

# Port hopes for early start to expansion

Pressing its efforts to expand Port of Anchorage facilities to meet anticipated shipping requirements during the trans-Alaska pipeline construction boom, the city has applied for a federal grant and filed for a necessary U.S. Corps of Engineers permit for construction.

Tippets - Abbott - McCarthy-Stratton, the port's consulting engineers, prepared the supporting data for a \$3 million matching fund grant application to the Economic Development Administration and submitted the request for a Department of Army permit for construction of a 714-foot extension to the north end of the existing facility to provide additional ship berthing space.

**PORT DIRECTOR** Erwin Davis said prospects of getting the federal funds have improved considerably recently in that the city has been promised a review of the application at the highest levels in Washington, D.C.

The city hopes to receive approval of the grant in time



A. Cameron Edmondson

to finance a start of the added construction next year. The extension is to be made in two nearly equal stages. Final design engineering would have to be completed this year in time for bid advertisement in the spring on the first phase.

Work, as described in the TAMS application to the Corps of Engineers, calls for construction of the dock, dredging of about 240,000 cu. yds. of silt to obtain the desired 35-foot low-tide water depth at the face of the new wharf and the filling of two tidal zone areas behind the docks to provide for additional storage space in the area.

**BASED ON** preliminary engineering, the dredging would be done with a suction dredge with the spoils being deposited some 1500 feet offshore of the dock face.

A spokesman for TAMS, currently in Anchorage, said a suction dredge is called for in the tentative planning as the most desirable means of moving such a large amount of material. But the final decision will be up to the contractor on the job. He said that it is possible that some of the excavated material could be used on the land fill project and a suction dredge would facilitate such use.

**IN ANOTHER** port dredging project, the port officials

are seeking a Corps of Engineers project for removal of material at the entrance to the harbor which makes a reef and limits passage of large vessels to periods of relatively high tide.

Davis said he has been told by local Corps of Engineers officials that a revised report on the project is scheduled to be forwarded to a regional echelon this fall.

But, Davis added, he has not seen the report and doesn't know whether it recommends for or against the work. At any rate, it appears doubtful the work would be approved and funded in time to coincide with the dock dredging project.

**DAVIS SAID** it will also be necessary for the Corps of Engineers to extend the harbor limits to the north for inclusion of the new wharf and this has not been done although port officials have been discussing the matter with local representatives.

The Corps of Engineers is also responsible for annual maintenance dredging along the face of the docks to cut away silt build-up by the tides. The additional dock area will have to be provided for in budget requests.

That problem is apparently being discussed with the Corps of Engineers officials here also.

Monday, September 25, 1972, Anchorage Daily Times

## Officials Fear Missing Master May Have Fallen

A barge master aboard an Alaska Puget United Transportation Co. cargo barge was reported missing yesterday amid fears he may have fallen into the Cook Inlet at the Port of Anchorage.

A spokesman for the company said Leroy James Detrick of Seattle, barge master aboard Barge 570, was on the barge when it arrived at the port Saturday morning and had been with the crew that night. He was reported missing yesterday morning when the barge was scheduled to depart.

A search was conducted along the shore of the inlet, but no trace was found.

The barge had just returned from a five-month resupply mission to military Dew Line and White Alice sites along the Bering Sea and Arctic Ocean.

Anchorage Daily Times, Tuesday, September 26, 1972

## Sea-Land Ships Will Sail Soon

A temporary injunction sought by Sea-Land, Inc. has been granted by U.S. District Court Judge Harold R. Tyler in New York, ordering striking members of the Masters, Mates and Pilots union to return to work as of Thursday at noon, Eastern Time.

The back-to-work order will thus free two Alaska-bound Sea-Land ships presently tied up in Seattle. Ernest E. Webb, the firm's Alaska Operations manager, said today that the ship "Mobile" will depart Seattle on Friday afternoon and should arrive in Anchorage by the next Tuesday morning. The second ship, the "Brooklyn," will leave Seattle Saturday evening and dock here the next Wednesday afternoon, he said.

Wednesday, September 27, 1972, Anchorage Daily Times

## Port Powers Big Issue In Mat-Su

Voters in the Matanuska-Susitna Borough will decide at municipal elections Oct. 3 whether to assume areawide port powers, which would give the borough the authority to apply for federal and state funds for a feasibility study in the Point MacKenzie area.

The issue promises to be a hot one, with the Mat-Su borough and the city of Anchorage, which already has a port, squaring off in the battle.

The city still has pending before the Local Boundary Commission an application to annex a portion of the Mat-Su borough, including the Point MacKenzie area.

A private firm, the Port MacKenzie Company, is already well into a plan to locate a port, to be used primarily to export the natural resources from the Mat-Su valley, on Point MacKenzie.

Mat-Su borough manager Wes Howe contends that in a few years a port will be developed at Point MacKenzie because the Anchorage port will not be large enough. Members of the Mat-Su borough assembly concur.

On the other side of Knik Arm, the city of Anchorage will place before its voters a \$2.7 million general obligation bond issue designated for construction of a general cargo dock and reclamation of some tideland for industrial expansion.

This is the first phase of a projected \$17 million expansion program at the port. The city anticipates that if voters endorse the \$2.7 million bond issue, it will be matched by the federal Economic Development Agency.

Mat-Su residents feel a real threat from the city's move to annex portions of their borough, according to Howe. If the annexation is ever approved, the Point MacKenzie area will be taken away from their borough, its residents contend.

However, although the fear of annexation is present, it is the intention of the borough administration to plan with Anchorage in the expansion of port facilities, which would be mutually beneficial, Howe said.

The port of Anchorage has run into problems in the past, as siltation of the passage up Knik Arm to the port increases and channels have to be kept constantly cleared.

If the areawide port powers are approved, the first step, according to Howe, would be studies of engineering problems in locating a port at Point MacKenzie, to find out what kind of port should be developed and how much it will cost.

The Port MacKenzie Co. already owns more than 100 acres, including a half-mile of Knik Arm frontage in the MacKenzie point area. Ed Pawelek, managing partner for the firm, has presented the company's proposals for the area to the borough assembly, and was met with warm response.

Pawelek is presently in the process of evaluating questionnaires sent to many potential users of the port. The results will be used to develop further plans for the firm's proposed project.

Pawelek and Robert Crow, a consulting engineer hired by the firm, both contend the proposed port would not compete with the port of Anchorage. Because space is limited at the Anchorage facility, it is limited to being an import base. A port established on Point MacKenzie, Pawelek added, could open up mineral development in the interior.

If voters endorse the areawide port concept, a thorough study will be conducted, and voters will eventually be presented with a proposed plan for the port.

Wednesday, September 27, 1972, Anchorage Daily Times

## Goods Will Sail Soon

Anchorage residents shouldn't experience more than a week's delay in receiving goods from the Lower 48, said a spokesman for Sea-Land Inc. here after the firm obtained an injunction yesterday from a New York federal court ordering striking dock officers to go back to work by noon tomorrow.

The S.S. Mobile, which was caught in Seattle in one of 355 vans of goods from the strike shippers, will probably sail for Alaska Friday morning, the spokesman said. The ship will have sailed for Alaska last Saturday if the union had not struck.

"We wish to see the Mobile," he said, "to see the S.S. Brooklyn, which is already running between Seattle, Anchorage and Kodiak, will be on its Seattle heading this way on Friday night, or Saturday morning."

Some local businesses have been affected by the delay and have gone to the added expense of having their goods trucked up the Alaska Highway, although trucking normally only takes 7 hours from Seattle, versus the four day trip on the ship, the spokesman said.

The apparent cause of the strike was a dispute between the Masters, Mates and Pilots union and Sea-Land over the number of dock officers to be assigned to the new, European-made container ships that will ply the waters between New York and Rotterdam. The first of eight high-speed, 445-foot ships is scheduled to be put in service Sept. 30.

The U.S. Coast Guard was reported to have certified that the ships can be operated with five deck officers. Sea-Land has offered to use six mates and the union is demanding eight.

The issue has been submitted to arbitration and U.S. District Court Judge Harold R. Tyler Jr. conducted three days of hearings before deciding to grant Sea-Land's application for an injunction.

Among ports affected by the strike and sympathy walk out by longshoremen were: Elizabeth, N.J.; Baltimore; Charleston, S.C.; Miami; Houston; San Juan; Oakland and Seattle.

Anchorage Daily News, Sunday, October 1, 1972

## Sea-Land resumes Alaska runs

A week-long dispute was settled Saturday morning between Sea-Land and the International Organization of Masters, Mates and Pilots, which will allow shipments to resume immediately to Alaska. Terms of the settlement are not yet available.

**SEA-LAND'S** Alaska Operations Manager, Ernie Webb, announced that the first ship would leave the Port of Seattle for Alaska at 3 p.m. ADT today. This ship, the S.S. Mobile, was loaded Saturday night and is scheduled to arrive here Thursday morning.

A second ship, the S.S. Brooklyn, will depart Seattle Monday afternoon and arrive here Friday.

"These two vessels should take up the backlog of all freight that has been delayed during the strike," said Webb.

**ON WEDNESDAY**, the regular schedule between Seattle and Alaska will be resumed with the S.S. Galveston arriving in Anchorage next Sunday morning.

All ships will return to Seattle according to the regular schedule.

The strike had been called Sept. 22 by dock officers who were disputing the number of officers to be assisted to Sea-Land's new super vanships. These ships will run between the East Coast and Europe.

**DOCK** workers honored the picket lines, and Sea-Land's

operations were consequently halted world-wide.

Alaska's ports were the only U.S. marine terminals where union members were not picketing. During the strike, one of Sea-Land's ships docked here and was unloaded, but was halted when it returned to Seattle.

The strike tied up 25 of Sea-Land's 65 containerships along the Atlantic and Pacific coasts last week.

Pickets at the Sea-Land facility in Seattle were lifted at about 1:30 p.m. ADT.

Thursday, October 5, 1972, Anchorage Daily Times

## STRIKE MAY HALT S.S. MOBILE HERE

By PAULEDCORN Times Staff Writer

Heavy, heavy hangs a question mark over the arrival of the Sea-Land container ship, the S. S. Mobile, and whether the ship will be unloaded when it does arrive.

Today questions abounded, and those most concerned said they did not know the answers. Is the local longshore union independent, or is it still affiliated with the United Industrial Workers of the Seafarers International Union?

Is the temporary restraining order signed by U.S. District Court Judge Raymond E. Plummer still in effect?

Will the S. S. Mobile arrive tonight, or will she be delayed by weather?

When the ship does arrive, will it be unloaded?

At the heart of all these questions is a dispute between Anchorage longshoremen and the UIW-SIU. Members of the Anchorage Longshore Unit last June initiated disaffiliation proceedings, claiming the UIW-SIU had not served the interests of local members. The members formed what they claimed was an independent union, the Anchorage Independent Longshore Union, Local No. 1.

The UIW-SIU did not recognize this and placed the Anchorage unit in a trusteeship in September with Leo D. Bonser, UIW representative for Alaska, as the trustee.

Bonser claimed he received no cooperation from the Anchorage unit and was denied access to all union records. He obtained a restraining order last week which required the cooperation of union members and the release of all union records.

A hearing was held before Judge Plummer yesterday afternoon in which Nelson Skinner, president of the Anchorage unit, and Francis Grant, business agent, were to show cause why a preliminary injunction was not to be brought against them.

Bonser testified that in spite of the restraining order issued last week, the union members did not cooperate when he attempted to dispatch them for the unloading of the M-V Tustumena, which arrived last weekend.

He claimed union members reported sick and he had to call others to unload the ship. Yet, he claimed, those who reported sick were on hand with picket signs. As a result drivers of the Teamster's union refused to cross the picket line.

Attorney for the Anchorage longshoremen, B. Gil Johnson raised questions about the representations made to the court in seeking the original restraining order. He asked Bonser to show where, in the constitution of the SIU that he, Bonser, had the right to assume the trusteeship of the Anchorage unit. Bonser could not.

Johnson argued that Bonser had not fully informed the court of his authority.

After two hours of argument and testimony, Judge Plummer expressed dissatisfaction with the proceedings and

Tuesday, October 3, 1972, Anchorage Daily Times

## Sea-Land Says Docks Are Slow

SEATTLE (AP) — An official of Sea-Land Service Co. says it appears Seattle longshoremen are continuing a slowdown of containerized cargo loading.

Longshoremen returned to work at Sea-Land facilities Saturday night after a strike against the firm by the Master, Mates & Pilots was settled, but the spokesman said "production has not improved." "There appeared to be as severe a slowdown as ever over the weekend," he said.

Sea-Land has accused longshoremen of slow production since the end of July.

The dispute involves hiring of permanent crane operators by Sea-Land. The longshoremen contend operators should be dispatched through their hiring hall.

Contempt proceedings against the longshoremen's union and its officials were dropped last Friday following an agreed-order calling for a \$10,000-a-day fine against Seattle Local 19 for any future slowdown.

The Pacific Maritime Association had brought that contempt proceeding on behalf of Sea-Land and the Containing Stevedoring Co.

Sea-Land has filed a separate suit seeking more than \$2 million in damages for what it contends was a work slowdown.

One containership bound for Alaska departed Sunday after being strikebound for eight days.

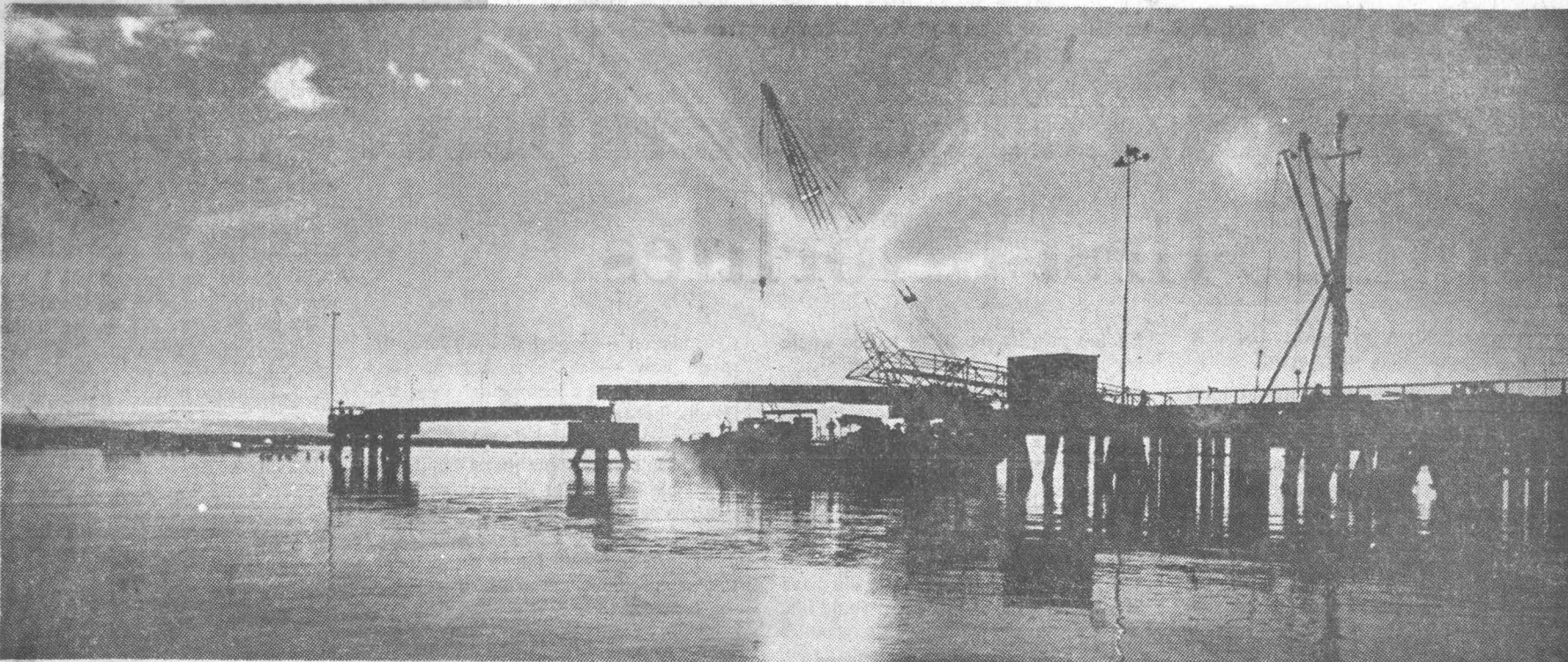
shoremen's intent is to affiliate with the Teamsters.

The local has informed three major employers of longshoremen in Anchorage that they had disaffiliated from the national.

One of the firms, North Star Terminal and Stevedore Co., which is under contract to the state to unload the Ferry Tustumena, switched unions by asking that a representative of the international union unload the Tustumena. When the international workers arrived to unload the ship, the newly formed local sent one man to picket the operation. Consequently the Teamsters refused to unload several vans that were on the ship.

The second confrontation probably will occur at 7 p.m. tomorrow when a Sea-Land ship is scheduled to arrive. That is if today's hearing does not resolve the dispute.

Anchorage Daily News, Thursday, October 5, 1972



Daily News: Henry Pack

The setting sun silhouettes the new walkway bridge to the petroleum dock at the Port of Anchorage. The \$34,000 bridge — which was put into place Tuesday but has yet to be clamped down on the ends to accommodate traffic — replaces an older walkway badly damaged in February when a tanker

rammed it. The new bridge constitutes one-third of the projects currently under way at the port. Some of the pilings under the north end of the dock have been reinforced and the cement repoured to correct cracks made by ice last winter, and the last of three lots is currently being graded and filled.