



HANDLING PORT DUTIES

W. D. "Bill" McKinney has been promoted to Municipal Port Director. McKinney, a life-long Anchorage resident, has been involved in the freight handling and scheduling business since he was 16.

Director Knows Port's Problems

By HELENGILLETTE
Times Staff Writer

When E. Erwin Davis was transferred from municipal port director to head the newly formed Anchorage Department of Transportation a few months ago, there was no reason to look Outside for a man to fill Davis' former slot.

Working in the wings was his assistant, W.D. "Bill" McKinney, a life-long Anchorage man who was familiar with the problems of getting ships in and out of the port on schedule. McKinney had worked in the freight handling and scheduling business since he was 16. And before he took the position permanently, McKinney was acting municipal port director.

Scheduling problems occur because the port, located in Turnagain Arm, encounters winds that reach 100 miles per hour occasionally and five-knot currents which carry massive ice floes into the port. Also a buildup of ice underneath results in upward pressure.

When McKinney was 16, he went to work as a lineman's helper for the Alaska Railroad, where his father was employed. He worked there for 20 years, with responsibilities in all the operations and freight departments.

After he left the railroad, he worked for other freight firms including Alaska Freight Lines, SeaLand Freight Lines and Pacific Freight Lines, with a five-year stint working as office manager for a life insurance company.

In the meantime he and his wife, Thelma, were raising their seven children.

McKinney said he sometimes regrets not going to college.

"But in those days a man could work his way upward without it," he said. "Now, I'm not so sure."

McKinney likes to arrive at the dock at odd hours to take a leisurely look at the port with its 2,500 feet of docking space and massive cranes overhead.

The port includes the 610-foot petroleum dock at the east end, Terminal 1 with 600 feet of dock, Terminal 2 with 620 feet and Terminal 3, which will be 719 feet long this fall with the completion of a 353-foot section.

McKinney said the port would be more efficient if the expansion bond issue had passed. It would have provided another 173 feet of docking area plus another ship to shore trestle.

"That would have permitted us to put Tote's Great Land in

Terminal 3, completely and safely moored," he said. Now the giant freighter must use Terminal 1 and part of the petroleum dock which leads to scheduling problems.

The cost of the trestle would have been paid back by Tote, he said, in an agreement similar to one under which SeaLand is paying the municipality for container cranes.

"The people didn't fully realize this, neither this nor the fact that the bulk of the new dock money would have been matched by federal funds. Somehow we didn't get the message across," McKinney said.

McKinney's father, William David McKinney, homesteaded a quarter section at a point where C Street meets Fireweed Lane. It was here that McKinney spent his early years.

"People felt awfully sorry for Mother when Dad took her away out there in the wilds," McKinney said. "She didn't have running water or any conveniences."

But after the McKinney children left home, the parents moved to Oregon and had "16 wonderful years" before Mrs. McKinney died, he said. Their father has since remarried and they often visit the children here.

McKinney said a boy "couldn't have picked a better time or a better place to grow up in than Alaska." He and his friends were busy hunting, fishing, exploring "the impenetrable jungles of the Sand Lake area."

There were plenty of jobs for boys then and they grew to manhood in a kind but firm community where all adults felt responsible for all the children. A youngster engaged in mischief suddenly learned that everybody was watching.

"We never knew from what area the swat was coming," he said, "and we also knew the bad news would quickly follow us home."

In those days there was no Port of Anchorage. After the settlement of a debate over whether year-round traffic could be maintained, the firm of Tippet, Abbot, McCarthy and Stratton was engaged to devise the port's master plan. The structure was completed and dedicated in 1961.

The 1964 earthquake caused extensive damage to the port, but within 90 hours the dock was again receiving ships, McKinney said.

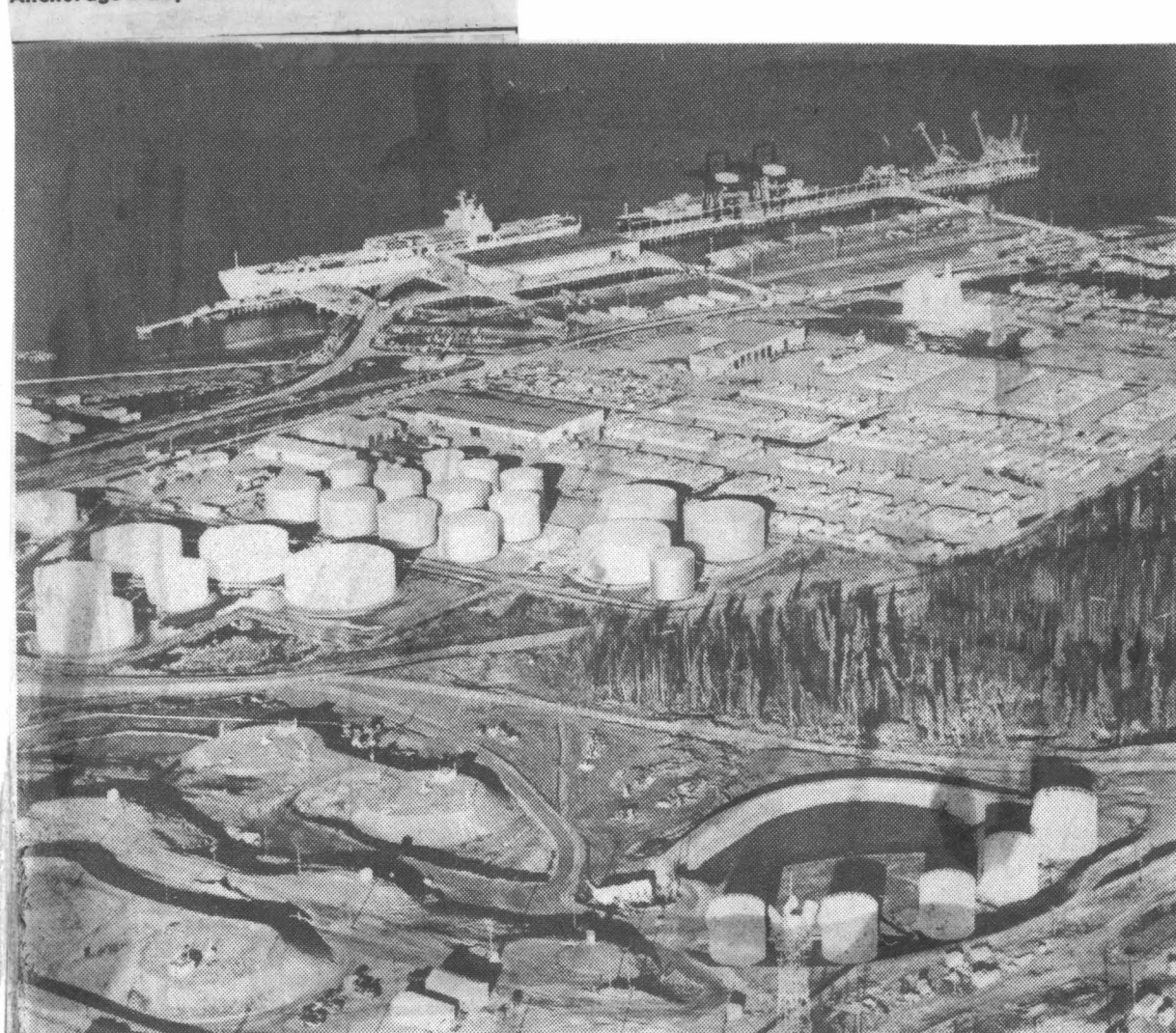
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TOTE PUTS NEW SHIP ON ALASKA ROUTE

TACOMA — Some 500 people attended a party aboard the El Taino, Tote's ship that entered the Anchorage-Tacoma run this week.

Members of the Port of Tacoma, guests, and longshoremen for Local 23 in Tacoma were invited. TOTE gave the party in honor of Local 23, which is handling the loading and the unloading of the El Taino and its sistership, the Great Land.

Local 23 made it possible for TOTE to transfer its ship operation from the Port of Seattle to the Port of Tacoma as of June 1.



Aerial view shows Anchorage's prize-winning port facility.

Anchorage port wins design award

A New York based consulting engineering firm has been presented one of the nation's top engineering awards for work done on the Anchorage Port facility.

Tippetts-Abbett-McCarthy-Stratton Engineers (TAMS) received the first place national Grand Conceptor Award from the American Consulting Engineer Council in Washington, D.C., in a decision announced last week.

Formal presentation of the award takes place in ceremonies tonight at the Anchorage Westward Hotel. Mayor George Sullivan, E. Erwin Davis, director of the municipality's department of transportation, and Sen. Ted Stevens, R-Alaska, all are scheduled to be present at the banquet at 6 p.m. today.

The engineering firm was retained in 1955 to develop a master plan for the Anchorage

port development. Its award-winning design led to a year-round ice-free terminal capable of handling bulk petroleum deliveries, container loading and unloading, and roll-on-roll-off facilities.

The port now handles shipping needs for major sections of the state. The design allowed the port to resume operations only 36 hours after the March 1964 earthquake, even though the marine terminal was moved three feet vertically and one foot horizontally.

Anchorage Daily News, Saturday, June 12, 1976



W.D. McKinney, Jr.

W.D. McKinney, Jr., has been appointed Anchorage's port director by Mayor George Sullivan. A native of Anchorage, McKinney has served as assistant port director since 1971. Sullivan said he was particularly pleased to promote McKinney because of many letters he has received from port users complementing McKinney's performance over the last nine months as acting port director.

WEDNESDAY, JUNE 2, 1976

TOTE moving to Seattle port

SEATTLE (AP) — Moving vans are transporting the office equipment of Tote's Tacoma Local 23, said six longshoremen from Tacoma in the wake of a decision by the company to move its operation from Seattle.

Almost all other equipment, including two loading ramps built by Lockhead for the Port of Seattle and leased to TOTE for 20 years, were moved during the weekend.

Twenty Tacoma longshoremen began training Monday to drive trucks on the

roll-on, roll-off ships operated by TOTE.

George Ginnis, business agent for Tacoma Local 23, said six longshoremen from Tacoma were instructing.

Over three or four weeks, 80 Tacoma longshoremen will take the training program, which Seattle longshoremen rejected.

TOTE officials contend the move will save the operation \$100,000 a week. They expect loading time in Tacoma to be 12 or 13 hours instead of 17 to 18 in Seattle.

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SEA-LAND ADDS SHIP TO SEATTLE/ANCHORAGE RUN

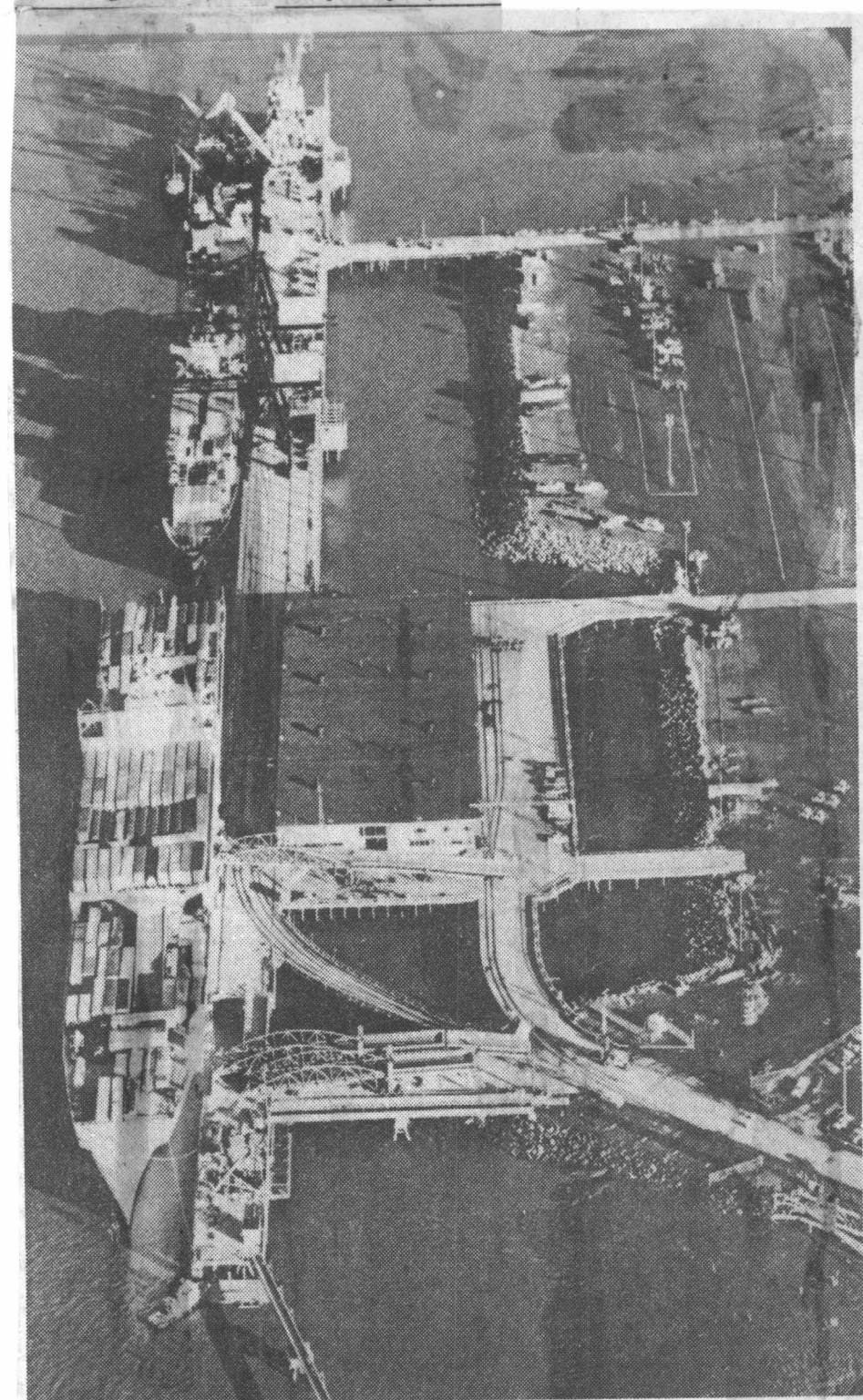
SEATTLE — Sea-Land Service Inc. has added a fifth container-ship to its Seattle/Anchorage trade route as of June 11, when the SS Mobile was placed into the Alaska service.

The inclusion of this fifth vessel will enable Sea-Land to provide Alaska shippers with the most frequent sailings in the trade.

The addition of the SS Mobile to the Alaska service permits the operation of four container-ships between Seattle, Anchorage and Kodiak every other week, while three weekly sailings will continue to be scheduled in the interim weeks. Departures from Seattle will be Tuesday, Thursday, Friday and Saturday.

With the operation of the additional 370-container capacity vessel, Sea-Land's weekly container carrying capacity will be increased to more than 1,400 spaces for both 35 and 40-foot containers—the largest space capability in the Alaska trade.

Sea-Land's Alaska trade route also includes container-ship service to ports along the Aleutian Chain as well as full trucking and rail capability throughout Alaska's coastal and interior points.



Municipal Facility Earns Recognition

Port Wins Award

The design for the still-growing Port of Anchorage has won a national engineering award and the designers and local government officials will celebrate with a dinner tomorrow night.

The American Consulting Engineers Council selected the port design as the top engineering project in a national competition that attracted 82 entries. The council gave its Grand Conceptor Award to Tippetts-Abbett-McCarthy-Stratton, consulting engineers for the local port.

The New York-based engineering firm began designing improvements and additions

for the Anchorage port in 1955. Development since then has been in stages, with the final construction phase of a third berthing terminal now under way.

The dock now has 2,000 feet of berthing space and extensive storage areas to accommodate general cargo, containerized cargo, roll-on-roll-off trailer service, petroleum products and bulk cement pipeline transfer.

Anchorage Mayor George Sullivan and the engineering firm will host tomorrow's dinner at the Anchorage-Westward Hotel.

Monday, June 21, 1976, Anchorage Times. 23

New Dock's Piles Are In Place

BY LISA MAY
Times Staff Writer

Bill Urwin heaved a sigh of relief Saturday as he watched the last of 287 piles pounded into place on a new extension for the port of Anchorage.

When the last shaft of steel was rooted in the silty, clay-layered depths of Knik Arm, Urwin, port construction project manager, said it was the end of a tricky three-month phase of the 353-foot dock scheduled for use this fall.

Pile driving is not uncommon in Anchorage, a town built on the clay and glacial silt of ancient tidal flats, but pounding piles into murky Knik Arm while bucking one of the world's largest tides is a job for several hundred steel-driving men with strong swimmers' kicks.

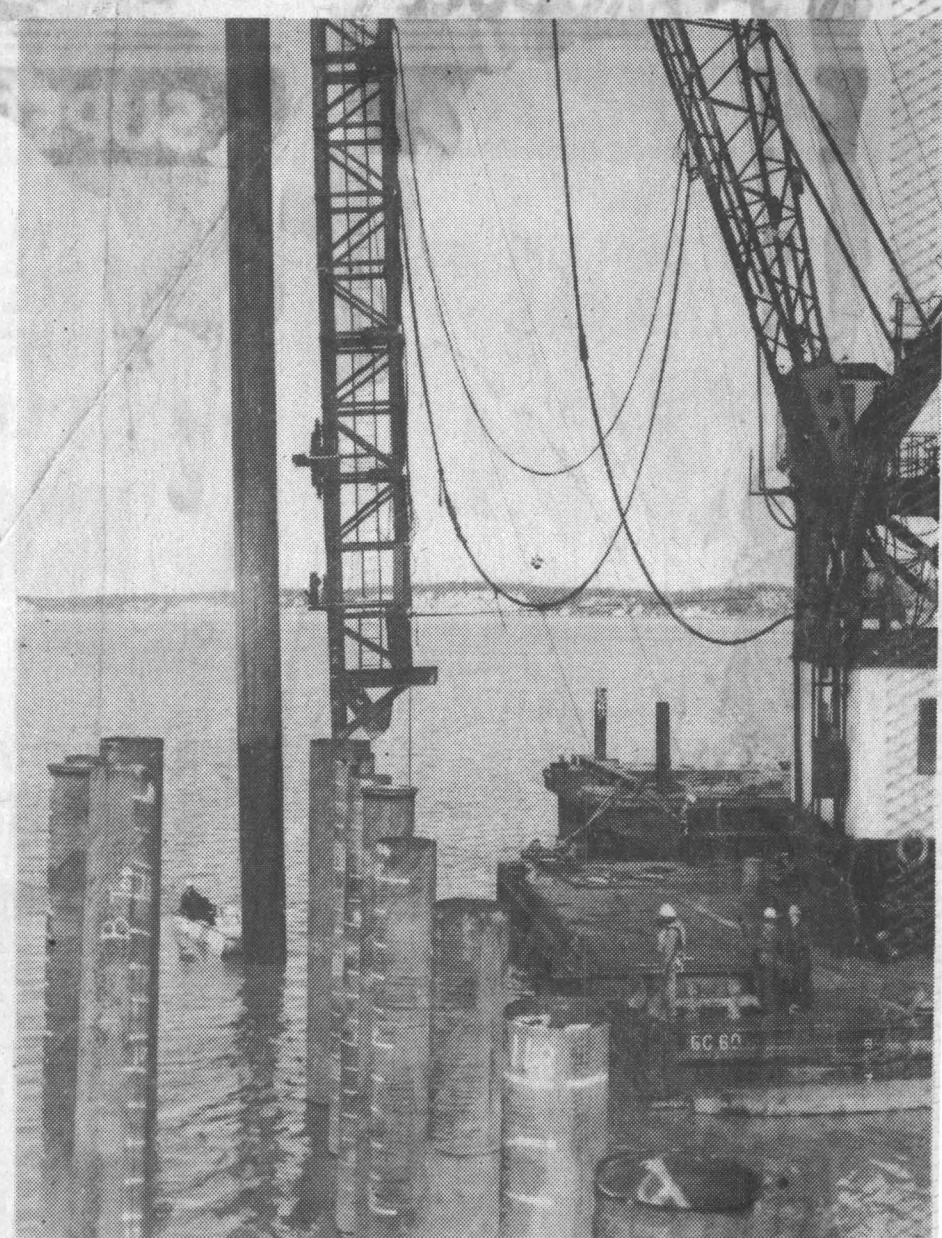
However, Urwin's crew of about 30 men have all their power in a mechanical mallet capable of exerting 87,000 pounds per blow — enough to drive the steel piling down one foot.

That's a lot of pounding. Some of the pilings are as long as 184 feet, among the longest driven anywhere in the world, according to Bill Bunselmeyer, project engineer.

Work on the \$4.7 million dock project began a year ago and the pile driving started in April. "This is the soonest I've ever seen that many piles driven," Bunselmeyer said.

The dock extension is being built by General - SWK - Swalling of Seattle and Anchorage. The state and municipality are splitting the cost.

Steel reinforced concrete will be cast in place on the steel piling as another phase of the project, Bunselmeyer said.



BOAT GUIDES STEEL PILING INTO PLACE

Jake Imhoff, pile driving foreman on a municipal dock project, guides the last pile for the dock into place with a boat he designed for the job. It was the last of the 44,600-lineal feet of steel pounded into Knik Arm

to support the dock extension. Some of the pilings are pounded at an angle to lend support for the dock against the strong tides and crush of winter ice, a port official said.