

Commission Rejects Bid For Cargo Dock

The Anchorage Port Commission Monday night rejected a proposal by High Tide Marine Enterprises that it be permitted to use land leased in the port's industrial park for installation of a general cargo dock suitable for large operations.

Attorney Paul Robison, representing the firm, said he thinks a plan suitable to the commission might still be worked out and asked permission to return with a revised proposal.

Robison said High Tide is planning to put in a marine repair facility but also wants to set up a limited freight terminal as a supplementary income source while the repair facility is being developed.

As planned by the company, the dock would be built with the financial

assistance of a barge operator who would get preferential berthing at the new dock.

Acting Port Director Erwin Davis pointed out that none of the three present freight docks here is operating at capacity and the proposed dock would be in direct competition.

Davis, in a report to the commission on other matters, said the new port crane is scheduled to begin testing on Nov. 12.

He also reported that the first barge load of cement for the Ideal Cement Co. bulk handling facility is presently being unloaded at the dock and the work is scheduled to be completed today.

Unloading of some 30,000 barrels required more than three days, he explained because of the necessity for working some mechanical bugs out of the air-pressured pipeline conveyor system from the dock to the plant, several hundred yards away.

2 Anchorage Daily Times Monday, November 3, 1969

SEATRAN SHIPPING MAY COME ABOARD

Seatrains Lines, Inc., a large shipping company, reportedly is considering beginning operations in Alaska.

A Seatrain official reached by telephone today declined to comment on the report but it's known that representatives of the shipping company have been studying Alaska, both by visits to Anchorage and through letters requesting information on freight rates, traffic volume and other data.

"We've had inquiries from them," said John Manley, Alaska Railroad manager. He emphasized, however, that these were only requests for freight rates and related information on the railbelt area "and we get such requests from a lot of firms."

Manley said Seatrain is spoken of in the East as "real sharp, real sound, operators. We would welcome them."

Erwin Davis, acting director for the Port of Anchorage, also confirmed that Seatrain officials visited Anchorage this summer. He said most shipping companies "are doing this now."

Seatrains Lines is a nonsubsidized shipping line that owns and operates 50 ocean-going vessels engaged in charter operations, military cargo trade and container service.

It owns the icebreaking tanker "Manhattan" which made the historic voyage through the Northwest Passage this fall to the Prudhoe Bay oil fields. One of its new ventures is to build 200,000-ton supertankers for the transport of Alaska oil.

Seatrains has about 1,890 employees.

2—The Daily News, Anchorage, Alaska, Saturday, November 1, 1969

A New Port Director

By ROGER AUGER
Daily News Staff Writer

There was a time last year when it looked like Erwin Davis, assistant port director, might be out of a job.

His \$15,870 per year job was being dropped from the City of Anchorage budget in an attempt to tighten the city's expanding budget belt.

BUT RUSS PAINTER, the port director, and the Port Commission convinced the council to keep Davis and the job of assistant port director.

That was a year ago. Since then Painter has retired to go into private industry. And Davis?

He was named Port Director by City Manager Robert Sharp Friday. Davis takes charge today.

"I WAS NEVER unemployed," said Davis, 41.

"But there was a time when I thought I might have to look for a new job," he said.

Davis has worked with Russ Painter since becoming assistant port director in 1966. It was Painter who recommended Davis for the new job.

"I CAME TO Alaska in 1962 from Spokane (Washington) and went to work for Consolidated Freight Lines," said Davis. "Russ and (Mayor) George Sullivan were working there at the time."

"Then I worked two years as general manager for K&W Trucking here in Anchorage. And went to work for the Port in 1966," Davis said.

The building, expansion, and development programs mapped out by Painter and Davis in the last two years "won't change at all. We're going to keep going in the same direction," Davis said.

A new assistant port director has not been named, according to Davis.

He and his wife, Lori, live at 3109 Lakeside Drive.

2 Anchorage Daily Times Friday, October 31, 1969

Inlet Study OK'd, Funding Bill Due

A study of the hazards to navigation in Cook Inlet has been authorized, Chamber of Commerce directors were informed today.

A telegram from Sen. Mike Gravel, read to the board, stated: "The Senate Committee on Public Works has authorized specific authority for the Corps of Engineers to conduct a study providing improvements to Cook Inlet and approaches in the interests of safe navigation."

The telegram came in reply to one sent by the chamber to all members of Alaska's congressional delegation citing the emergency situation in the inlet and requesting immediate action.

Gravel added that he has requested that funds be included in the public works appropriation act to enable the Alaska district engineer of the Corps to make the study. Gravel noted that the study must be made before funds can be appropriated for removal of the obstructions, which include at least two rocks only 12 feet below the water at low tide, as well as considerable silting of the channel.

A bill to provide the funding, said Gravel, will be in its final form within two weeks.

The board will await answers from Sen. Ted Stevens and Rep. Howard Pollock before instituting any further moves. The chamber took action last week when reports of new

obstructions in the channel were brought to light.

Uniform statewide laws on air and water pollution control, discussion of a road to the North Slope and the oil depletion allowance will be some of the topics to be discussed Monday when the legislative committees of the Anchorage and Fairbanks chambers meet here.

Concern that strict air and water pollution laws in one community could bias industry into locating in another community were expressed by the board. For this reason the Anchorage group will press for statewide pollution control.

32 Anchorage Daily Times Friday, December 12, 1969

Port Dispute Keeps Crane From Working

By JIM CAR
Times Staff Writer

The crane at the Port of Anchorage has a baby brother now, but the longshoremen working there have no intentions of letting the crane out of the crib.

It's been in working condition, tested by the state and Sea Land Service, and rarin' to start work since Nov. 23, but a dispute between the longshoremen and Sea Land Service has kept it from doing a day's work since its purchase.

Longshoremen, said Ernie Webb of Sea Land, refuse to operate the crane because it would cut down on the total number of hours required to unload a vessel, and consequently cut down on their working time. He explained that the longshoremen have no guarantee of work or hours per week worked — they work when a ship comes into port for unloading, and don't work when one is not in port.

Longshoremen, in a dispute over the first crane, appealed to the National Labor Relations Board and were given jurisdiction of crane operation, Webb said. Since they have jurisdiction of the second crane, and refuse to operate it, it sits idly by overlooking unloading operations helplessly.

The city is hoping to buy the crane early next year under its Capital Improvements Program. The crane is a part of Phase Two of the Port of Anchorage construction. It will be financed through bond sales.

"We are hoping for a settlement in the near future," Webb said. "We are still hopeful of conciliation, but are exploring legal recourse in case conciliation is refused by the longshoremen."

Longshoremen's union President Nelson Skinner refused comment on the matter. He would not reveal whether the workers would agree to operate the crane should another ship come into the Port of Anchorage — as is proposed for February by Sea Land — assure working hours for the longshoremen.

Nor would Nelson comment whether the longshoremen would, in fact, negotiate with the management of the shipping company.

But the "Philadelphia" and "New Orleans" now coming into the port do not have the deck cranes, and hold more cargo than the older ships. And, said Webb, Sea Land is adding a third vessel in the Seattle-to-Anchorage run the same size as the two larger ships now coming into port.

"It will give us two arrivals each week — one in each Sunday and Wednesday mornings. This added ship would give longshoremen a 36- to 40-hour workweek."

Nor would he admit or deny that the longshoremen would go to court to prevent operation of the \$850,000 crane.

Business Agent Francis Grant of the longshoremen's union was unavailable for comment. He is in New York and will not return until Monday.

"We (Sea Land) talked to the longshoremen when they originally refused to operate the crane," Webb said. "We have requested a board of arbitrators to talk over the matter as provided in the contract. Thus far they have refused to name a board."

"Our legal department is checking into the next move at the present time."

Webb said the refusal to operate the crane has been hurting Sea Land's shipping schedules, and said the situation will get worse before it gets better.

"Several ships to be unloaded here have been delayed into a third day in port," he said. "This has resulted in some late arrivals. We've also run into some bad weather in the gulf of Alaska, and have lost time on recent trips."

"Normally, if both cranes operated we could pick up some of the time in port. But with bad weather in the gulf and a delay in port, there's no way we can get back on schedule."

Longshoremen according to contract, Webb said, work on the basis of a 30-hour week — five days a week, six hours a day. Work after 5 p.m. is automatic overtime, as is weekend work.

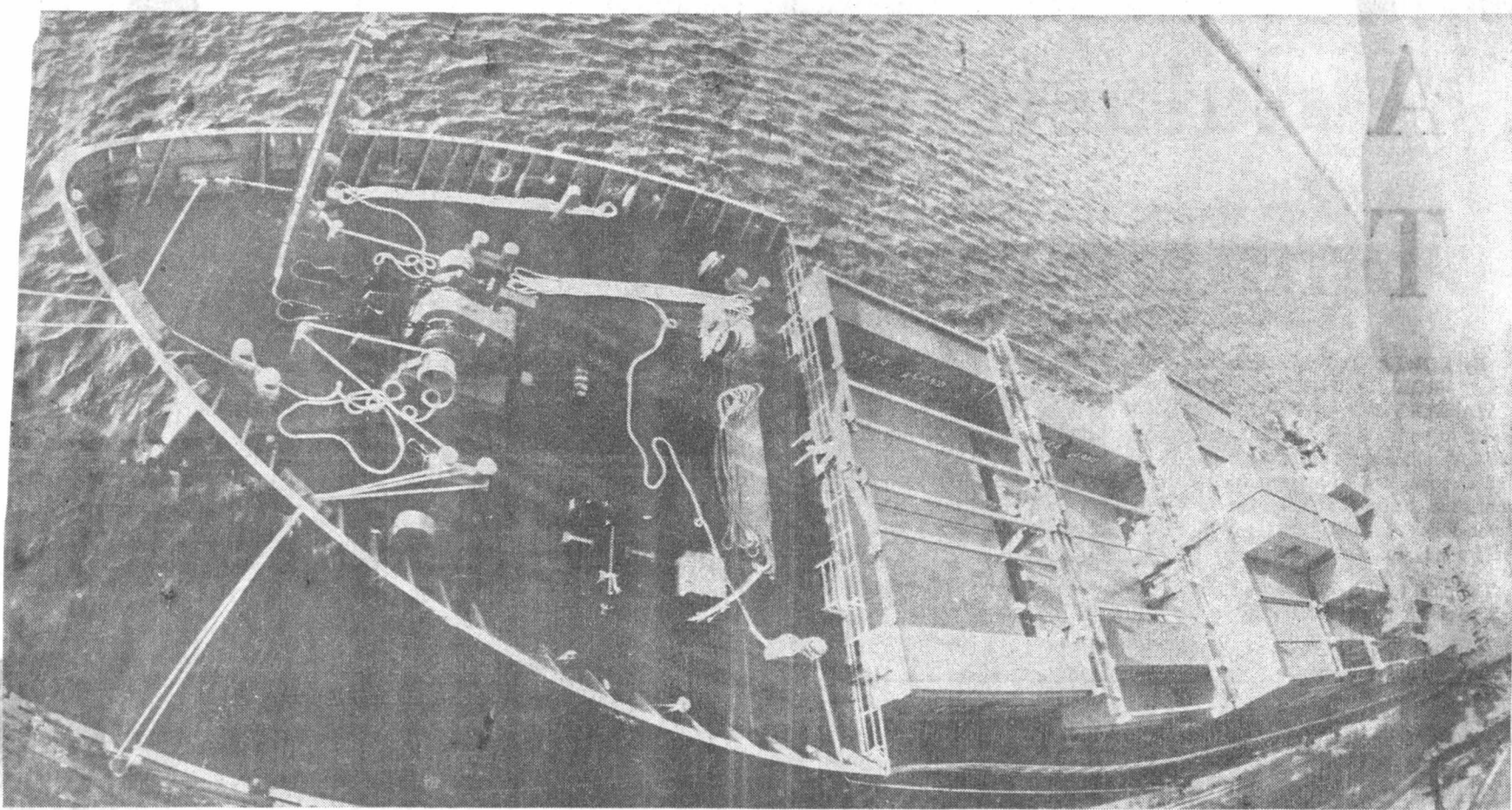
But, also according to contract, the longshoremen will not work between midnight and 7 a.m. If a ship is not completely unloaded by midnight, Webb said, it can't leave the port until after the dock workers come back at 7 a.m. to finish the unloading procedure.

Straight time wage for the longshoremen, is \$5.40 an hour.

Webb said that with both cranes in operation, ships could be unloaded in 18-20 hours. Using just the one crane, however, takes 30 hours. The operation took just 25 hours with the smaller "Anchorage" and "Seattle" ships, which also operated deck cranes to help in the unloading.

But the "Philadelphia" and "New Orleans" now coming into the port do not have the deck cranes, and hold more cargo than the older ships. And, said Webb, Sea Land is adding a third vessel in the Seattle-to-Anchorage run the same size as the two larger ships now coming into port.

Longest Ever at the Port



A WHOLE BUNCH OF BOXES were being unloaded from the Rose City Sunday afternoon as longshoremen hurried to get the Sea Land vessel ready to clear the port and make way for the Seatrain Ohio due Tuesday to take

on a cargo of Army tanks for shipment to the Pacific. Aside from the distortion of the wide angle camera lens, the Rose City is believed to be the longest and possibly the largest vessel ever to dock at the Port of Anchorage. (Daily Newsphoto by A. Cameron Edmondson)

The Old 'Anchorage' Is Back, But With a Brand New 'Rose City' Bow

A whiff of nostalgia and a faint air of future promise pervade the Port of Anchorage today.

The nostalgia comes from the fact that a part of the old Anchorage, one

of Sea Land Service's pioneer contain ships that inaugurated service to Alaska, is back in port.

IT ARRIVED as the stern section of Sea Land's Rose City late Saturday.

It is the maiden voyage for the vessel which is making a single run here to clean up a freight backlog that built up in Seattle and to return a number of empty vans that have accumulated here,

according to Acting Port Director Erwin Davis.

Davis said the new ship was created by "grafting" the stern of the Anchorage onto a new forward section built in Los Angeles and towed to Seattle where the two sections were mated.

The result is a 695-foot vessel capable of carrying 622 standard sized containers while cruising at 15 knots. Davis said it is probably the largest vessel ever to call at the Port of Anchorage.

Shipfitters are now welding the bow of the old Anchorage to the stern of an old T2 tanker to create another van ship for Sea Land. In addition to the hybridizing, Sea Land has placed orders for eight new vessels in European yards and is in the process of chartering another 16 containerships.

The future promise comes from the first call here, scheduled about 5 p.m. Tuesday, of the Seatrain Lines ship Ohio. It will be the first call here by a Seatrain vessel although there have been rumors for months that the line is considering scheduled service to the Port of Anchorage.

An 8,000-ton ship, the Ohio is scheduled to pick up a cargo of Army tanks, according to Davis. It will probably have to "lay on the hook" until it can dock and load.

Anchorage Daily Times Tuesday, November 11, 1969



FIRST SEA-TRAIN HERE HAS MILITARY CARGO

A shipment of 39 Army tanks from Ft. Richardson today was loaded onto the first Sea-Train ship to dock at the Port of Anchorage. On charter to the Military Sea Transport Command, the Sea Train "Ohio" was bound

for California, where the tanks reportedly were to be placed in depot stock. In the background are the port's Super Sam crane and, to its left, its new twin brother, which is to be tested for the first time Wednesday.

The Daily News, Anchorage, Alaska, Tuesday, November 4, 1969

A Second Ship Line Here?

Shipping industry sources in Anchorage say it is virtually a certainty that a second scheduled carrier will begin serving Anchorage when the dock extension is completed to provide the necessary wharfage.

Outgoing Port Director Russell Painter has confirmed recurrent rumors that Seatrain Lines, Inc. is one of those companies. Painter said officials of the firm were here during the summer to look at the situation.

In addition to owning half-hundred ocean-going vessels, the Seatrain line operates a large East Coast shipyard. One of the vessels it owns is the tanker Manhattan which it acquired from Aristotle Onassis.

Late 1970 is regarded as the earliest possible date that the northward extension of the city dock can be completed.

Sea-Land currently is the only scheduled carrier here.

34 Anchorage Times Friday, Dec. 12, 1969

Davis Gets Port Post

Erwin Davis, acting port director since Oct. 31, Thursday was named port director by City Manager Robert E. Sharp.

Sharp said he had consulted with the port commission yesterday prior to the announcement.

The new director has served as acting director since the retirement of Russ Painter. Davis joined the port in 1966 as operations manager, and five months later was named assistant port director.

Davis, 43, is a 1966 graduate of Gonzaga University in Spokane, Wash., with a bachelor's degree in business administration and economics. He has been in the transportation industry for 10 years, including the post of general manager of a local trucking firm. He also worked for a trucking firm in Washington, and has worked extensively with freight and transportation tariffs.

Davis and his wife Laurie live at 3109 Lakeside Drive.