



DOCK'S DEATH RATTLE GROWS LOUDER

A large hunk of the old Army dock in the Anchorage Port area collapsed during the night, apparently under the weight of ice clinging to its underside. The shaky dock was damaged beyond use in the 1964 earthquake and has been slowly falling apart since. Last night, as much as two-thirds of the dock gave way, says Bill McKinney, office manager at the port. He expected a

high tide this noon and higher ones Tuesday could cause further damage. Though there's a lot of good firewood in the old dock, George Manley, manager of the Alaska Railroad, says it is posted against trespassers because of its hazardous condition.

Anchorage: Story of Continued Port Growth

by Bill Bunselmeyer

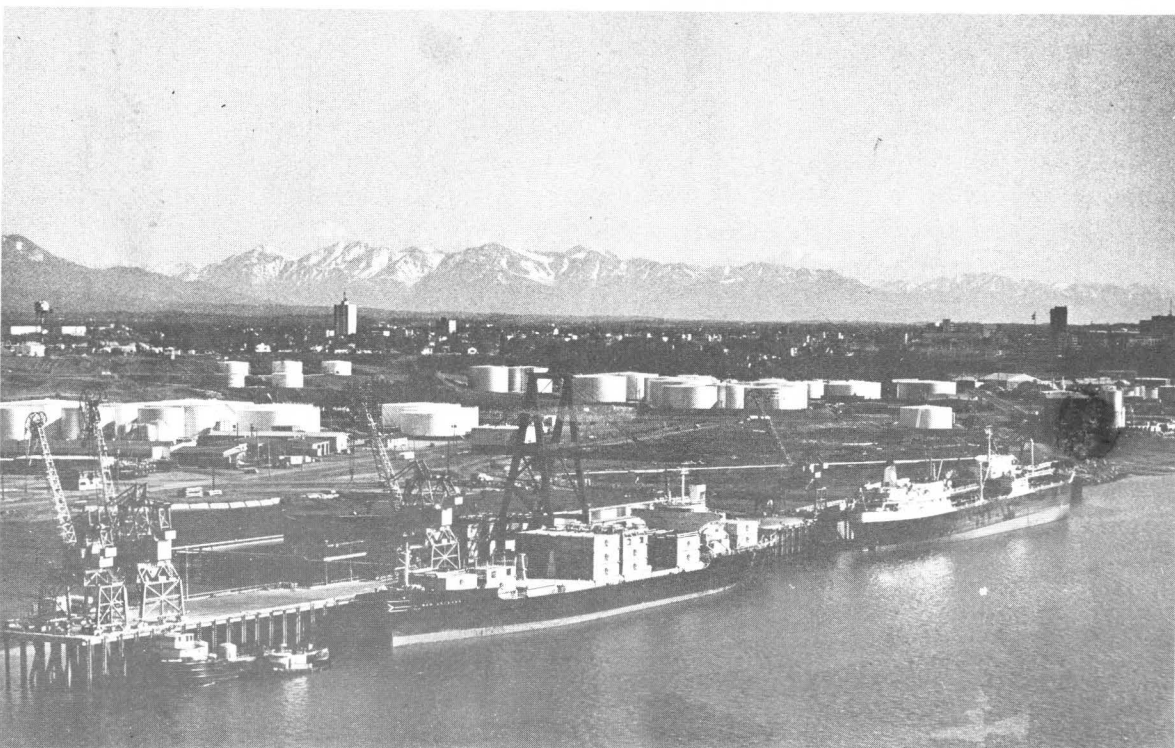
TAMS Newsletter - April 1971

Anchorage dedicated its new 339-foot dock extension in November 1970 during the 50th anniversary celebration of the city. This marked the fourth time in recent years that TAMS has designed and supervised construction of the Port's expanding facilities.

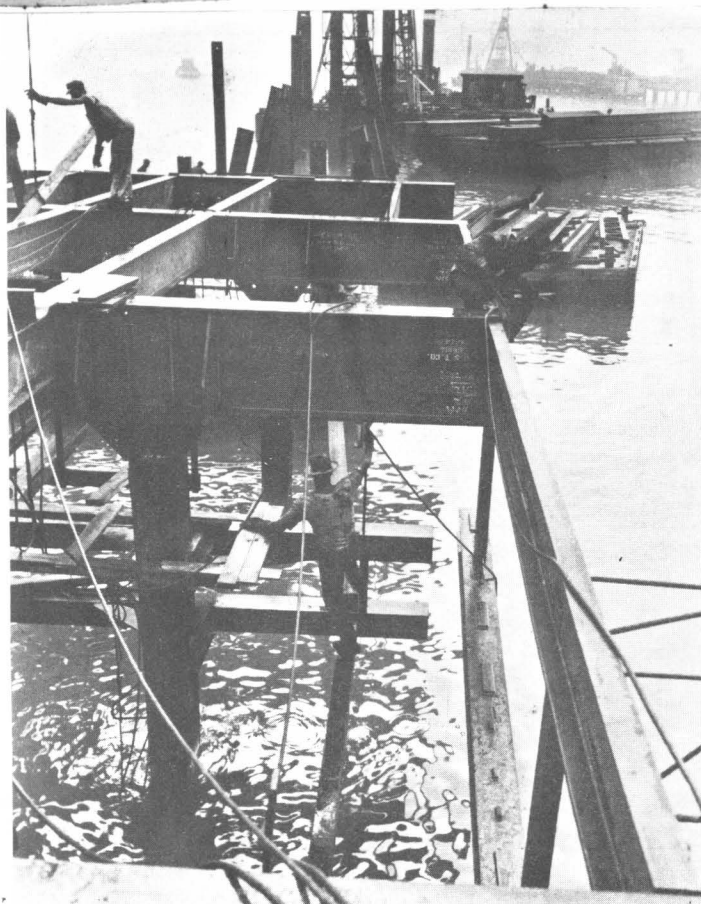
The new dock extension has doubled the general cargo handling capacity of the port by adding a second berth for ocean-going cargo ships. Efficiency, as well as capacity, has been improved at the port through the addition of a new causeway and trestle which enables traffic to drive onto the dock at one end and leave at the other.

The original terminal, completed in 1960, was 600 feet long and the 615-foot petroleum terminal was completed in 1965. In 1968 the first of two phases of expansion added 271 feet to the dock. The second phase, a 339-foot expansion of this terminal, was finished in time for the 50th anniversary of the City of Anchorage.

Engineering and construction jobs in Alaska have a reputation for unusual problems and this project for which TAMS carried out design and supervision of construction is no exception. The Port of Anchorage is located on Cook Inlet, which in itself is unique in that it presents the designer with major problems: a tidal variation of 42 feet from a high of plus 35.5 feet to a low of



Picture opposite page shows Bill Bunselmeyer (left) with contractor's key personnel.



minus 6.5 feet, freezing and ice build-up. Limited availability of materials and the short construction period added to the overall difficulties.

The extension of Terminal No. 2 is a cast-in-place reinforced concrete structure supported on steel piling that varies in length from 75 feet to 130 feet. The contractor — Locher Company-J.R. Clinton Company, a joint venture — began construction on the \$2,000,000 project in late April 1970 and completed work in early November of the same year. The project required 320 pilings ranging in size from 14 to 42 inches in diameter which were driven "off the top". A total of 28,722.5 linear feet of piles were installed — only a 0.6 percent increase over the original engineer's estimate.

The state ferry Wickersham was the first vessel to dock at the new facility on October 12 after the final concrete pour completed the deck.

TAMS Seattle office carried out the design work for the project under the direction of George T. Treadwell, Pacific Northwest Manager, with Philip Perdichizzi as Project Manager and Tetsu Yasuda as Project Engineer; William S. Bunselmeyer was Resident Engineer for Construction. Partners-in-charge were Thomas J. Fratar and Barnett Silveston.

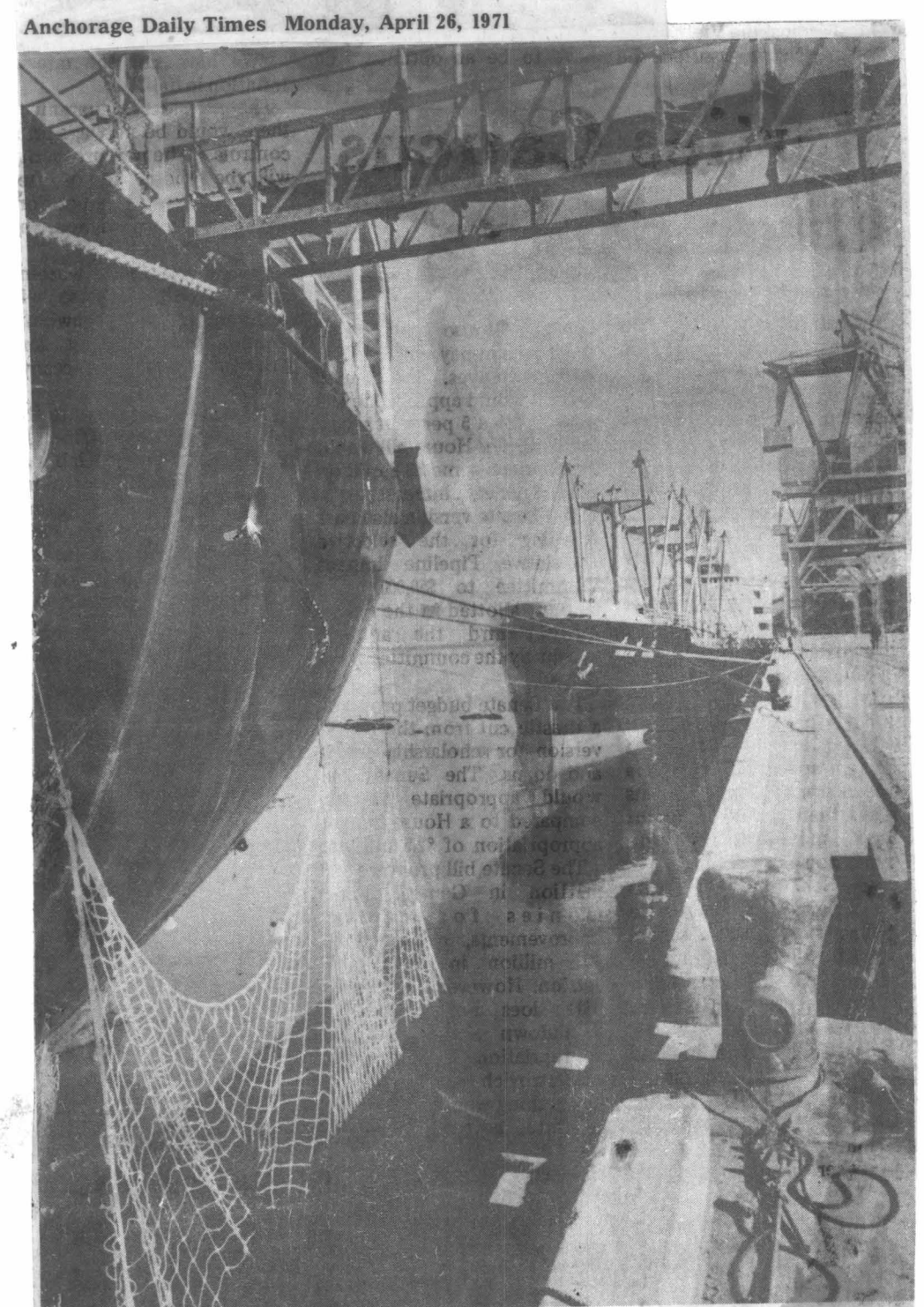
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CRUISING OFF FIRE ISLAND

Welcoming festivities for the USS Anchorage, an amphibious assault ship, were delayed several hours today when the ship was held up by bad weather in the gulf. The ship was cruising off

Fire Island around 11:30 this morning as Times photographer Jim Martin caught an aerial view from a Civil Air Patrol plane.



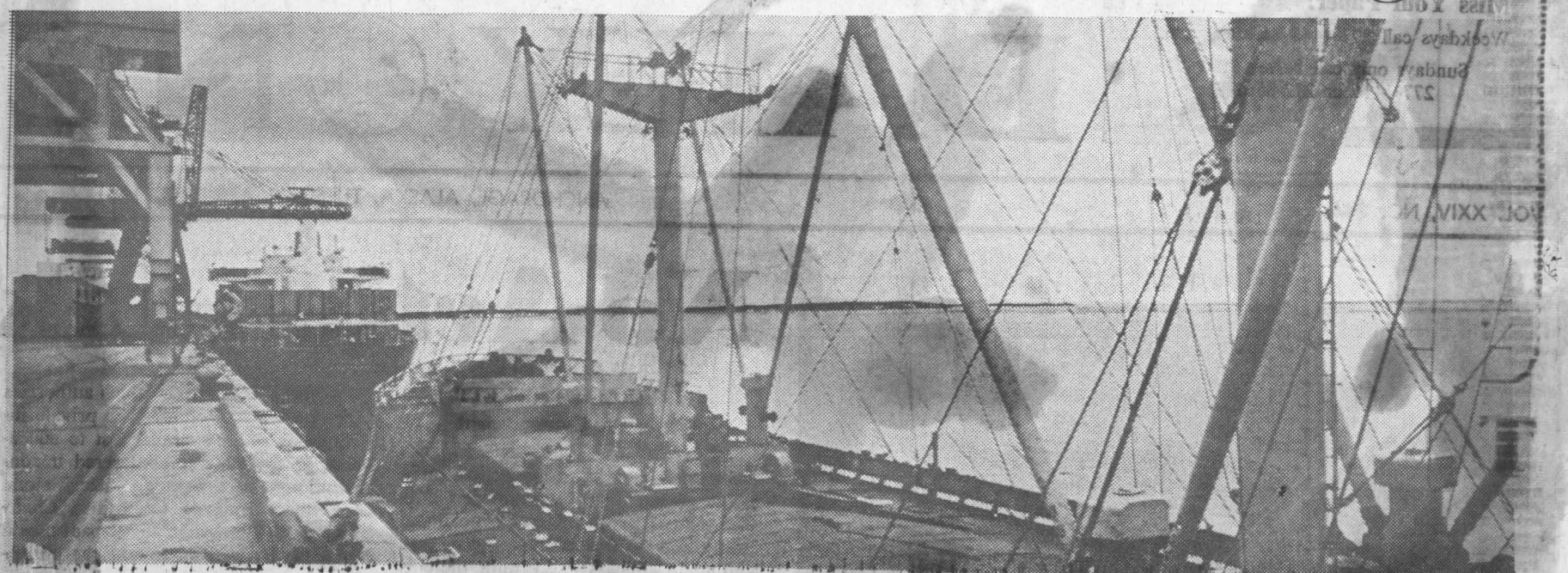
FLOATING FULL HOUSE

For the first time this year the port of Anchorage has had three vessels docked at the same time. The two pictured here are Sea Land's Afoundria and the Chozan Maru, a

Japanese ship owned by Alaska National. The third vessel, a Tesoro barge came in early today after the 660 foot Eagle Leader, an oil tanker vacated its berth.

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A Busy Day at Port of Anchorage



It was a busy day at the Port of Anchorage. For the first time this year, three ships were tied up at the facility. Pictured here are the Chozan Maru

of the Alaska National line in the foreground, and Sea Land's Boston farther out. A Tesoro barge also tied up at the port.

Anch Daily News
April 27, 1971

Japanese Ship Here Captain Of Vessel Given Port Plaque

By JOETTE GETSE
Times Staff Writer

What does one say to a Japanese sea captain who has just received a plaque commemorating his entry into the Port of Anchorage? "Goeniko-o-inorimasu," or something that sounds like that. Translated from the phonetic Japanese to English it means a combination of congratulations and good wishes on your voyage. Capt. T. Nagamine of the Chozan Maru, a 31-year old cargo ship that docked here early Monday, was quite pleased with the attempt at a Japanese salutation. He responded with careful answer in English and invited the press and port authorities to have coffee in his dining room.

The plaque bearing the port's emblem and the date of the ship's arrival was accepted by the captain with pride. He displayed it for the cameras and to his chief mate and translator.

He said the 11-day voyage from Tokyo, his home port, had been more rough than usual and that the cargo of steel had continually rolled from one side of the ship to the other.

"This ship is unusual in that it was the first of its type to be built with the bridge at the rear of the vessel," he said. "Now many ships are built this way."

There was a delightful oriental air about the ship conveyed by the chopsticks stacked in the galley, the modernistic Japanese design on the dining room wall and the gracious manner of the crew.

One searches for the proper words to express thanks for the hospitality extended. And those words can only be "Arigato gaziemas," of course.