

Anchorage Daily Times  
Tuesday, Nov. 14, 1967**Port Board Election Due**

New officers of the Port Commission will be elected at the commission's next meeting Monday, Acting Chairman Robert Baum said today.

Baum has been serving as acting chairman since August when Commissioner Wally Martens resigned as chairman but remained on the commission. Martens' term ends in 1972.

Baum, whose term will end next Jan. 1, is expected to seek the chairmanship. He is counting on being reappointed by

Mayor George Sullivan and the City Council.

Martens and Baum were re-named to two-year terms last April in a secret election held after the commission had asked the press and public to leave the meeting.

One commissioner, William O'Neill, abstained from voting in the election because he felt the action improper since the press had been led to believe the commission was in an executive session. Commissioner Bob Logan was not present.

Martens, Baum and Virgil Deane, who has since resigned, cast the ballots that reelected both Martens and Baum. Deane resigned seven days after the April 17 meeting. Arne Michaelson was named to replace him.

Following the rules that were set down at the April meeting, the officers elected at the next meeting will serve for two years.

Anchorage Daily News, Monday, September 18, 1967

**Council to Discuss Local Port Issue**

A recommendation that the city retain a Seattle consulting firm and its design of Terminal No. 2 at the Port of Anchorage will be heard on Tuesday night by the City Council.

The port commission has endorsed a proposal that the firm of Tippetts-Abbett-McCarthy-Stratton continue its design of a new dock which will be built in three phases totaling \$3 million.

The agenda for the special council meeting, which will deal largely with business held over from last Tuesday's regular session, also will include:

—A police petition that its proposed retirement plan be incorporated

as an initiative on the Oct. 3 ballot.

—A recommendation that the city purchase two transit coaches.

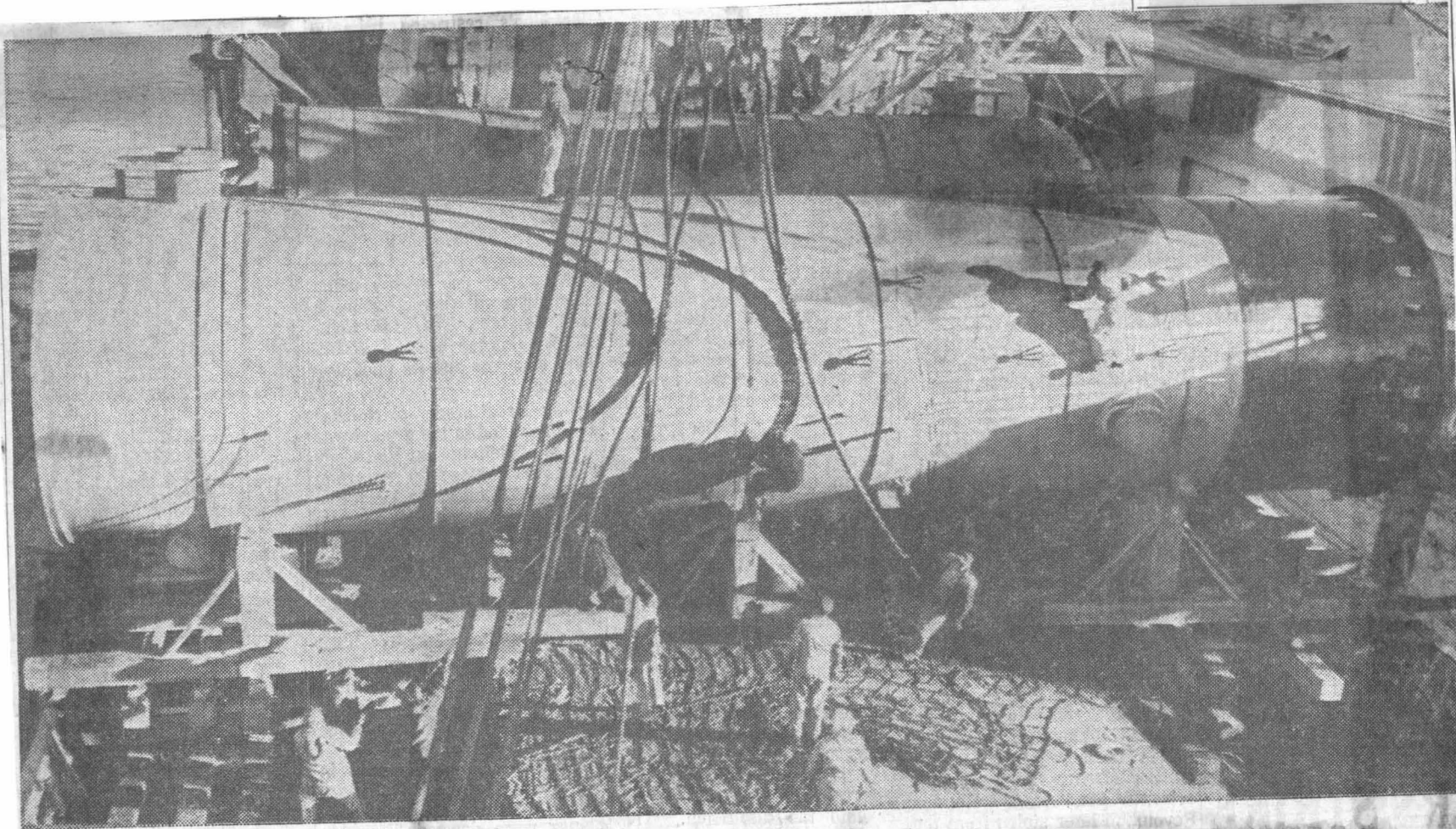
—A recommendation that the lower parking lot in the buttress area be used for go-kart racing.

—A request that additional voter registration locations be established at the Carpenter's Hall and several other labor union buildings.

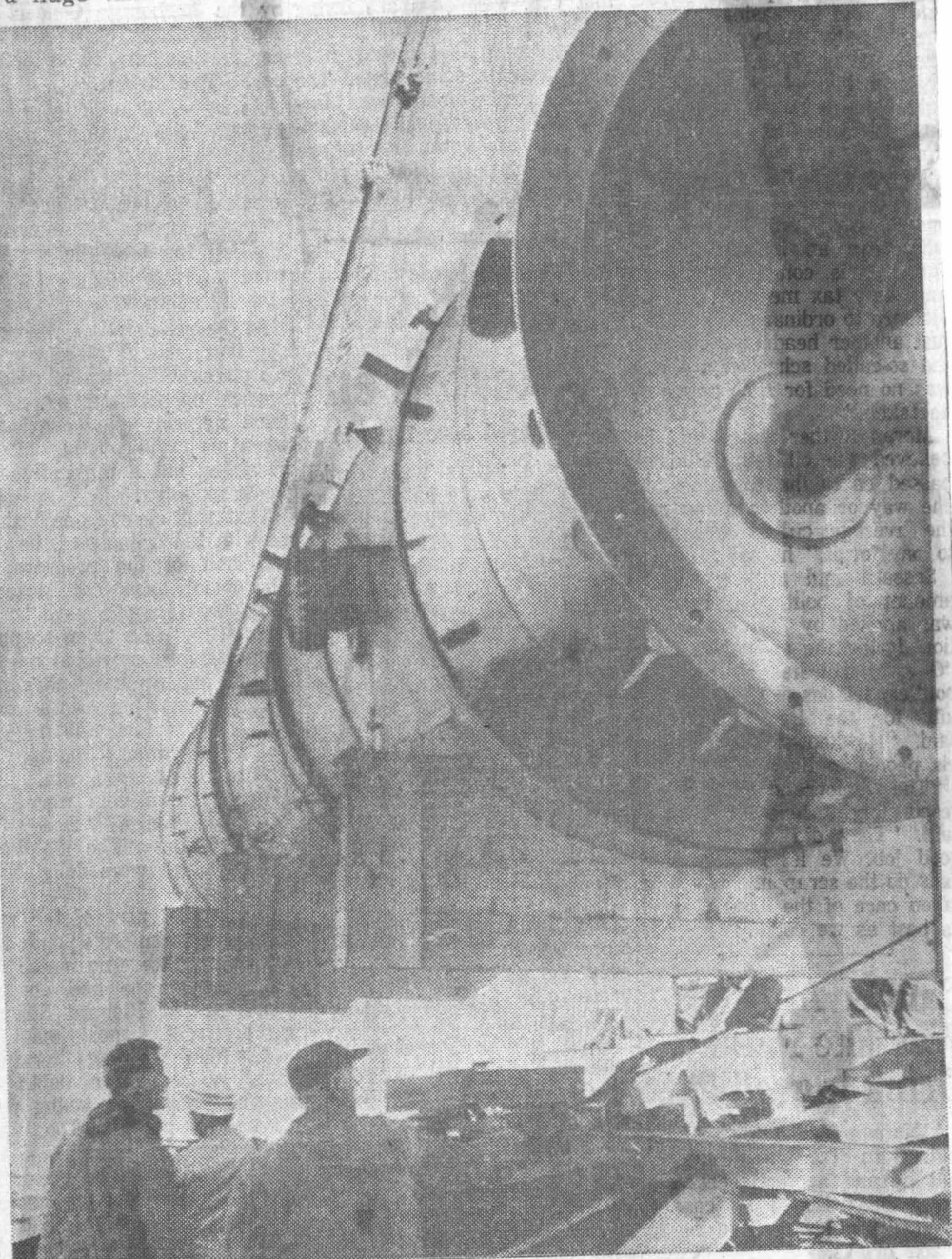
**HIGH TIDE** at 8:24 p.m. yesterday rose two to three feet above the expected 32.1 feet and water lapped threateningly to within three or four feet of covering the Port of Anchorage dock. The weather bureau attributed the high tide to a combination of an over-

flow from the rising Susitna River, which was carrying rainwater from the Talkeetna Mountains, and gusty winds which banked the tide and pushed it into the city dock and Ship Creek area.

Daily News Photo

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Friday, Oct. 6, 1967**BIGGEST LIFT IN HISTORY OF ANCHORAGE PORT**

Workmen aboard the Japanese ship Wakato Maru are shown setting cables this morning in preparation for a giant lifting operation at the Port of Anchorage. The piece of equipment involved—a huge tank destined for the Collier Carbon and Chemical Corp. plant near Kenai—weighed 150 tons. It was one of five huge tanks and valves brought into the city port by the MYK Lane vessel for transfer to the chemical complex currently being built on the North Kenai Road.

**HUGE TANK UP IN THE AIR**

Crane at the Port of Anchorage lifts its 150-ton load as the big tank is transferred from the deck of the Wakato Maru to a barge which will be used for the last leg of the voyage from Kobe, Japan to Kenai. The equipment to be used on the Collier Chemical complex was manufactured in Hiroshima. The complex when complete will manufacture ammonia and urea. The urea plant is half owned by Japanese interests but both plants will be operated by Collier, a Union Oil subsidiary.

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Wednesday, Nov. 8, 1967**Port Decides On Engineer**

The Port Commission decided Monday night to stand by a previous recommendation that the engineering firm of Tippetts-Abbett-McCarthy and Stratton be hired at \$5,000 a year as the port's consulting engineer.

The action came after the commissioners looked over a proposal letter from another engineering firm, Swan-Wooster. The proposal did not include an annual fee.

The recommendation that TAMS be hired will go again to the City Council where action on the selection of a consulting engineer has been delayed for over a month.

In other action, the commission tabled action on a proposal that Development Research Associates conduct an economic study for the port to accompany an application for funds from the Economic Development Administration.

The commission agreed that the \$5,000 study would be helpful even if it decided not to go ahead and seek a \$1 million grant to aid in construction of a dock extension.

Acting Chairman Bob Baum requested that the matter be tabled pending further talks with the mayor and City Council.

Anchorage Daily Times  
Monday, Sept. 25, 1967**Court Test Due By City Over Dock**By BOB MILLER  
Times Staff Writer

Court action is expected to begin in the next two months with the city trying to recover \$2.8 million in damages from the engineering firm and contractor involved in the ill-fated dock extension that was demolished because of severe ice damage.

An outline of possible legal steps has been given the City Council in an informational memo from City Attorney Karl Walter, Jr.

Just how the court action will be carried out is not certain. Walter indicated that the city may sue the engineering firm of Lounsbury, Sleavin and Kelly (LSK) or Swalling-General, the contractor, or both. Or it might wait to be sued by either one or both of the firms.

In either case, the city will be out to recover losses totaling \$1,795,804.04 from LSK and \$1,006,763.16 from Swalling-General for a total of \$2,802,567.20.

Litigation, once it begins, is expected to take about two years to complete not counting time for a possible appeal, Walter said.

Hopes for recovering damages through LSK's insurance policies faded, Walter indicated, when the engineering firm revealed that it has an "error and omissions policy" for \$100,000 and there may be another policy of \$100,000 if one of the firm's partners, Sleavin, contributed to the alleged design defect.

Lounsbury and Associates, the local firm that joined with Sleavin-Kelly to take the dock job, also has an error and omission policy, Walter said, "but it appears from information now on hand that they had little, if any, liability for the design of terminal No. 2."

"In any event," Walter said, "unless the city has been misled, there does not appear to be insurance sufficient to anywhere meet the claims of the city."

LSK will be held liable only if the firm's design was defective or the firm was otherwise at fault in failing to provide a dock to withstand the ice conditions, Walter said. On the other hand, Swalling-General is liable for the ice damage if it cannot prove any design defect or fault on behalf of the engineering firm.

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EDITORIAL PAGE

Thursday, Sept. 14, 1967

**What Now, Council?**

IT MUST SEEM to a lot of people these days that there is a missing \$2,655,934 floating around the city somewhere.

And before the City Council members get involved in such critical items as raising their own salaries, they might take a minute and figure out what to do about this chunk of money.

It's no small sum, really—at least to those who pay the bills. But those who are supposed to watch such things for us have set this off in limbo somewhere.

This \$2.6 million represents the amount spent so far on a new dock at the Port of Anchorage.

We all realize, of course, that the money was spent to build at least a portion of the new dock. And we all know, too, that last year's ice in the Inlet tore the uncompleted dock apart.

SOME OF THE broken scraps of cement are still visible as fill material in the port's industrial area. And along Ocean Dock Road are some high-priced concrete pilings that have never been used, and maybe never will be.

But that's not much to show people for their \$2.6 million.

All they've been shown so far are some additional figures indicating what it is going to cost to rebuild the dock, along new designs for which they already are paying.

This is fine, because the need for the dock extension is an accepted thing. And the people of Anchorage have long given evidence of their support of this major trade facility on our waterfront.

But that doesn't explain what the council or the city administration plans to do about the missing \$2.6 million.

Do they propose just to forget it? Should the people who pay the bills be unconcerned that we seem ready to write off a \$2.6 million disaster as just one of those things that happen every now and then?

THIS DOESN'T SEEM to be a reasonable approach on the part of those responsible for the expenditure of public funds.

If the administration and the council plan to do something about the lost money, they should let the people know before getting too deeply involved in asking for a new bond issue to refinance the dock extension.

And before the current City Council bows out next month, a report on the handling of the dock matter certainly is in order.

Just a few more weeks remain before the Oct. 3 election. Just a few more weeks are available for the present council to present an accounting of its stewardship of the dock.

Perhaps the councilmen themselves don't know the status of the missing \$2.6 million. But somebody in City Hall must know. And at least the council should be curious.

After all, council members who are about to double their own pay should be concerned about \$2.6 million. If we can find it again, maybe we can afford to triple the council pay.

Anchorage Daily News, Thursday, Sept. 7, 1967

**Anchorage Out As Major Port?**

Anchorage Port commissioners are regarding Gov. Walter Hickel's proposal to construct a major trade port at Ketchikan, for increased Japanese use, with a somewhat skeptical eye.

**HICKEL SAID** in Tokyo Tuesday the state plans to build a major export-import port in that Southeastern Alaska community.

The governor is in Japan with a 13-man trade mission.

Robert Baum, acting port commission chairman, said last night

that it appears Hickel "is ignoring the Southcentral area" which, according to the chairman, is a much more productive trade area than is the Southeastern part of the state.

**HE SAID** the commissioners would obtain more information on the governor's proposal before they make a formal statement.

Should Ketchikan be established as a major trade port, it would duplicate facilities already available in Anchorage which serves a much larger market, Baum pointed out.

Cargoes destined for Interior Alaska would have to be transhipped from there with accompanying increased costs, the commission chairman continued.

**WHILE BACKHAUL** from this area is now limited, development of the governor's proposed NORTH operation would see an increase of trade through this area, Baum continued.

There are completed port facilities already in operation in Anchorage and two bonded warehouses have been built, the chairman said.

For the past five years, the Japanese Kawasaki Shipping Co. has provided monthly freighter service for six months of the year between Ketchikan and Tokyo. Construction materials are brought to Alaska and lumber and ore picked up here.