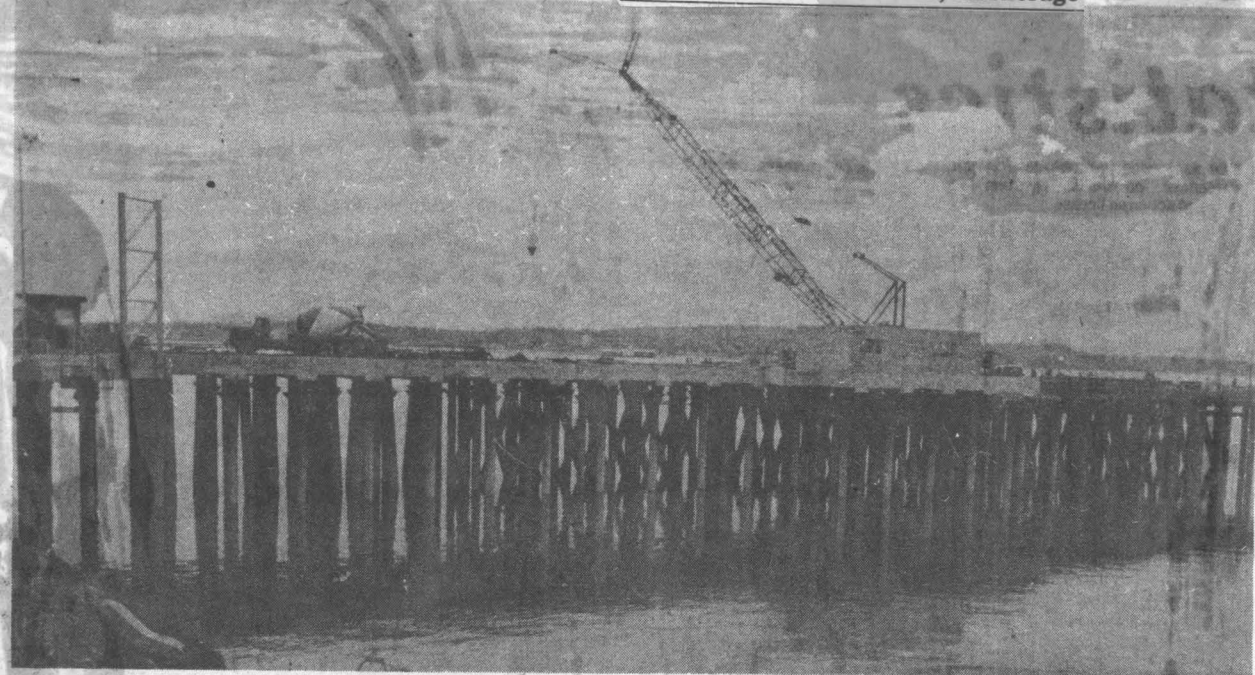


Tuesday, September 24 1974, Anchorage



### COMPLETION DATE LOOMS FOR DOCK EXTENSION

Some 370 feet of new dock parallel the city port's muddy beach with the contractor rushing to meet the mid-November completion date. City port director E. Erwin Davis said the city will put the new area in use just as soon as crews

complete the project. Although this half-a-terminal won't accommodate deep draft ocean-going vessel, it will be adequate for barge traffic, which has been particularly heavy this year.

## Summer Sees Face Of Port Change

The face of Anchorage's port has changed considerably this summer, with one contractor adding 370 feet of dock and another reclaiming 12 acres of tidelands for outdoor storage.

In spite of big problems for one of the contractors, including the loss of almost irreplaceable steel pilings in Cook Inlet last spring when a barge overturned, both projects are expected to meet the mid-November completion date.

With the changes, port director E. Erwin Davis said an additional barge can be handled at the new 370-foot stretch. The addition makes existing facilities 1,582 feet long. In addition, there is a 610-foot-long petroleum dock.

The dock has been extremely busy this season, Davis said, "up about 26 per cent over that of last year at this time, and at times we've had to divert barges to private docks."

Barge traffic has been especially heavy, he said.

The city soon will be able to

use the new outdoor storage areas, now being enhanced with fencing and lights. This summer the city began to use another 11 acres located back of the docking area for outdoor storage.

Addition of this storage space will make port operations "much more efficient," he said.

Another 370 feet of docking is scheduled for construction next summer, representing what the city calls the "second half" of terminal number three. By the end of next summer the city port will be able to handle an increased volume of shipping more efficiently, Davis said.

There is room for additional expansion in the future, says William S. Bunselmeyer, resident engineer with the city's consulting firm, Tippetts, Abbott, McCarthy and Stratton. If additional berths are needed in the future they can be added to the end of the newest terminal, perhaps angled if necessary, he noted.

In this year's work, the fourth big "pour" of concrete will take place this week, after workmen finish tying in all the reinforcing steel. Forms for the fifth and final pour are completed. The addition is supported by 262 steel pilings, most of them 150 feet in length and concrete-filled, capped by concrete ranging up to three and a half feet thick.

This first phase was funded by a \$3.1 million Economic Development Administration grant and \$4 million in general obligation bonds approved by the voters.

To finance next year's construction, the city has \$3 million in general obligation bonds, authorized but unsold, and is seeking a matching grant from the federal government.

J. H. Clinton Co., Inc., of Anchorage holds the land reclamation contract, and General-Swalling the dock extension contract under a co-venture agreement.

"I feel that General-Swalling has done a

remarkable job this summer, when one considers the bad luck they experienced when the steel was lost, and I fully expect they will be able to complete the contract," Davis said.



### WORKMEN TIE STEEL

With a concrete pour due shortly, crewmen busy themselves installing quantities of reinforcing steel. The foreground section, with tops of 150-foot-long piling sticking up above wooden forms, will be pre-

pared for a later pour. Next summer's projected expansion will take the dock out another 370 feet, making the city dock capable of handling three big vessels at once.

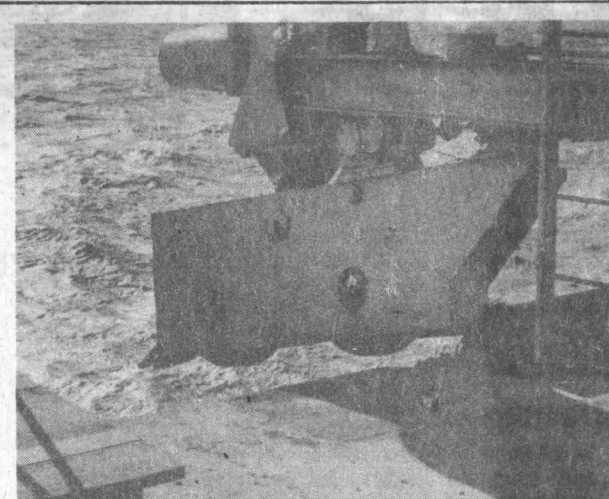
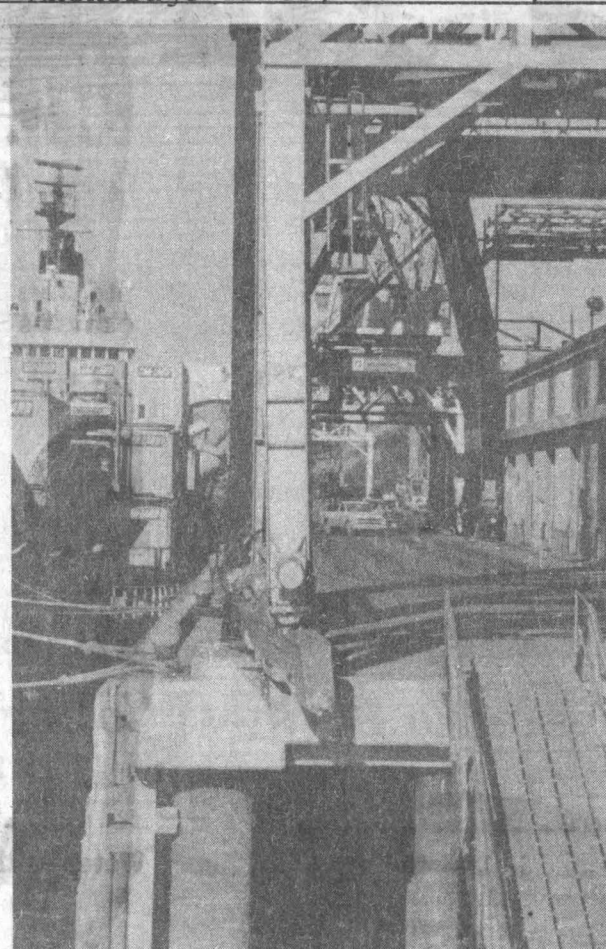
Wednesday, September 25 1974, Anchorage Daily Times



### WEASEL'S HABITAT IS DOCKS

Construction worker Al LaRock looks down at weasel at the city dock extension, and the close-up photo shows the weasel looking right back at him. The weasel is not wild but at times hides among the wood and pipes at the construction site. Construction workers apparently have been feeding him.

Anchorage Times, October 3, 1974



### PORT CRANE RUNS OFF RAILS

Winds at the Port of Anchorage which gusted to over 80 miles an hour on Tuesday blew a Sea-Land container crane along the railroad track on which it rolls. It almost knocked another smaller crane clear off the dock and into the Cook Inlet. The picture at left shows one wheel of the smaller 120-ton crane installed in 1960 hanging over the south end of the dock. Above is a close up of the wheel truck. A crane mounted on General Construction's barge, which has been dredging the port area this summer, was scheduled to pick the damaged crane up at noon today and put it back on the dock. The port flew two experts from Seattle here yesterday to aid in the tricky maneuver.

Anchorage Daily Times, Tuesday, September 3 1974



### SEATTLE FIRM DREDGES PORT

A five-yard dredge operated by General Construction Co. of Seattle scoops up troublesome silt and shoaled material which has built up at the Port of Anchorage. The material is being hauled in a scow out

to deep water. The firm will dredge to 35 feet below the low water level under a \$348,000 contract with the Alaska District of the Army Corps of Engineers.

Marine Digest  
Oct. 12, 1974

### WINDS KNOCK CRANES OFF TRACKS IN ALASKA

ANCHORAGE—Lou A. Bianchi, senior field engineer, Washington Iron Works, dropped by the Digest this week to give us a news item on a port crane that almost got away during a wind storm in Anchorage on Oct. 1.

Evidently, winds gusting up to 80 to 90 miles an hour sent a Sea-Land container crane along its tracks colliding with a smaller crane. One wheel of the smaller 120-ton crane installed in 1960 was left hanging over the end of the dock.

"If the smaller crane hadn't been there," Bianchi said, the large crane would have fallen over on the tanker dock loading facilities, putting it out of commission. The larger crane, built by Washington Iron, would have gone into the drink. Total cost of the damages could have reached \$10 million.

Meanwhile, Bianchi and Rober Kycek, of TAMS, (Tippetts-Abbott-McCarthy-Stratton), Seattle office, were flown into Anchorage to aid in getting the cranes operational once again.

"A couple of Sea-Land trucks helped to put the cranes back into operation," Kycek said.

Alaska Cons. & Oil  
Dredging at Port  
of Anchorage  
October 1974



There's a disturbing operation going on at the Port of Anchorage. General Construction Company of Seattle is busy on a \$384,000 contract awarded by the Alaska District, Corps of Engineers, dredging the harbor. What they are disturbing, though, is useless and troublesome silt and shoaled material which builds up on the waterfront each year. The contractor will dredge to 35 ft. below mean lower low water level.

General Construction is using a 5 cu. yd. clam shell dredge, plus a scow to dump dredged material in deep water north of the Port facility. The firm's contract calls for the work to be done in 120 calendar days. They are working 20 hours a day, 7 days a week now, however, and expect to be completed in 3 to 4 weeks. It is estimated that 70,000 yards of material need to be dredged from the deep draft harbor. This term refers