

HAZARDS MENACE SHIPPING

Anchorage, Times 29
Tuesday, Oct. 28, 1969



RUSSELL PAINTER

Port Head To Resign

A second resignation within city administrative ranks in less than a month has been announced.

H. Russell Painter, who has been the director of the Port of Anchorage since March, 1967, will leave the position Nov. 1 to go into private industry in the Anchorage area.

Painter, a former mayor of Seward and Seward councilman for eight years, was named assistant port director in 1966. His appointment as port director was made by then City Manager Ben Marsh, who won a seat on council in this year's Oct. 7 civic elections.

Before taking the assistant port job, Painter was operations manager for Consolidated Freightways for several years.

It is possible that the port director's job may pass to the present assistant director, Erwin Davis, who was hired Nov. 1, 1966 as port operations manager. He became assistant port director in April, 1967.

The first to leave the city administration was City Attorney Karl Walter, who tendered his resignation Oct. 1 and who will also leave Nov. 1 to enter private practice. Reportedly at least three applications have been filed for Walters' job, but the final decision on a new attorney will be made by City Council.

8 Anchorage Daily Times Thursday, October 23, 1969

Relocation Of Port Unlikely

New hazards in the Cook Inlet channel brought to light this week when the Sea-Land van ship New Orleans struck a rock have again sparked discussion about moving the Port of Anchorage from its present location.

Such talk has been going around town for some years, according to members of the Anchorage Port Commission, especially in view of the unprecedented silting taking place in the port area. However, according to Port Commission Chairman Arne Michaelson, there has never been an investigation into the feasibility of moving present port facilities to the most often discussed new location across Knik Arm.

Port Director Russell Painter said that although deeper water does exist across the Arm, "we would have the problem of access to Anchorage."

Estimated costs of a Knik Arm crossing have ranged from \$40 million to \$100 million, in addition to cost of constructing a new port facility.

This, said Painter, is considerably higher than the present cost of annual port dredging. His statement was backed by the Corps of Engineers, which contracts annually for dredging operations.

Since 1961 when the port went into operation, the Corps has spent \$994,486 in dredging operations. This year regular maintenance dredging conducted during August and September cost \$234,560. Emergency dredging required in late May and through June cost another \$70,559. In 1968 routine dredging cost \$89,000.

Funds for the operation are allocated by Congress and the Corps can spend only that amount which Congress gives them. This is the hang-up to removal of the rock hazard which the New Orleans hit. The Corps has no funds available for this operation.

Shoaling, or filling in of the

channel bottom, has increased in the past few years, Painter noted.

"We don't know whether this was brought on by the 1964 earthquake, or whether the port structures themselves are somehow causing the silting," he said. "At any rate, the same situation exists on the other side, and there is new shoaling even in the channel where the current is faster."

Instead of a new port located across Knik Arm, Painter considers a deep water port built at Race Point on Fire Island more feasible.

When the military leaves Fire Island some of the land not needed by the Federal Aviation Administration will become available. Painter said an industrial area for processing minerals, with its own deep water dock, would be ideal for the site. A small causeway connecting the island to Point Woronzof, at an estimated cost of \$400,000, would bring the facility in contact with the mainland, he added.

Michaelson noted that during the tenure of Anton Anderson as mayor of Anchorage in 1957, a study was made into the Fire Island dock, "but the dollar sign ruled it out" at that time.

Pilot Says Ships May Be Delayed

Another Underwater Rock Is Located; Vessel Damaged

By MARGARET SCHMIDT Times Staff Writer

Anchorage may lose its potentially rich shipping traffic because of navigational hazards in the Cook Inlet channel here, members of the Port Commission were told Monday night.

The gloomy prediction came from a veteran inlet pilot, who reported a new undersea hazard was discovered only last Sunday when a ship approaching the Port of Anchorage sustained as yet undetermined damage to its hull.

And, making that announcement all the more portentous, the prospect of lost revenues was raised directly on the heels of an optimistic report for the future of the port by its director, Russell Painter.

Minutes after Painter forecast large increases in both cargo and revenue for next year, Capt. Keith Collar, chief pilot for Sea-Land Services Inc., informed the Port Commission that in addition to one rock already known to be a hazard in the channel, another rock was discovered in the incident Sunday. Collar said the Sea-Land van ship New Orleans hit the submerged rock.

The rocks are part of a submerged reef in the inlet.

Collar said the extent of the damage to the Sea-Land vessel would not be known until sometime today, when divers will inspect the ship's hull in Homer. According to Tim Murphy, of Sea-Land's marine department here, shipping to Anchorage could suffer delays if the damage required the New Orleans to go into drydock in Seattle.

Collar, speaking, he said, for all Cook Inlet pilots, told the port commission that unless the channel is somehow cleared in the very near future, "We will have to limit the arrival and departure of cargo vessels to nothing less than half tide."

In addition to the two rocks, which rest just 12 feet below the surface of the inlet at low tide, Collar said there has been extensive, unexplained shoaling, or filling of the channel bottom, in the last two to three years. This makes passage through the already narrow channel doubly hazardous.

Limiting arrivals and departures, Collar further noted, could result in possible delays in sailings of 12 hours or more.

Port commissioners, who have worked for several years to get federal funds allocated to study the situation, noted that the hazard penalized the

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port not only in delays, but in higher insurance rates for carriers coming in.

"If we don't act immediately Seward could get our traffic," Commissioner William O'Neill said.

Money allocated to the Corps of Engineers for a study into the removal of the reef was rescinded in the recent wave of economies announced by President Nixon. A Corps representative said Monday that the Corps "is ready and willing" to act on the situation, but at the moment "is stymied" by lack of funds.

According to Collar, the reef cannot be marked in winter because of shifting ice. The Corps representative suggested that an immediate answer to the problem, if funds could be obtained, would be to dredge the excessive shoaling in the channel.

The port commission, however, unanimously favored complete removal of the reef and voted to meet with Chamber of Commerce and city officials in an effort to urge Alaska's Congressional delegation to make this a top priority item.

Collar informed the commission that ranges (navigational aids) are being set up on Fire Island and McKenzie Point. While the Fire Island range will be ready to use within two weeks, however, the McKenzie Point range would not be operational until late spring.

Just before Collar cast a shadow on shipping into the port, Painter had told commissioners that a very conservative estimate for 1970 showed huge increases. General cargo tonnage, he said, would average about 463,600 tons, compared to 290,744 tons moved over the facility in 1968 and 375,806 tons estimated for this year.

Petroleum products coming into the port in 1968 totalled 6,512,510 barrels. The estimate for 1970 was 8,800,000 barrels and for 1969, 6,670,600 barrels.

Revenues which reached \$782,862 in 1968, would top \$900,000 in 1969 and were estimated at \$1,123,600 for 1970.

The 1969 estimate, said Painter, was based on actual figures through September, with "an ultra-conservative guess" for the last three months of the year.

The 1970 estimate included 416,000 tons shipped by Sea-Land, 10,000 tons of cargo from Japan and 37,600 tons of cement coming into the Ideal Cement Co. plant, which goes into operation in the dock area late this year. The petroleum estimate includes a half million barrels expected to be shipped here from Alasko by Tesoro Alaska Petroleum Co.

The figures, Painter said, do not include any pipe, chartered barge freight or construction materials for the proposed 800-mile of pipeline from the North Slope.

The Daily News, Anchorage, Alaska, Wednesday, October 22, 1969

Port Director Painter Resigns

By ROGER AUGE Daily News Staff Writer

After two years and 10 months as Anchorage port director, Russ Painter is resigning from the \$19,500 per year job to take another position.

His resignation, submitted to City Manager Robert Sharp, becomes effective Oct. 31.

"I'm not dissatisfied working for the city," Painter said. "I consider my work as port director very rewarding personally."

PAINTER, 47, will remain in Anchorage. He said the company he is going to work for will make the announcement in mid-November. Painter declined to name his new employer.

"This new job is a chance for self-advancement and an opportunity in a new field for me," Painter said. "That is why I'm taking the job."

No replacement for Painter has been named but Painter said he recommended to the city that Assistant Port Director Irwin Davis be made director.

During Painter's tenure as port director, Anchorage became firmly established as Alaska's main sea port. Since 1967 both tonnage and revenue have shown impressive gains.

"The port has shown phenomenal growth in the last two years," said Painter. "All refined bulk petroleum used commercially in Fairbanks and Anchorage comes over the dock and the Sea Land Container Service brings many tons of general freight."

In 1968, for example, 290,744 tons



RUSS PAINTER

of general cargo crossed the dock compared to an estimated 375,806 tons for this year. In 1968 a total of 6,512,510 barrels of oil was brought in compared to an estimated 6,670,000 this year, according to a report by Painter at the Port Commission meeting Monday.

AND REVENUE, which came to \$782,862 in 1968, will go over \$900,000 this year and reach \$1.12 million in 1970, according to Painter.

The port berths an average of five ships per week, including petroleum, freight, and barges. Half of a second general freight berth is completed and the second half will be built in 1970, Painter said.

When the Ideal Cement plant is finished sometime in November, about \$1 million per year in bulk cement will be unloaded over the port dock.

And Tesoro Petroleum Co. has established a terminal storage yard in the industrial park near the port. That means all petroleum from the new refinery at Kenai bound for Anchorage will come over the new port petroleum dock.

"EACH NEW source of revenue adds to the growth of the port," Painter said.

"Our main problem has been to establish a capital improvement program that will allow us to expand as fast as the transportation needs demand."

A native Alaskan, Painter was raised in Seward and started longshore after graduation from high school in 1940. He purchased City Express Trucking Co. in Seward in 1942 and operated the company until 1960.

Then he joined the Alaska Division of Consolidated Freight Ways and drove an oil tank truck from Seward into the Swanson Oil Field until 1962.

PAINTER and his family moved to Anchorage in 1962 when he became Alaska operations manager for Consolidated.

The City of Anchorage hired him as assistant port director in March of 1966 and promoted him to port director in January of 1967.

Painter, his wife, Marjorie, and three of their six children live at 1045 E. 28th Ave. They have a married daughter living in Seward, a son in college in Washington and another son in college in Oregon.

Anchorage, Times 37
Friday, Oct. 31, 1969

Davis New Port Chief

Erwin E. Davis, assistant director of the Port of Anchorage since April, 1967, was named acting port director effective Nov. 1 by City Manager Robert Sharp.

Davis will take over when Russell Painter, present port director, leaves the position to go into private industry.

Davis first came to the port as operations manager in October, 1966. He is a native of Oregon and attended Washington State University and Gonzaga University. He held administrative posts in the trucking industry for several years before taking the port job.

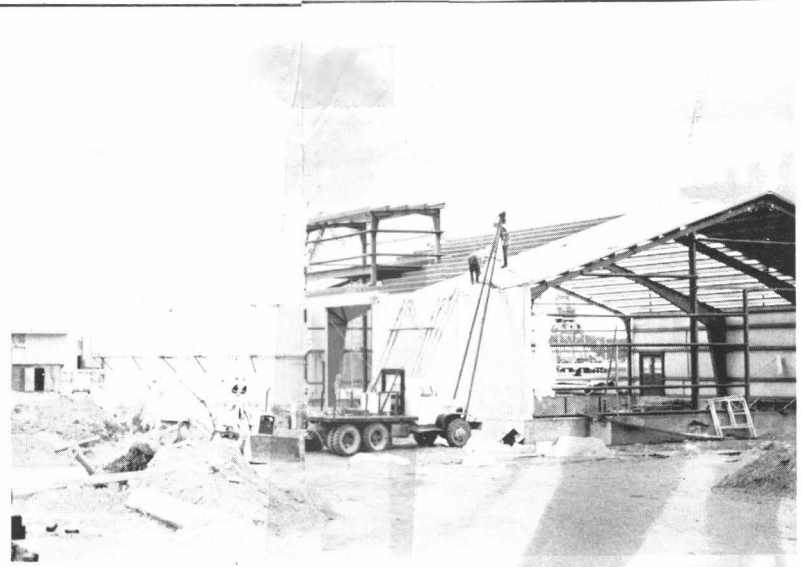
Last December when City Council was considering the 1969 budget, Davis' job was axed and it was only after the Port Commission and Painter asked for a reconsideration that the position was reinstated.

According to Sharp, "formal required recruitment procedures have been initiated and a permanent appointment will be made as soon as possible."

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IDEAL LOOKS TO FUTURE WITH NEW FACILITY

A storage facility today, and perhaps an Alaska manufacturing plant sometime in the future, says Ideal's Alaska division general manager...



Four huge silos and an adjoining office-warehouse building are rapidly rising on the northern edge of the Port of Anchorage's Industrial Park. This is Ideal Cement Company's new Alaskan storage facility—promised to be the most modern in the State.

Work on the project began April 15th, and it is projected that the first cement will be delivered late this fall. (The three-week Carpenters' strike delayed construction slightly, but according to Ideal's resident engineer, Bill Lanyon, construction now is back on schedule.)

The plant, when completed, will store 60,000 barrels of cement ready for bulk loading into railroad cars for shipment north, or into especially designed trucks that are equipped to handle dry cement. The facility mixes no concrete.

But it's an imposing complex, and there is room for expansion. Ian (Scotty)

Marshall-Pryde, general manager for the Alaska division, says that room has been allowed for four additional silos bringing the capacity of the storage facility to about 300 tons for shipment or bagging for use in Alaskan construction projects.

Marshall-Pryde, a long-time Alaskan, stresses that Ideal is building the facility to keep up with the progress of Anchorage and Alaska—"It's as modern as any in the nation", he says.

The plant offers customers a choice of bulk dry cement or bagging into the traditional 94-pound sacks. Halliburton's pressure vessel conveying system moves the bulk from the silos into overhead chutes to be delivered to either the loading dock for trucks or trains or to the warehouse for sacking. The system also incorporates a dust eliminator to prevent seepage during

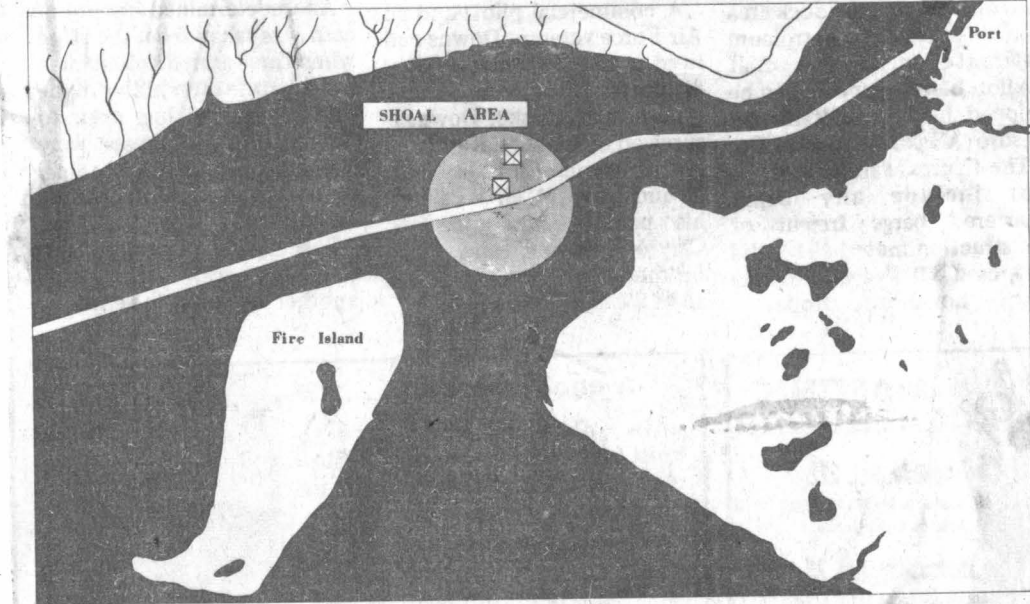
storage or transportation. This is the 40th such unit installed by Halliburton Services Inc., general contractor.

Handling dry cement in Alaska is a little like keeping ice cream in the tropics—it takes special handling and the environment must be contended with at all times. When the cement is brought into Anchorage it is off loaded from barges via a Fuller-Kenyon pneumatic process that keeps the cement dry in a floating "liquid-like" state. It is transported to the silos for storage, but during this storage period must be kept stirred by air vents that keep the bulk from compacting and forming clots. For delivery it goes through the pneumatic conveying system directly to rail cars, trucks, or sacks—and thus is as fresh and powdery as when it was manufactured in Ideal's Seattle plant.

The silos are 40 feet wide and 65 feet high. A three-foot concrete slab poured over 61 pilings in each silo provides the support for the bolted steel tanks. Approximately 200 yards of concrete was used in each slab. Inside the silos, sloping supports are being built to allow the pouring of a concave floor that will support the massive cement load.

In all, according to Marshall-Pryde, the facility will be the most modern in Alaska. "Design changes are being made now," he said, "as we discover new methods of handling this critical construction ingredient."

But what are the chances of an eventual cement-manufacturing plant in Alaska? Marshall-Pryde feels that, when the quantity of work demands local production, Ideal will provide the service. If certain large projects proceed to the construction stage, or when permanent building developments occur on the North Slope, there could be the market for manufacturing in Alaska.



THE INLET CHANNEL, HAZARDS SHOWN AS CROSSES

The newly discovered rock is just south of one already charted, and part of the same submerged reef. (Map by Times artist Elton McMillan)