

AUTOMATIC LOADING IS DUST-FREE

Bulk cement is shown being loaded at the new Ideal Cement Co. facility located on Tidewater Road. The

facility features virtually dust-free operation, according to company officials.

Ideal Cement Terminal Now In Full Operation

Ideal Cement Company's cement storage and distribution terminal at the Port of Anchorage is now in full operation, Alaska General Manager Ian "Scotty" Marshall-Pryde has announced.

"A few construction details remain to be completed," Marshall-Pryde said, "and a complete interior and exterior paint job." But, he said, the facility now is shopping cement in bulk and by bags around the state.

Construction of the terminal "the most modern in the state" according to Marshall-Pryde — began last summer.

First cement was moved into the four silos last fall.

Efficient dust-collection systems are in operation at every point where dust could produce a problem, the general manager said, making it the cleanest facility in the state.

The terminal has a capacity of 50,000 barrels of cement, and is the only cement terminal which unloads directly off the Anchorage city dock, providing revenue directly to the city. Barges may be brought in at any time, regardless of tides, and cargo on the deck of the barge may be simultaneously unloaded with the cement.

Cement runs through a pipeline setup from the dock to the storage tanks, dust-free. A complete dust-collection system protects the environment. And all loading

operations — both rail and truck — are handled under shelter to protect the cement from weather conditions.

Until this year, Marshall-Pryde said, all distribution of Ideal Cement in the state was handled through an agency arrangement. Another terminal is now under construction in Fairbanks, with completion scheduled late this month or early June. The facility will be supplied by rail from Anchorage.

The Ideal plant also supplies a variety of bulk cement containers — sling, bins, collapsible cardboard containers, collapsible plywood containers and metal containers — for delivery to the North Slope. Bulk containers can be handled directly from Anchorage or Fairbanks, he said.

Barges tie up at the city dock, connect to the 1,200-foot transport line across the dock to the storage silos, and unload. Barges carry their own dust collectors, and one man on the barge is in constant

contact with the terminal operators by radio telephone. The offloading procedure, Marshall-Pryde said, is completely controlled from the storage terminal. Barges are unloaded at the rate of 1,000 barrels of cement an hour.

Automatic railroad and truck scales assure quick accurate loading.

Formal dedication and an open house of the plant is scheduled for June.

Dock Work To Begin

Work on extension of dock facilities at the Port of Anchorage, which will give enough berthing space for another ship, will begin later this month.

The firm of Locher Co.-J.R. Clinton was awarded the contract for extension of the dock at a March 13 City Council meeting. The firm turned in a low bid of \$1.86 million for the project.

Included in the work is extension by 339 feet of the existing dock and extension of an existing causeway to connect with the dock.

When completed, it will allow berthing of another Sea Land-size vessel, and will allow a through traffic pattern across the dock to the causeway and back to the shore.

Jerry Waite of Locher Co. said orders for materials and equipment have already been placed, with the first shipment scheduled to arrive in early May. The construction company will begin preparatory work later in April.

Waite said the company would start driving one pile driver at a time, then move another in "when the kinks are ironed out," to drive in the 312 piles for the work.

Extension work is scheduled to be completed on or before Oct. 31, according to contract.

Port Work To Proceed

Contract negotiations between the Locher-Clinton Construction combine, the Economic Development Agency, and the City of Anchorage were completed this week and a notice to proceed was issued for port expansion work.

City public works director Willard Jensen issued the notice to begin immediate construction of an extension to the port and repair of fenders on the existing facility. This completed all formalities necessary for federal assistance in the project.

Locher-Clinton Co. submitted a low bid March 13 of \$2,064,295 for port work. The Economic Development Agency has authority to provide \$1,185,000 federal money supplementing a city general obligation bond sale of \$1,200,000 to fund port work.

James R. Clinton of Clinton Co. said materials were now being stockpiled for construction work which is to start "about the middle of April."

The 339-foot port extension and repair project is scheduled for completion in October.

SEA-LAND'S THIRD ALASKA SHIP SAILS

ELIZABETH, N.J. (Special) — The 360-container Brooklyn is now sailing between Alaska and Seattle for Sea-Land Services, Inc.

This marks the entrance of a third Sea-Land container ship into the Seattle-Alaska service and permits customers to avail themselves of two direct weekly sailings between Anchorage and Seattle, Wash. — every Wednesday and Saturday on a year-round basis.

Including this latest increase in service, Sea-Land has expanded its container carrying capacity in the Alaska trade by 80 per cent since 1968.

Growing Alaska has brought about establishment of extensive inland coverage as well. To facilitate source loading at inland points, Sea-Land maintains inland trailer pools.

Sea-Land has been serving the Alaskan trade since 1964, and in December of that year made history when the container ship Anchorage sailed unaided through Cook Inlet to the port of Anchorage.

It has been serving Anchorage on a year-round basis, unaided by ice breakers, since that time.

Early this year, to speed loading and unloading at Anchorage, Sea-Land, working with the port authority, placed a second dockside crane into service.

In addition to the port of Anchorage and inland points, Sea-Land serves Kodiak and the cannery areas of Alaska via feeder vessels.

Sea-Land sales offices are located throughout Alaska, in Anchorage, Kodiak and Fairbanks (plus a service office at Kenai), and in the continental United States in Seattle, Portland, Oakland, Long Beach, Houston, Cleveland, Chicago and New York.

Besides its Alaskan service, Sea-Land serves a network of 34 ports worldwide with 47 full containerships and more than 37,000 containers for the rapid, pilferage-proof, damage-free transportation of goods.

Sea-Land is a wholly owned subsidiary of R.J. Reynolds Tobacco Company.

Port Work Waits For Federal OK

"The first hurdle and a half have been passed on the way to Economic Development Agency certification for port extension work," says James R. Clinton, president of the Clinton Construction Co.

Clinton said all necessary conferences preparatory to actual work on the port are "proceeding ahead of schedule."

Clinton and his partner in the construction and maintenance project, Preston Locher of Locher Construction Co. submitted the low bid of \$2,064,295 in competition for port work contracts. Bids submitted by the Clinton — Locher team and three other companies were opened at a special city council meeting March 13.

Clinton said no EDA certification has been awarded for the work at this time, but both he and his partner in the port expansion project, have indicated they see no blocks to eventual certification.

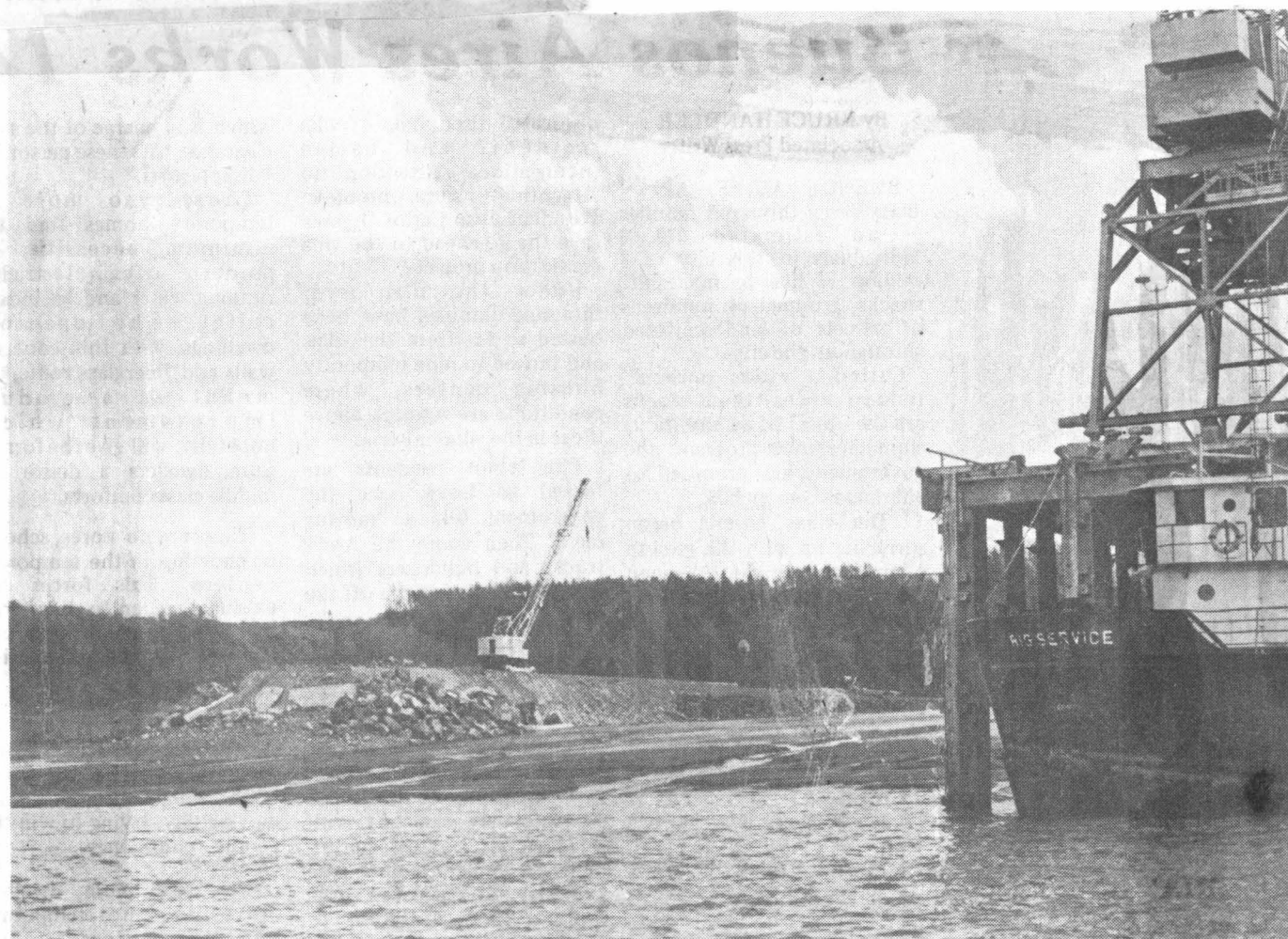
The Economic Development Agency has authority to approve \$1,185,000 in federal money to aid Anchorage in port expansion.

Clinton said certification must come in three stages: approval of bid award, approval of evidence of contract and a satisfactory pre-construction conference.

He said the first "stage and a half" have already been successfully completed and that the city, the federal agency and the contractors are now working on "evidence of contract" requirements. "This would be securing insurance, providing evidence of compliance with equal employment opportunity regulations, and proof of bonding among other things," Clinton said.

Anchorage has approved sale of \$1.2 million in general obligation bonds to finance the city's share of port work.

The third stage would be a satisfactory pre-construction conference at which the city, the federal agency and the contractors would review plans and specifications, job safety requirements, and complete legal and business arrangements.



WORK PACE INCREASES AT PORT

Port construction, including a causeway to connect to extension of the dock, is increasing at the city's port industrial park. The new causeway, left, is nearing completion by the Locher Co.-J.R. Clinton Co. The company says it expects to start pile driving work to extend the dock by an-

other 340 feet by the end of the month. When completed, the causeway will connect to the end of the dock to provide an alternate route across. Completion of the \$2 million project is scheduled for Nov. 1.

Port Construction Level High

By JIM CAR
Times Staff Writer

Construction at the Port of Anchorage is just about equalling the activity in the rest of the city.

Not only will the dock be extended by 340 feet this summer to permit offloading of another ship — a \$2 million project, but the port's industrial park is growing just about to capacity.

Shell Oil is adding another storage tank, a 100,000-barrel capacity container that will be second-largest in the complex.

Texaco has three tanks in the planning stages for

construction this summer, and Tesoro-Alaskan Petroleum will be finishing off seven tanks — four of which are now nearly completed.

Kaiser Cement and Gypsum Corp. is pouring six storage silos, and Ideal Cement has already completed four silos, and a dust-free plant.

Locher Co.-J.R. Clinton Co. are well underway in construction of a causeway, and will start driving piles before the end of the month for a 340-foot extension of the existing dock.

The company has set up a pile fabricating yard, complete

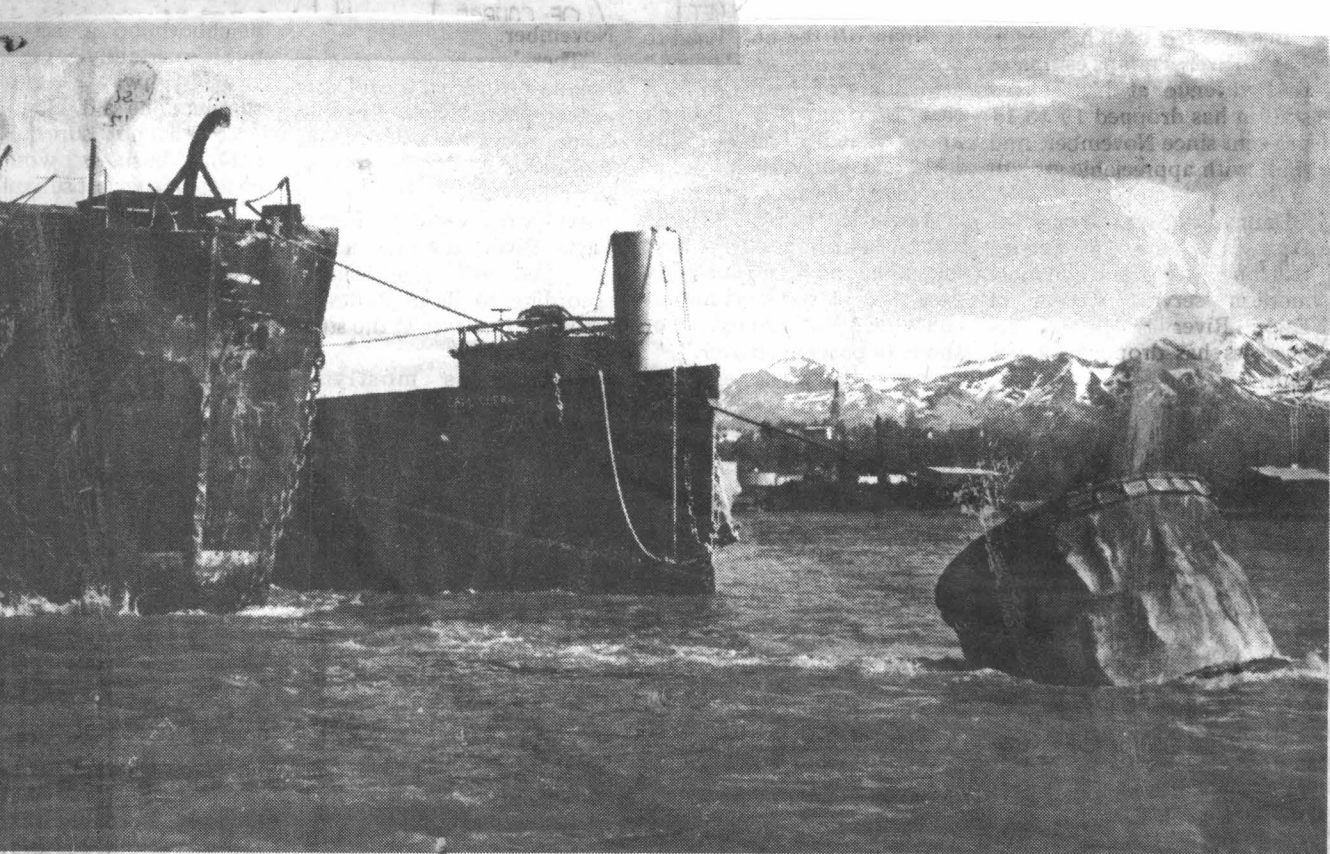
with a narrow-gauge railroad, "the tidewater railroad," and covering shed. First shipment of the nearly 150 piles has already arrived for fabricating the steel poles for support of the dock.

The port has two 55,000-pound container cranes in operation for the twice-weekly arrivals of Sea Land Service ships. And the Pacific Apollo has started its containerized shuttle run from

Anchorage to Kodiak.

Out in the water, the port has added three anchor buoys which enable barges to anchor without mooring at the mud slips along the beach.

The port, for the first time, grossed more than \$1 million in 1969. Assistant Port Director Gene Sarrels thinks that figure will be easily surpassed in 1970, as the port's industries expand their operations.



BUOYS ADDED TO KNIK ARM

Three buoys, like the one at right, have been added by the Port of Anchorage for berthing in Knik Arm. The buoys permit tie-up of barges, like the two at left, without berthing them in the mud slips along the coast. The buoys were added

by the Port of Anchorage this spring, and are themselves anchored to the bottom of the arm to prevent unanticipated movements of the barges.

Car's Lot

By JIM CAR
Times Staff Writer

Clinton Company-J.R. Locher Company, now working on a \$2 million addition to the Port of Anchorage, has set up what may be the only narrow-gauge railroad in the state.

The railroad, "Tidewater Railroad," was set up to speed fabrication of pilings before driving them into the Knik Arm mud for a 340-foot extension of the dock.

A sign at the fabricating yard tells all: the mayor is Sig Jokiel, foreman of the operation; the town's population, 8; and a sign points to far-off Anchorage: 1.8 miles.

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Port Commission Chairman Arne Michaelson, no stranger to Scandinavia, will be joining Mayor George Sullivan this week on the mayor's trip to the sister city of Tromsø, Norway.

Arne, on a private trip, will be heading back for a reunion and will part company with the mayor in Oslo, Norway. They will meet again in Bergen.

It's the mayor's first trip to the sister city.