

LOAD 'EM UP

A workman for Alaska Maritime Agencies watches as a truck lifts from the ground to board the Sea Train Puerto Rico. The trucks are bound for Korea from Ft. Richardson on the ship, which is under contract to the Military Sea Transport Service (MSTS). Fifty-three of the truck-trailers,

surplus from the Army base, are being shipped, and will arrive in the Incheon Province of Korea March 27. The ship, built in 1944 as the Mission San Luis Obispo, has a cruising speed of 16 knots and a net capacity of 4,809 tons.



HERE'S THE BROOKLYN

Sea Land Service's "Brooklyn" container ship rests at the Port of Anchorage dock on its second arrival in Anchorage. The "Brooklyn" made its first Seattle-Anchorage trip March 11, boosting the Sea Land container ship fleet between the two ports to three ships. Ernie

Webb of the shipping company said the addition of the third ship would guarantee two ship arrivals in Anchorage per week. All three, the "Brooklyn," "Philadelphia" and "New Orleans" are identical in size, speed and capacity.

Port Commission Gives Approval For Construction

Anchorage's Port Commission has approved preliminary construction plans for Hightide Marine Enterprises work at the Port of Anchorage.

The plans include dock facilities and a building to be constructed at the port. Hightide said it expected to complete the dock facilities this year. Work is to be started on the building during this construction season.

The commission also gave it support to a bill transferring ownership of Anchorage International Airport from the state to a municipal government agency.

Inlet Shoal Study To Begin In July

The first step in a general survey to determine the extent of Cook Inlet shoals will start July 1 when federal funding becomes available for the project.

The funds were approved in December for the study, a \$20,000 project of the U.S. Army Corps of Engineers. Hal Farney of the Anchorage office of the engineers, said he expected to complete field work on the project by the end of the summer.

Some shoals in the inlet became a problem to shipping after the 1964 earthquake. Several ships scraped their hulls in the passage between Fire Island and the other shore of the inlet. The navigational problem has turned the Port of Anchorage into "a half-tide port," according to some mariners.

"The Coast and Geodetic Survey mapped the area last summer," Farney said. "There is a sizeable shoal in the middle of the channel, right in the

middle of the passage. There are navigable channels to the north and south, but information indicates that those channels are shoaling, too.

"The passage is shoaling up to the extent to make mariners hesitate to go through at low tide — it is hazardous. And at minus-tide, not navigable."

Farney said the first step in the study will be to make a general survey of the area. Then he said, an attempt will be made to determine the makeup of the shoals — either through drilling or subsurface exploration.

Then the corps must prepare a report, including benefits that would accrue to the port from removal of the shoals and submit it to Congress, where funds presumably would be sought for removal of the shoals.

"It isn't as simple as just going down and blowing them up," Farney said.

Council Tosses Out Port Bids

Seven bids for construction on the Port of Anchorage were thrown out Thursday in a special City Council meeting.

The council, by unanimous vote of the five members present, also directed the city to re-bid the estimated \$2.2 million project. The re-bidding is expected to delay awarding of the contract by about 30 days.

The dismissal of bids came at the recommendation of Public Works Director Willard Jensen, with approval of City Manager Robert Sharp. Councilmen James Campbell, Gordon Hartlieb, Ben Marsh, Leonard Peck and Mayor George Sullivan voted to throw away the bids.

The problem arose when a telegraphed revision of the Manson Construction and Engineering Co. was delayed in delivery from Seattle until after the Feb. 6 bid opening. The revision lowered the Manson bid by \$105,000, making it the apparent low bidder.

Assistant City Attorney R.B. Collins, in a memorandum to the city manager, said that the bid modification was acceptable under law, but that it was an "irregularity" in arriving after the bid opening.

"It is the opinion, therefore of this office, that if the council wishes to waive this irregularity, then the Manson modified bid can be accepted as a legal bid,"

Collins said in the memorandum.

However, Public Works Director Jensen added that "If council waives either all of the above irregularities or none, litigation originated by a party not gaining the lowest bid could seriously delay contract award and approval by Economic Development Administration."

An attorney for Manson warned that delay in awarding the bid could cause delay in completion of the addition, possibly into the following construction season. He added that delay could also raise the bids, forcing the company awarded the contract to buy stock-on-hand American steel rather than ordering the lower-cost Japanese steel for part of

the construction. He said the difference in bids could be as much as \$70,000.

However, Sharp claimed the bid opening was some 30 days ahead of schedule, and a 30-day delay in the awarding of bids "would put us back on the original schedule," which calls for completion of the port work by Sept. 30.

Involved in the bidding is an extension of the existing dock at the port and extension of a causeway to connect, giving another access road to the dock; widening of part of the dock to give trucks room to turn around; and construction of a stevedore shed.

Sharp indicated that the second bid opening would be "about" March 20.

New Crane Use Set Next Week

Sea Land and longshoremen officials have reached a "tentative agreement" on the Port of Anchorage's second container crane, and it should be in operation by the first of next week.

Sea Land Alaska Operations Manager Ernie Webb said Thursday longshoremen have already signed the agreement, which, in part, would provide for a modernization and mechanization fund to contribute money to union pension and health and welfare funds.

The crane was actually put into operation last weekend, Webb reported, because a ship that had come in to unload had been late; the first container crane had had some problems; and Sea Land had wanted to test the equipment to be sure no further adjustments to the \$900,000 piece of machinery were necessary.

"It works good, very good," Webb said.

The crane had been sitting idle at the port since Nov. 23 when longshoremen refused to operate it, although approved by state and Sea Land officials. The longshoremen claimed that addition of the crane would cut down their weekly working hours.

Webb said Sea Land had done some negotiating on the longshoremen's written proposal that had been submitted, but would not reveal further details of the agreement.

Longshoremen Business Agent Francis Grant was out of town and unavailable for comment.

The agreement, Webb said, had already been approved by the longshoremen membership, and that Sea Land was "checking on the legal language" of the document before final approval is given.

The crane, however, will not be operated until the final approval on the document is made, Webb said. He predicted final approval by the "first of the week."

Webb said addition of the second container crane would cut unloading time on Sea Land's ships to about 18 hours. Another ship in the Sea Land fleet is scheduled to begin arrivals in March, he said.

The new ship to make the

Seattle-Anchorage run, would be either the "Portland," "Brooklyn" or the "Newark," Webb said. All three, now stationed on the East Coast, are identical to the "Philadelphia" and "New Orleans" now on regular service to the port.

The "Anchorage" will be sent to the East Coast on arrival of the new ship. It had been filling in for the "New Orleans," now in dry dock for adjustments.

The third ship, Webb said, would not guarantee longshoremen a 40-hour work week, but would "probably" give them a 36-40 hour work schedule per week "many of the hours at the overtime rate."

Port Asks For Road Over Arm

The Port of Anchorage — just coming into the stage of paying its own way — will become a dead end port unless another access road is put in to the facility, Port Commissioner Bob Logan warned last night.

He proposed a road across the shallows of Knik Arm, connecting the port with the new Anchorage-Fairbanks highway.

"The dock won't be worth the proverbial dime if we can't move cargo," Logan said.

The road also could open potential residential and industrial areas across the arm, which now are within sight of the city but are several miles away by existing roads.

Logan argued his case for another access road to the port before the regular meeting of the Port Commission Monday. City Manager Robert Sharp sat in on the meeting. Charles Matlock, district highway engineer, and Robert L. Beardsley, commissioner of highways for the state, also appeared.

Logan argued that the road would not be for just truck traffic, but would also open the Big Lake area for residential construction. "It would put Big Lake about as far from town as Rabbit Creek," he said.

But Commissioner Beardsley outlined a stumbling block: "Money."

"We have no state construction money," he said. "None."

"We are projecting that 15 per cent of the revenues from the North Slope will go into the Highway Department. In 20 years we can double the mileage in the state. But Alaska doesn't have an appreciable highway funding program. And we won't have the funds until the North Slope oil starts going to market."

Beardsley said he could "easily" spend \$4 billion in the state on highways without matching the density of highways in the smaller states. Logan warned, a through truck route in a city is short-lived. "The people get sick of it soon," he said.

And, he said, shippers could save on the average of \$600,000 annually with a road which would pass present city traffic patterns. Logan suggested that the road hook

up to the port, run north past Cairn Point, along the beach to the shallows of the Knik River, then across on a bridge to connect to Talkeetna and the Fairbanks highway.

The route, Logan said, would cut some 60 miles out of the trip which would reduce the round-trip to Fairbanks by 10 per cent. And at 11 cents per ton mile, he pointed out,

savings could mount quickly. Logan also predicted a jump in the freight coming into the port for Fairbanks, and possibly North Slope forwarding. He said the figure saved by the new access would grow as the freight to the north increases.

But, Matlock said, a 20-year plan for the city's transportation system includes a Ship Creek Freeway, which could hook up to port operations to miss the heavily congested traffic downtown. "We are now talking to the military about routes through the reservations," he said.

City Manager Sharp said that the city is writing a scope study for the port, possibly to include Fire Island and its possibilities as a deep water port for the city. And, he added, the Corps of Engineers will also be making a study for shipping in Southcentral Alaska, which should be released "in three or four years, depending on when it is authorized."

The commission voted to let the state government officials know of its feelings on the second access road to the port. "I feel if we left this meeting without following through... You just don't get things done that way," Commissioner William O'Neill said. "It's the squeaky wheel that gets the grease."

The commission agreed that a proposed second port access road, now in the engineering stages, would "be a feeder line for the city," and would not help congestion at the port. It would, the commission agreed, relieve Government Hill residents, and not shippers coming into the port.

City Rejects Bids

Anchorage City Council rejected all bids for building a new berth at the city port. The action came in a special 30 minute session Thursday afternoon.

Legal problems in submission of late and reduced bids created more problems than the council wanted to hassle out.

Seven bids were received for the project that would enlarge the city port by 339 feet, and add a connecting trestle to Tidewater road. Work was to start in early spring and be completed by September or October.

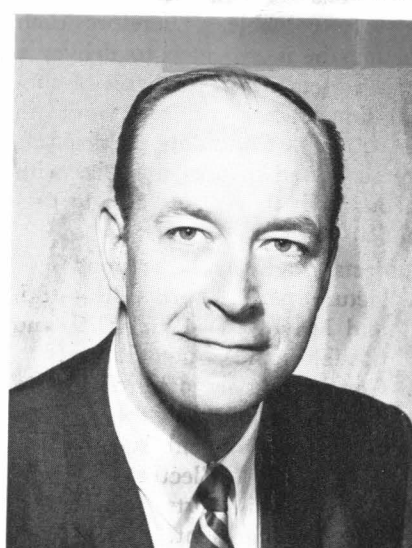
Four bid schedules were outlined to bidders but the schedules were not accurately followed, according to a memorandum from Willard Jensen, city public works director.

The threat of law suits, questionable waiving of bid irregularities, and potential long delays in construction prompted the council to reject the bids.

A new advertisement for bids will go out in about 30 days, according to City Manager, Robert Sharp.

The project is to cost about \$2 million. The Economic Development Administration is to foot about half the bill.

Anchorage Port Director



Anchorage, Alaska, December 22: —Mr. E. Erwin Davis has been named to the post of Port Director at the Port of Anchorage, Alaska. Mr. Davis joined the Port Staff as Operations Manager in 1966 and was named Assistant Port Director in April 1967. The new Port Director is a 1956 graduate of Gonzaga University in Spokane, Washington. Mr. Davis has been continuously employed in the transportation industry since leaving school, having served in a management capacity for several surface carriers. He has been an Alaska resident since 1962.

Bids For Port Expansion Opened Here March 12

Bids for Terminal 2, Phase 2 at the Port of Anchorage are to be opened March 12, City Manager Robert Sharp has reported.

Seven bids were received earlier on the work, Jan. 21. But the City Council rejected all bids because irregularities in the bidding procedures could have drawn the city into a lawsuit for acceptance.

The extension of the facilities at the port includes lengthening and widening of the existing dock area, and lengthening of an existing causeway to connect with the dock.

Completion of the project is expected by Sept. 30, Sharp said.

Port Expansion Award Approved

Locher Co. and J. R. Clinton Co. were awarded a contract Friday for construction of an addition to the Port of Anchorage.

A joint bid by the firms

for the initial two-phase construction and maintenance project was \$2,064,295.

The bid was \$2,001,295 for extension of the dock at the port. Their bid for repair of the existing dock's fender system was \$63,000.

Both bids are below the city engineer's estimated cost for the work.

Contract award is contingent upon Economic Development Administration approval, as some \$1,185,000 in federal funds has been authorized to aid in the construction. Previously, the City Council approved \$1,200,000 in City of Anchorage general obligation bonds to finance the city's share of the project.

Bids for construction of the 339-foot port extension and trestle causeway were originally opened Feb. 19, but were immediately rejected because of "irregularities" in the submission procedure.

The City Council advertised for new bids. Four bids were opened Thursday afternoon. The contract was awarded Friday in the City Council chambers.

Preston Locher, president of Locher Co., said work would start immediately. The project is to be completed by the end of September.

Ships Feel Rate Hike

Anchorage's Port Commission has approved changes in tariff for water sold to ships at the city dock.

The changes, an average of 10 cents a thousand gallons, were approved this week to reflect a water rate increase by the city. Port Director Erwin Davis said the revised rates would parallel the rate increase by the city.

New rates for the port would start at 95 cents a thousand gallons for the first 30,000 gallons, and would reduce to 15 cents a thousand gallons in excess of four million gallons. The old rates were 80 cents and five cents, respectively.

Other rate categories received similar increases with the action.