Saved

Unused concrete piles designed originally for the ill-fated extension to the city dock at the Port of Anchorage may be used to support the viaduct for the proposed C Street Overpass in the terminal yards.

Port Director Russ Painter said this week he had contacted Charles Matlock, district highway engineer for Anchorage, to propose that the piles be used in the overpass design.

According to Painter, Matlock said the Bureau of Roads probably would be approve acceptance of a finished product without being able to supervise construction of the concrete piles.

Painter has agreed to furnish highway officials with samples, production reports and other material from Concrete Technology Inc., the Seattle firm that constructed the prestressed concrete piles.