

Panel approves inlet shoal removal

A \$1 million proposal to remove a meddlesome shoal from Cook Inlet shipping lanes was approved Tuesday by the Senate Appropriations Committee and moved to the Senate floor.

A spokesman for Sen. Ted Stevens, R-Alaska, sponsor of the appropriation bill, said the bill "looks good for passage" by the complete Senate.

If approved by Congress and signed by President Ford, the \$1 million would allow the Army Corps of Engineers to remove a newly discovered, 400-foot-long rocky shoal that has forced reduction of shipping into the Port of Anchorage.

The shoal lies 19 feet below average low tide at the southern edge of the port's shipping channel.

Sea-Land Freight Services, Inc., the largest shipper into the port, told port authorities in February it must cut shipment of 94,350 tons of cargo — or 17 container vessels — into the port this year because of shoal-caused delays.

The shoal has caused deep-draft vessels to wait farther out in the inlet until high tides make the water over the shoal

Anchorage Daily News, Thursday, May 15, 1975-5

City approves contract for port development

By SALLY W. JONES
Daily News Staff Writer

The Anchorage City Council awarded a multimillion-dollar Port of Anchorage development contract late Tuesday after eliminating a portion of the bid in which prices quoted were 92 per cent higher than for similar work done last year.

The joint venture of General Construction Co., Swalling Construction Co., and SKW Construction, Inc., was awarded the \$4.69 million pier, trestle and dredging project for the north portion of Terminal No. 3.

THE COUNCIL dropped sections of the contract calling for fill and related work for a port terminal yard. Last year, the city paid \$3.75 per cubic yard for fill. The contractor's price this year was \$7.20 per cubic yard, for a total price of \$1.1 million.

The joint venture three weeks ago bid a total project cost of \$6.89 million, nearly \$1 million higher than city estimates for the work.

By dropping the yard fill provisions — and other yard-related items such as fencing and lighting — and reducing the amount of inlet dredging, the contract price was reduced to the \$4.69 million figure. The council agreed to readvertise for bids on the yard portion of the project in hopes of saving on the fill material.

INFLATIONARY cost increases ranging from 8 to 60 per cent for equipment also hit the city on four contract awards totaling \$186,000. The cost of a bulldozer rose 60 per cent to \$85,423 over the cost of a similar price of equipment the city bought in 1973. The price of \$10,736 in telephone equipment reflected a 52 per cent increase over the same equipment bought in 1973.

Topsoil for the parks and recreation department was purchased for \$9,675, or an eight per cent increase over the cost of such material last

Wednesday, May 21, 1975, Anchorage Daily Times

City Reduces Port Project

A \$4,690,540 contract for the second phase of construction on the Port of Anchorage's third terminal has been awarded by the City Council to a joint venture of General Construction Co. of Seattle and Swalling Construction and SKW Construction Cos. of Anchorage.

The contract, does not include fill and related improvements for some six acres of yard to be used as storage area.

Early in April Port Director Erwin Davis called for bids on the construction. When bids were opened April 17, the only bidder was the joint venture with a bid of \$6,898,100, considerably in excess of the engineer's estimate of \$5,835,517 and more than the city had in funds to pay for it.

At the City Council's request, Davis wrote to some six other firms asking why they had not bid on the project. The reasons ranged from lack of manpower and materials to too much other work.

Meanwhile, the Anchorage Port Commission, a

semi-autonomous body concerned with port activities, met and rejected the single bid. The next morning a notice of reconsideration was filed on that action and at a special meeting three days later the commission authorized Davis to negotiate with the joint venture to reduce the bid price or the scope of work to bring it within available funds.

The city has available \$3 million in general obligation bonds, \$3.5 million in state funds and \$304,000 left over from

construction of the \$6 million first phase.

At about the same time the council met and generally directed Davis to proceed with the negotiating.

After four meetings with the joint venture, during which it became obvious that the contracting firm could not improve its prices for the yard fill work, Davis and the port's consulting engineers, Tibbets, Abbott, McCarthy, Stratton, decided to drop this portion and rebid later.

The contracting firm, Davis said, had bid in at \$7.10 per cubic yard for the fill, higher than the engineer's estimate of \$4.40 and almost double the amount the city paid last year for similar work, \$3.75.

That brought the cost of construction down to the \$4.6 million level, about 8 per cent higher than the engineer's estimate for the revised job, but acceptable to all parties concerned.

Davis said the negotiations have only slightly delayed the first part of the project, which is dredging the area where the terminal will be constructed. However, he anticipated no major delay in the actual construction schedule.

Meanwhile, Davis is preparing an application for \$1.7 million in federal funds for port construction. Next on line is a new petroleum dock, and Davis said the \$3.5 million from the state was to fund this project.

NEW ALASKA SERVICE PROPOSED FOR SEATTLE

SEATTLE — A team of executives from the Sun Shipbuilding & Dry Dock Co., Chester, Pa., were in Seattle this week putting the final touches on a new Seattle-Anchorage shipping service.

Sun Shipping is working out lease arrangements with the Port of Seattle for space at Piers 37-39. The firm, the builder of the 800-foot roll-on/roll-off trailership, plans to use the ship on weekly runs from Seattle to Anchorage carrying some 400 40-foot trailers.

In other action, the commission approved a 25-cent per berth-foot increase in moorage rates at Shilshole Marina and Fishermen's Terminal.

The resolution also called for a charge for parking cars and trailers at the Shilshole launching site.

Commissioner Paul Friedlander opposed the resolution saying the port already was making \$84,000 profit from the moorage. Commissioner Henry Kotkins said he thought levying a charge on trailers and cars was poor public relations. However, the resolution passed 3-1. Kotkins abstained since he moors a boat at Shilshole.

J. Eldon Opheim, general manager of the port, said the increase was needed to amortize past losses at Shilshole.

Marine Digest 5/31/75

Pacific Shipper 6/30/75

Anchorage Terminal Lease Hit

Totem Ocean Trailer Express, Inc., a new company planning to serve the Seattle-Anchorage trade, has asked the Federal Maritime Commission to disapprove a terminal lease agreement between the City of Anchorage and Sea-Land Service.

Totem plans to inaugurate a weekly service between Seattle and Anchorage with a roll-on/roll-off vessel "specifically designed for this trade and now in the final stages of construction."

The conclusion of an agreement for the lease of suitable port facilities will not be possible, Totem told the FMC, if a pending agreement between Anchorage and Sea-Land is approved because the proposed lease to Sea-Land of 610 feet on Terminal 2 and 50 feet of adjacent space on Terminal 3 "leaves insufficient room at the Port of Anchorage for the dockage of the (Totem) vessel which required 900 feet of berthing space."

If Sea-Land used Terminal 1 and part of Terminal 2, Totem advised, there would be sufficient berthage to accommodate both Sea-Land and Totem.

The City of Anchorage, Totem said, is interested in changing the berthing allocation in its agreement with Sea-Land so that Totem may also serve the port.

Marine Digest 6/10/75

Anchorage Daily Times, Wednesday, June 4, 1975

Harbor To Be Dredged

The Anchorage Harbor is due for its annual maintenance dredging shortly with the Army Corps of Engineers' Alaska District office advertising for bids on the work.

Only bids from small business firms will be considered, officials said.

The work is expected to cost

between \$100,000 and \$500,000. The successful bidder will have 120 days in which to remove about 70,000 cubic yards of shoaled material at the port and dispose of it in deep water.

Similar work performed last summer by General Construction Co. of Seattle cost \$384,000. Anchorage harbor maintenance dredging has been done yearly since 1968 in the corps' service of keeping the area along the face of the municipal facility in proper condition for ocean-going traffic.

Anchorage Daily News 6/25/75

Cargo ship launched

America's largest trailership, the S. S. Great Land, was launched at Sun Shipbuilding and Dry Dock Company's Chester, Pa., yard last week for use in the Pacific Northwest-Alaska trade.

Although berthing space arrangements in Anchorage have yet to be completed, officials of Totem Ocean Trailer Express, a Sun Shipbuilding subsidiary, hope the new vessel will be in service by August.

When completed the 790-foot trailership will be capable of carrying the equivalent of 390 40-foot trailers and 126 automobiles. The ship is a "pure roll-on-roll-off" vessel capable of carrying assorted highway trailers, automobiles and other wheeled or tracked vehicles. A system of internal ramps and an elevator provide access to all holds.

Similar Sun-built trailerships have been serving Puerto Rico and Hawaii for several

years. William B. Mailing, Totem president, said the immediate availability of preferential berth space in Anchorage is presently clouded by a dispute between the Port of Anchorage and a competitor, Sea-Land Services, over a filing under the Merchant Marine Act.

Mailing said he hoped the matter would be resolved by the Port on the basis that a new competitor in the Alaska trade would not only add cargo carrying capacity but would also substantially increase revenues moving across the Anchorage dock.

Assuming the dispute is promptly resolved, Mailing predicted service would begin in late August from Seattle with the Great Land's arrival in Anchorage two-and-one-half days later. Totem's proposed sailing schedule calls for a Friday departure from Seattle with a Monday arrival in Anchorage.

Marine Digest 6/10/75

ALASKA TRAILERSHIP LAUNCHED AT SUN SHIP CHESTER, PA. — The largest, fastest trailership built to date, SS Great Land, was launched here at Sun Ship last week.

For use in the Pacific Northwest to Alaska trade, it was christened by Mrs. William B. Maling, wife of the president of Totem Ocean Trailer Express (TOTE) for whom the vessel is being constructed.

TOTE is an Alaskan corporation with the shipyard as the primary stockholder.

Mrs. Maling christened the 24-knot trailership with the traditional bottle of domestic champagne and was assisted by her two daughters, Miss Sheryl Maling and Miss Leslie Maling, who served as maids of honor for the launching ceremonies. The ship's name is derived from one of the state's unofficial nicknames — The Great Land.

William B. Mailing, TOTE president, indicated the immediate availability of preferential berth space in Anchorage, is clouded by a dispute over a Section 15 filing under the Merchant Marine Act between the Anchorage Port Authority and a competitor, Sea-Land.

Mailing expressed confidence that the matter would be resolved by the city-controlled Port Authority on the basis that a new competitor in the Alaskan trade would not only add cargo carrying capacity to the tight Alaskan shipping picture but would also substantially increase revenues moving across the Anchorage dock.

Additionally, TOTE's new service will offer shippers to Alaska a new ocean transportation mode geared to handling a variety of highway trailers and wheeled vehicles.

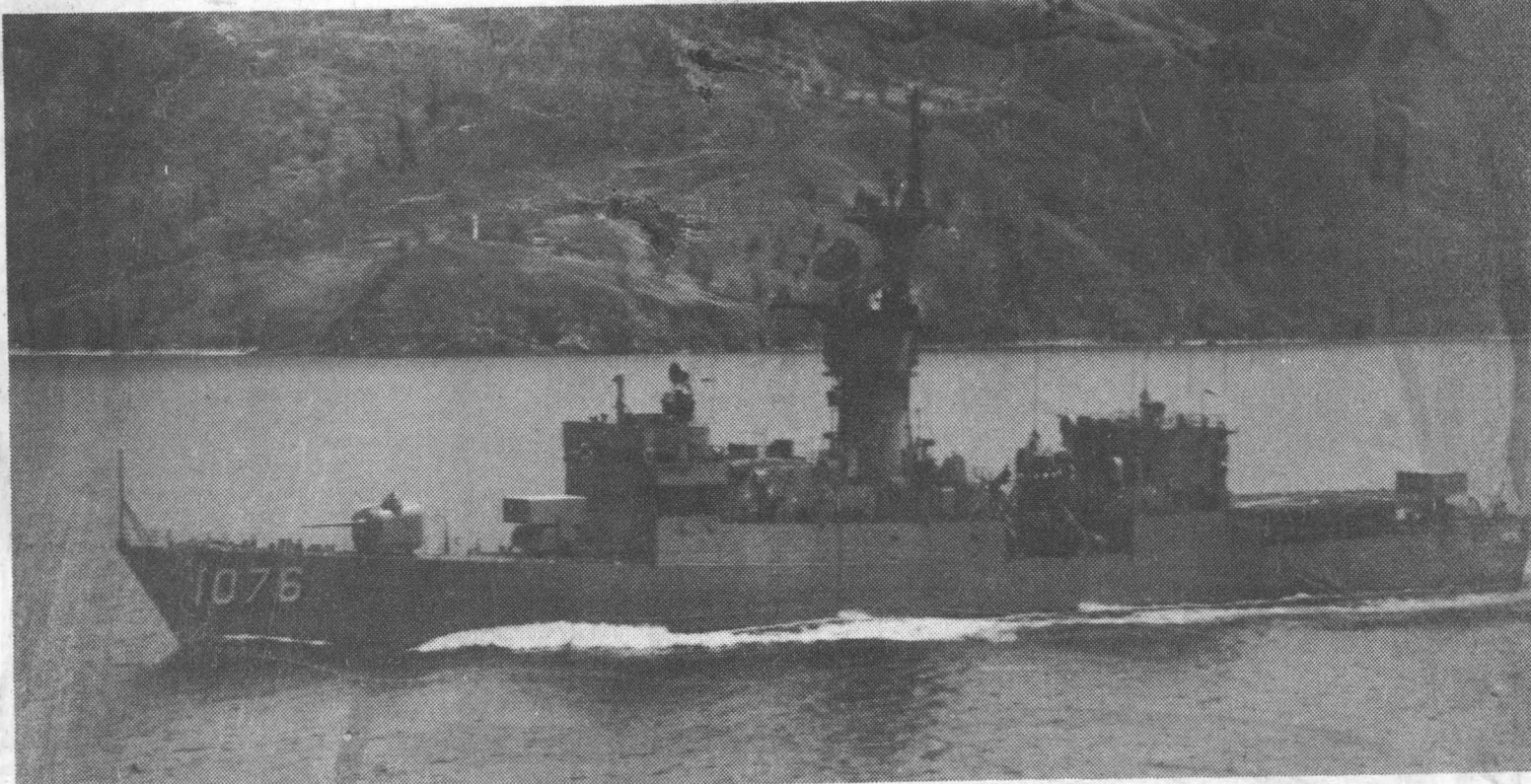
Mailing indicated that negotiations with the Port of Seattle were progressing toward agreement on TOTE's use of the Pier 37/39 complex.

Assuming the dispute is promptly resolved by the City, Mailing indicated the service would start in late August this year from Seattle with the maiden voyage arriving in Anchorage 2-1/2 days later. The weekly sailing schedule calls for a Friday departure from Seattle with a Monday morning arrival in Anchorage. The service is intended to duplicate any United States inter-city capability.

The Great Land will be the largest trailership ever built and the first vessel in the second generation of Sun Ship trailerships. When completed in August, the 790-foot trailership will be capable of carrying the equivalent of 390 40-ft. trailers and 126 autos.

The Sun Ship trailership is a flexible, "pure roll-on/roll-off" vessel capable of carrying assorted highway trailers, automobiles and other wheeled or tracked vehicles. The vehicles are driven on and off the vessel over shoreside ramps. A system of internal ramps and an elevator provide access to all holds.

Thursday, June 19, 1975, Anchorage Daily Times 2



Navy Destroyer USS Fanning Sails On Quiet Sea

Ship To Make Holiday Visit

A Navy destroyer escort, the USS Fanning, will berth in Anchorage as part of this year's July Fourth celebration.

The ship, in port from July 3 to 7, will be open to the public for free tours, according to Captain W. G. McHenry, commanding officer of the Military Sealift Command in Anchorage.

The Fanning will arrive in Anchorage at 4 p.m. July 3. A welcoming reception will greet selected guests and local officials who will embark earlier that day at Nikiski to complete the ride to Anchorage.

The Fanning was commissioned July 23, 1971, and is assigned to the Cruiser-Destroyer Force of the United States Pacific Fleet.

Some 17 officers and 230 men comprise the crew of the 438-foot ship, homeported in San Diego, Calif.

Pacific Shipper June 30, 1975 Anchorage Terminal Lease Hit

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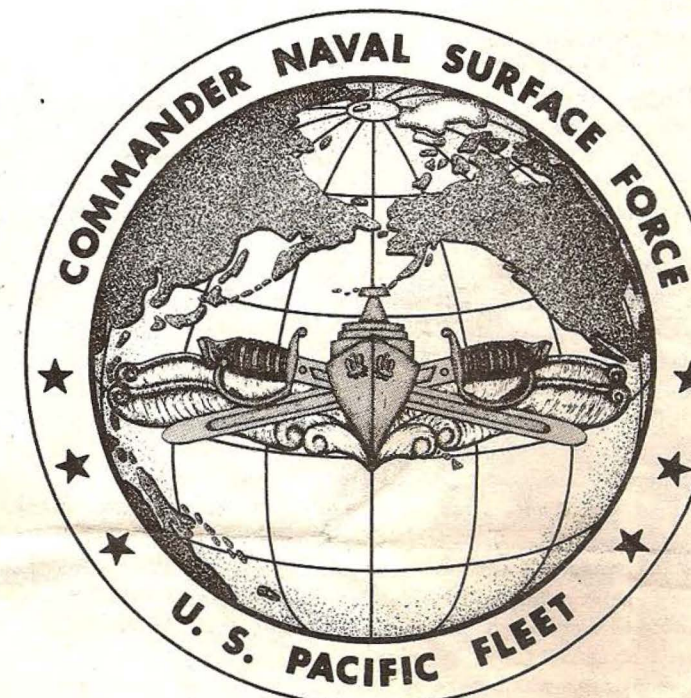
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