

Dock Extension Plans Will Go To Commission

By BOB MILLER
Times Staff Writer

Design plans on a 271-foot extension to the dock at the Port of Anchorage will go before the Port Commission tonight.

Making the presentation will be Tetsu Yasuda, an engineer with Tippetts, Abbott, McCarthy and Stratton, the firm in charge of plans for the extension.

Yasuda said today the extension probably will cost "slightly less" than \$1.3 million, the amount that remains in the city's port construction bond funds.

The engineer said his firm still is pinning on a 600-foot north extension, but only the first phase is off the drawing boards. Plans for the remaining 392 feet will be completed later, he indicated.

Plans call for the extension to be 69 feet wide, but an alternate proposal calling for a width of 47 feet also had been prepared, Yasuda said. The narrower extension will cost about \$100,000 less, the engineer indicated.

Yasuda said the extension will be built of poured-in-place concrete and steel pipe piles. It will resemble the existing dock which was designed by TAMS and built in the same manner.

Some of the outside piles will be filled with concrete and those farther under the dock will be filled with sand, he said.

The dock extension has been designed to rise gradually — about .006 feet per foot — so the completed 600-foot dock will be about 3.6 feet higher than the existing facility.

The old dock sunk over three feet during the 1964 earthquake. The rise will not be noticeable in the first 271 feet of construction, Yasuda said.

A total of 195 steel piles will be used in the first phase of construction and about half of them will come from the stock left over from the ill-fated attempt to build an extension in the summer of 1966.

The partially completed extension built with prestressed concrete was severely damaged by ice during the winter months and was demolished last summer.

The city has indicated it may be going to court within the next few weeks in a legal attempt to recover some of its losses which exceeded \$2 million.

In addition to the steel piles, the city has a number of prestressed concrete panels and piles but they will not be used in the proposed extension, port officials have said.

The deck of the new extension will be of poured-in-place concrete panels, Yasuda said.

Port officials have indicated they would like to see the project go up for bids as soon as possible, so construction could start in April, but a pending economic study could delay the bid invitation.

The economic study, being done to accompany an application for federal funds, won't be completed until April 15 and the City Council has indicated it doesn't want to seek bids until the study is completed.

Russ Painter, port director, has indicated he will call for a work session between the council and the commission to discuss the matter.

The city plans to ask the Economic Development Administration for a \$1 million grant and seek another million from the Department of Housing and Urban Development.

The \$2 million would enable the city to use a total of about \$3 million for construction of a 600-foot dock extension.

QUIP FOR THE DAY

A perfect summer day is one when someone has borrowed all the garden tools and the lawn mower is broken.

820 4th Ave.

Sea-Land Ships Break Through Inlet Ice

EDITOR'S NOTE: Times staffer LaVelle Alexander, the first woman to sail up the inlet into the port of Anchorage in the winter months and the first to board a Sea-Land vessel by helicopter here, reports on the experience and describes Sea-Land's method of breaking through the inlet's winter ice.

By LAVELLE ALEXANDER
Times Staff Writer

A jet ranger helicopter flying at 125 miles per hour lifted Capt. Keith Collar from the Kenai Airport Sunday afternoon and minutes later set him down on a large Sea-Land cargo ship in Cook Inlet.

The captain took control of the ship and brought her safely through the ice into the Port of Anchorage in what was almost an "old hat" trip for him.

But Capt. Collar, harbor pilot for all Sea-Land ships coming into the Port of Anchorage, is establishing maritime firsts for his company both by boarding his ship just off Kenai and by using a helicopter as his means of boarding.

The usual station for harbor pilots to board their ships is Homer. But by boarding the ship at Kenai, Capt. Collar saves Sea-Land the four hours it takes to enter Kachemak Bay at Homer and pick up a pilot. And the usual method for boarding the ship is by meeting the ship in a smaller boat.

When the weather restricts flying or when the ship has more than enough time to meet its schedule, Capt. Collar may board at Homer. Otherwise he uses the helicopter.

But Sea-Land, the first and only company to come into the Port of Anchorage on a regular basis during the winter months, has learned that no method is fool-proof. So they have a number of plans to fall back on in order to get the harbor pilot onto the ship.

Capt. Collar, who lives in Anchorage with his wife Dorothy, better known as the "harbor mistress" and two daughters, has discovered that no trip turns out to be routine. His trip on Sunday was a good example.

A heavy fog had enveloped Anchorage International Airport in a matter of minutes Sunday,

and the prop jet the captain had boarded just sat there at the end of the runway waiting for a break in the weather.

After 30 minutes or so, the break came and without even a word of warning to the pas-

S.S. ANCHORAGE BREAKS A NEW TRAIL

sengers, the pilot shot down the runway and into the air.

Twenty minutes later, the plane landed in a beautifully clear Kenai, and Capt. Collar hurried off the plane and into the waiting jet ranger helicopter.

Pilot Bud Lofstedt, owner of Kenai Air Service, made a couple of passes at the ship's heliport — the tops of Sea-Land van trailers stacked closely together — and then made a smooth landing.

Although the captain sees no reason to consider the helicopter landing on the ship dangerous, he admits that "it gets kind of hairy, as my kids would say, when there's ice."

Capt. Collar stepped out of the plane and scurried down a narrow ladder placed next to the trailers. When he took charge of the ship, the weather was clear; but it was only a matter of minutes before a heavy fog rolled in over the S.S. Anchorage.

The captain of the ship, J. R. Nystrom, briefed Capt. Collar on the ship's position, speed and course and the weather conditions.

With the fog so thick they could hardly see the bow of the ship, both captains agreed radar was certainly a blessing on this trip.

From the bridge where the captain directs the ship, the crunching ice sounds almost like rushing wind, but from the shelter deck down below it sounds like a tidal wave.

Standing on the bridge, the captain can see the heavy white blankets of ice before the ship

reaches them. He can watch the huge cracks split across the ice to both sides of the ship as she plows her way through.

Sea-Land is the only shipping company which thought it worthwhile to battle the ice on a regular basis, and the company is now making plans to further

strengthen the ships by putting on ice bands — heavy steel plates — on the fore part of the ship and by increasing the container capacity.

It takes about four hours to get the ship up the inlet to the port. And have you ever wondered what it takes to park a

her back out to Kodiak.

Meanwhile, he boards the S.S. Anchorage at noon today to head

San Francisco.

But he likes his job as harbor pilot for Cook Inlet, and he sees no probability in his being transferred anywhere soon.

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LOOKING AHEAD

The harbor pilot dons his warmest clothes when he steps into the chilly air to take a visual bearing of shore objects with the polaris stand.



Anchorage Daily News, Tuesday, February 20, 1968

New Port Extension Unveiled

The Anchorage Port Commission last night approved phase one plans submitted by engineers for additional dock space at the Port of Anchorage.

THE 271-FOOT dock extension, to cost in excess of \$1 million, was the subject of nearly two hours discussion before the plans were approved subject to changes which might be required by other city departments.

City Manager Ben Marsh told the members he would insist on written reports from all city agencies concerned with approving dock plans before asking for final approval from the Port Commission and the City Council. Final approval rests with council action. Marsh indicated such action could come as early as February 27.

Tatsu Yasuda, engineer representing Tippetts-Abbott-McCarthy-Stratton Engineers and Architects of Seattle presented the 17-page plan plan to the commissioners.

THE NEW DOCK facility will replace the extension ruined last year during breakup. Some material salvaged from that dock can be used by contractors in building the projected facility, Yasuda said.

When completed, the dock will accommodate vessels to 35,000 tons displacement. Full ship service facilities via fresh water and electrical outlets will be provided, plus crane rails and railroad tracks on the dock floor.

Specifications for concrete work call for extra strength material designed to aid in resisting maximum wind velocities of 100 miles-per-hour and ice pressures. The entire structure

is designed to withstand lateral forces equal to 10 per cent of the total dock weight.

TWENTY-FOUR INCH steel batter piles, filled with concrete, will be used under the extension to take the extreme pressures posed by moving ice in the Inlet. Pre-stressed concrete pilings were used in the extension that collapsed last year. The extension was never completed or placed in service.

The City Engineer's office earlier yesterday had met with Yasuda and approved the plans "without adverse comment." Funding for the dock will come from \$1 million in funds available from bond money and an estimated \$2 million in federal funds.

Anchorage Daily Times
Wednesday, Dec. 20, 1967

Port Policy Is Cancelled

The port's \$1-million all-risk insurance policy was cancelled Dec. 14 by the Signal Insurance Co., because the company was not willing to provide a policy provision for earthquake coverage, the City Council was told Tuesday night.

R. H. Hernsteen, management analyst, said the company had a contractual right to cancel the policy and had given the required 30-day notice.

The policy, he said, has been replaced through Hartford Insurance Co., but without earthquake and flood coverage. Efforts are continuing, he said, to find a company that will assume an all-risk policy that would include the coverage.

Because of the 1964 earthquake which damaged the port and resulted in a \$2.2 million insurance settlement for the city, Hernsteen said the placement of quake coverage is "exceedingly difficult."

As the policy stands now, he said, the city would have to pay the first \$1 million in any damages from a quake and then it would get 75 cents on the dollar up to \$5.8 million for additional damages.

Councilman Joe Josephson said the administration should inform Alaska's Congressional delegation of the problems with earthquake insurance.

The information, he said, would give them ammunition to use in fighting for Congressional approval of legislation to establish a national earthquake insurance program.



HARBOR PILOT TAKES OVER

Captain J. R. Nystrom, right, of the Sea-Land ship S.S. Anchorage, fills in Harbor Pilot Capt. O. K. Collar on all the necessary details shortly after he boards the ship by helicopter. Capt. Collar was once the master of another ship sailing to and from Anchorage, and he, too, took on a harbor pilot to get his ship into port through the ice.

MARINE DIGEST MARCH 2, 1968

Standard Tanker Sets New Record

ANCHORAGE — The Standard Oil Co. of Calif., tanker Hillyer Brown, in command of Capt. William M. Shelton, has established a new service record for tankers in upper Cook Inlet's winter ice.

The Hillyer Brown arrived at the Port of Anchorage on Feb. 11, with a full load of products from their Alaska refinery at Nikiski. This is the earliest date that a tanker had called at the port. The previous record was

held by the Texaco California when she arrived on March 9, 1966.

Ice conditions at the Port of Anchorage were reported to be mild, with the Brown experiencing no difficulty in berthing. Ice conditions during January were apparently lighter than at present in the port area.

Russ Painter, port director at Anchorage, points to the fact that a few years back, many claimed that the ice problem could not be beat on the sea road to Anchorage during the winter season.

12 Anchorage Daily Times Thursday, Feb. 15, 1968

Port Director Saves Money; Is Given Award

Port Director Russ Painter over \$20,000 during 1967 to win the award, according to City Manager Ben Marsh. Second place went to W. W. "Speed" Casel, manager of the refuse utility, for reporting \$15,169 in savings and increased revenues this year.

The objective of Operation Tightbelt is to reduce the costs of city operation while improving the quantity and quality of services," Marsh said, adding that the program will continue this year.

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