

Port Budget, Repair Job On Dock Approved

By STEPHEN BRENT
Daily News Staff Writer

Piqued because the matter came to it almost as an afterthought, yet convinced it could make but one decision, the Port Commission Thursday approved a \$76,420 repair job on the municipal dock.

It also approved Port Director H. Russell Painter's preliminary 1969 budget for the port and its industrial park. Both actions came through unanimous votes at a meeting member Wallace Martins characterized as the smoothest in months.

THE \$76,420 is to pay for 19 fender pilings to replace others in the past four years. The work is to be done by contractor Morrison-Knudsen, now building an extension to the dock.

The City Council unanimously voted Tuesday to have the job done. But it predicated its decision on Port Commission approval.

Such matters ordinarily come before the commission before they go to the council. Painter said the change went directly to the council Tuesday because time was growing short if the work were to be done this season.

Commissioner William A. O'Neill took the occasion to blast port consultants Tippetts-Abbett-McCarthy-Stratton (TAMS), who recommended that the fenders be repaired rather than replaced when the contract for a port extension was bid last spring. But he added that the total cost of the job would probably be about the same in either case.

PAINTER'S BUDGET FOR 1969 projects \$739,050 in operating revenue, and \$10,000 in non-operating revenue. Deducted from that would be \$290,000 in operating expenses and \$401,450 in debt service, leaving the port with a net income of about \$56,500.

That is down from the record \$126,738 it earned in 1967, but up from the \$7,379 it projected last fall for 1968. Painter said he expects income this year to be considerably better than anticipated.

The figures, however, do not show the port's cost for repaying about \$8

million in general-obligation bonds, which are lumped into the city's general fund debt service. That \$8 million would put the port well into the red.

Even so the city dock's earnings are the best of any dock on the West Coast, Painter maintained after the meeting.

He said he is working up figures to prove it.

Ship Mishap May Reduce Deliveries

Sea-Land 'Seattle' Out Of Service After Collision With Tanker

Sea-Land freight deliveries to Anchorage may be substantially reduced this month because of the collision off Vancouver Island Wednesday of the van ship Seattle and the tanker Eagle Courier.

Ernest E. Webb, Anchorage manager of Sea-Land, said loss of the damaged freighter for repairs means Anchorage will get only two van ship arrivals between now and Sept. 1 instead of four.

"Some freight will be delayed in Seattle," he said.

The Seattle's sister ship, the Anchorage, has been ordered to expedite her schedule, but Webb said the vessel has been operating on an accelerated schedule since March.

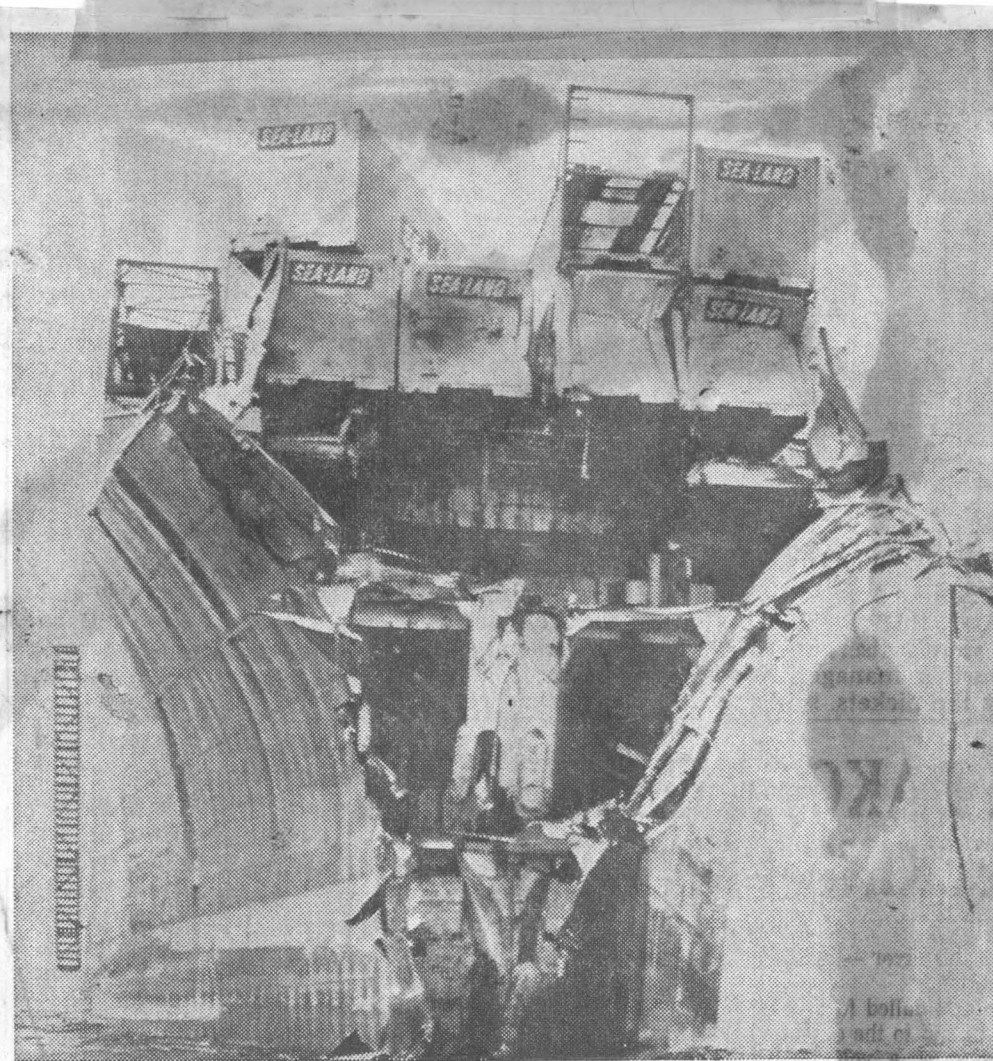
Sea-Land will place a relief vessel on the Alaska run, but the substitute ship will not be available until the week of Aug. 25. The damaged van ship is expected to be out of service for 3½ weeks.

Both vessels involved in the collision are in the Todd Shipyard in Seattle for a survey of the damage. One crewman, Joe Gatlin of Seattle, was injured on the van ship. He suffered internal injuries and was hospitalized at Toftino, B.C.

The Coast Guard will open a formal investigation into the collision Monday. Damage to the two ships was unofficially estimated at a million dollars.

The prow of the van ship was torn off and imbedded in the starboard hull of the tanker in the crash. The Seattle was southbound with a light load of cargo from Anchorage and Kodiak. The Eagle Courier was northbound to pick up a load of crude oil in Cook Inlet.

The Seattle's cargo was undamaged, but Sea-Land officials in Seattle said the ship sustained structural damage back to her No. 2 hatch.



DAMAGED SEA-LAND SHIP AFTER COLLISION

The van ship Seattle's prow was torn off by the force of its collision this week with the Eagle Courier, a tanker which carries crude oil to Pacific refineries from Cook Inlet. The missing portion of the van ship was imbedded in the hull of the Eagle Courier. (AP Wirephoto)

Anchorage Daily News, Saturday, September 7, 1968

'Wickersham' Docks Here This Month

Anchorage area residents will get their first opportunity to board Alaska's super-ferry—the M. V. Wickersham—this month, according to a statement released Friday by Harold Strandberg, commissioner of Public Works. His department is responsible for operation of the Marine Highway System.

Tentative dates for the visit are Saturday, Sept. 21 through Wednesday, Sept. 25, with open house definitely scheduled for Sunday, and possibly Saturday afternoon if tides permit docking of the vessel at an early enough hour.

Russell Painter, director of the Anchorage Port Authority, said that he was clearing space for the big vessel at either the main dock, or the petroleum dock.

The visit will coincide with the meeting of the governor's Tourist Advisory Board taking place in Anchorage on Sept. 25, and will also probably attract members of the Alaska Travel Promotion Assn. (ATPA), whose annual meeting is taking place in Nome on Sept. 27.

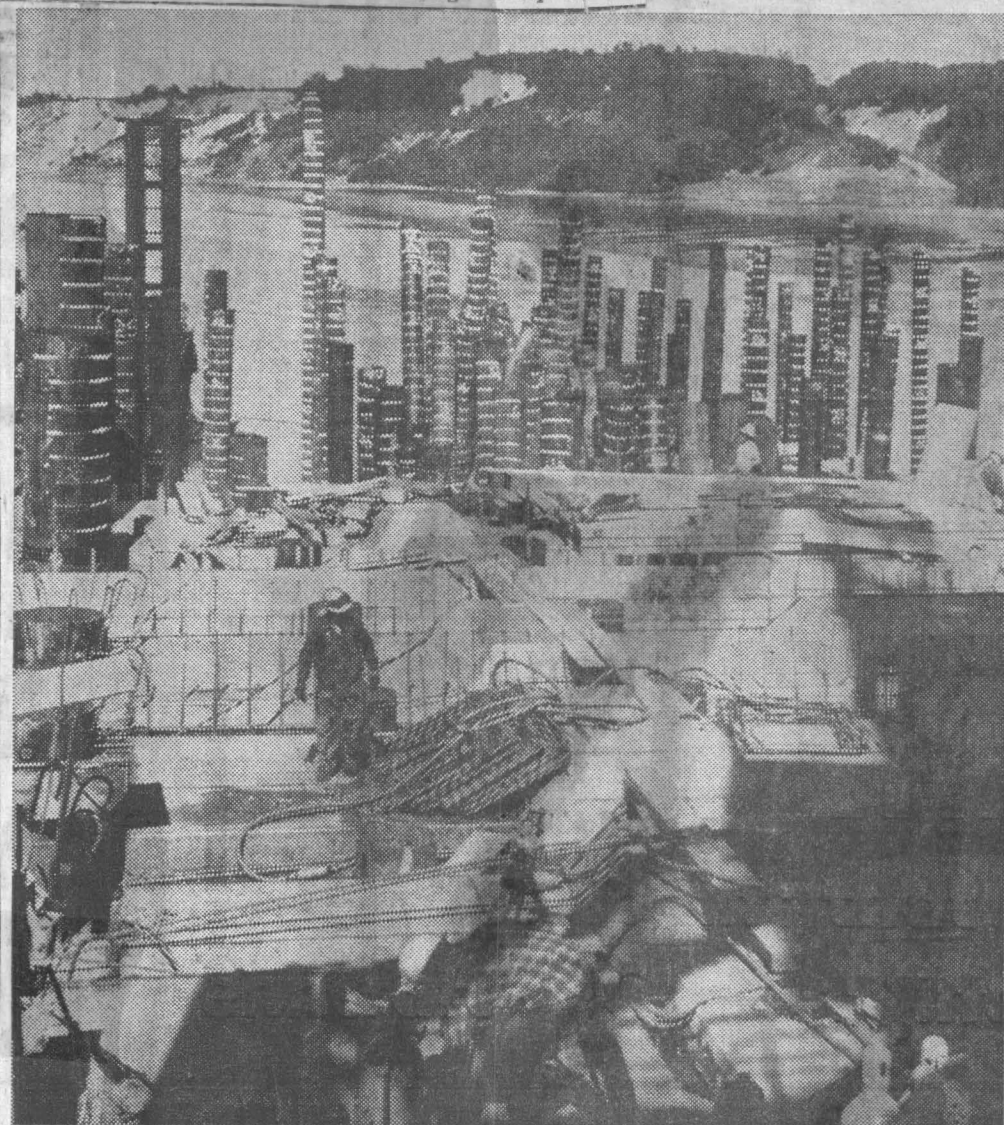
City Manager Robert Sharp said that Anchorage would make every effort to provide a rousing welcome for the Wickersham, and that plans were underway to provide shuttle bus service from downtown to the dock area.

"It's been a long time since we've had a visit from one of the Marine Highway ships," Sharp said, "and we want to make sure that everyone who may be interested has the opportunity to get aboard and look around."

When contacted in Juneau, Gov. Walter Hickel said that he was very pleased with the decision to bring the Wickersham to South Central Alaska. "Now maybe the people of Anchorage will be able to see why those of us who have traveled on the Wickersham are so enthusiastic about the vessel," he said.

The Wickersham will end its final summer schedule run from Prince Rupert, B. C. to Skagway on Sept. 17, and then sail directly for Anchorage. Commissioner Strandberg indicated that other ports of call would probably include Seward, Homer, Nikiski, and Kodiak.

Wednesday, Aug. 7, 1968 Anchorage Daily Times



DOCK WORK GOES ON

Piles are being driven for the north extension to the dock at the Port of Anchorage, shown above in this photo taken from the present dock looking north toward the extension. The first phase of the construction calls for a 273-foot extension to be completed this year at a cost of just over a million dollars. The second phase, estimated at \$2-million, will be undertaken later if the city is successful in its efforts to get federal funds to aid in the construction.

Anchorage Daily Times
Friday, Sept. 6, 1968



CORPS EXPERT WATCHES ANCHORAGE DREDGING

Dean Dewey, the Army Corps of Engineers technical supervisor for maintenance dredging of the Port of Anchorage, watches from a small boat as a clam-shell dredge removes material to a depth of 35 feet at low tide. In left center is a mud scow used to dump material 2,500 feet seaward and north of the port.

Anchorage Daily Times
Saturday, Sept. 7, 1968

Wickersham To Pay Anchorage A Visit

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taking place in Nome on Sept. 27. City Manager Robert Sharp said the city would make every effort to provide a big turnout for the Wickersham. Plans are under way to provide shuttle bus service from the downtown area to the dock area.

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From Anchorage, the Wickersham will sail directly for Seattle, where it is scheduled to place in Anchorage on Sept. 25, go into drydock for minor modifications before rejoining the of the Alaska Travel Promotion Assn., whose annual meeting is scheduled.

2 Anchorage Daily Times Tuesday, Sept. 10, 1968



FIRST STOP IN ANCHORAGE

The Afoundria, a Sea-Land vessel taking the place of the damaged Seattle, arrived at the Port of Anchorage for the first time this morning. The Afoundria will join the Anchorage on runs between here and Puget Sound until the Seattle is repaired, probably by the end of this month. Formerly, the Afoundria ran between Oakland, Calif., and San Juan, Puerto Rico. It can carry 250 vans.

Anchorage Daily Times Friday, Sept. 6, 1968

Port Budget Figures Set

The Anchorage Port Commission approved a proposed 1969 budget for the Port of Anchorage Tuesday night—which anticipates a gross revenue of \$749,050.

Expenditures were set at \$692,350 in the budget, leaving a net income of \$56,699.

Most of the revenue will come from expected dockage, storage terminal use and other fees. The main item of expense will be \$401,446 for repayment of bonded indebtedness.

In other action, the commission approved a \$76,420 change order in a contract with Morrison-Knudsen Co. for replacement of 19 pilings at the port. The action previously was approved by the City Council.

Port director Russ Painter said the council acted on the contract change prior to the commission due to the press of time on the project.

Thursday, August 8, 1968 Anchorage Daily Times

S.S. Seattle In Collision

The S.S. Seattle, a Sea-Land vessel that makes regular runs to Anchorage, is limping into Seattle at half speed today following a Wednesday collision with a tanker off Vancouver Island.

The Coast Guard reported one unidentified crewman aboard the 496-foot freighter was injured in the collision with a 627-foot tanker, Eagle Courier. Cause and details of the collision were not immediately known.

The injured man was evacuated by a Canadian vessel to the Toftino Life Station on Vancouver Island.

The Seattle, which left Anchorage about three days ago and headed back to Seattle after a stop in Kodiak, was carrying cargo that included canned salmon, automobiles and household goods.

Sea-Land's schedule called for the Seattle to arrive here Monday, a run that will be cancelled because the vessel will be put in for repairs.

Ernest Webb, local manager for Sea-Land, said today Sea-Land's next cargo shipment here will be a week from Friday when the S.S. Anchorage arrives here again. The vessel left the Port of Anchorage Wednesday as word of the Seattle's accident reached here.

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City Port Is Being Dredged

For more than a week now, maintenance dredging of the Port of Anchorage—under an \$89,000 Corps of Engineers contract—has been going on for 20 hours a day, according to Col. Ernest L. Hardin Jr., Alaska district engineer.

Northern State Construction Co. of Homer, owned by C. W. Mitchell, is using a clam-shell dredge to clear the tanker berth area and south flare turning area adjacent to the Port of Anchorage POL facility to a depth of at least 35 feet at low tide.

About 1,200 cubic yards of material is dredged during two 10-hour shifts a day starting at 2 a.m. Dredged material fills four mud scows daily. Loaded scows are dumped 2,500 feet seaward and north of the Port of Anchorage.

Dean Dewey, chief of civil works in the operations branch of the Corps' Construction Division, is providing overall technical supervision of the project while inspectors from the Anchorage area office are on duty whenever the contractor dredges.

While the contract calls for completion in 90 days, the contractor said he can finish the required dredging ahead of the deadline.

Port Work Under Way

Dredge Operating For 20 Hours Daily

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