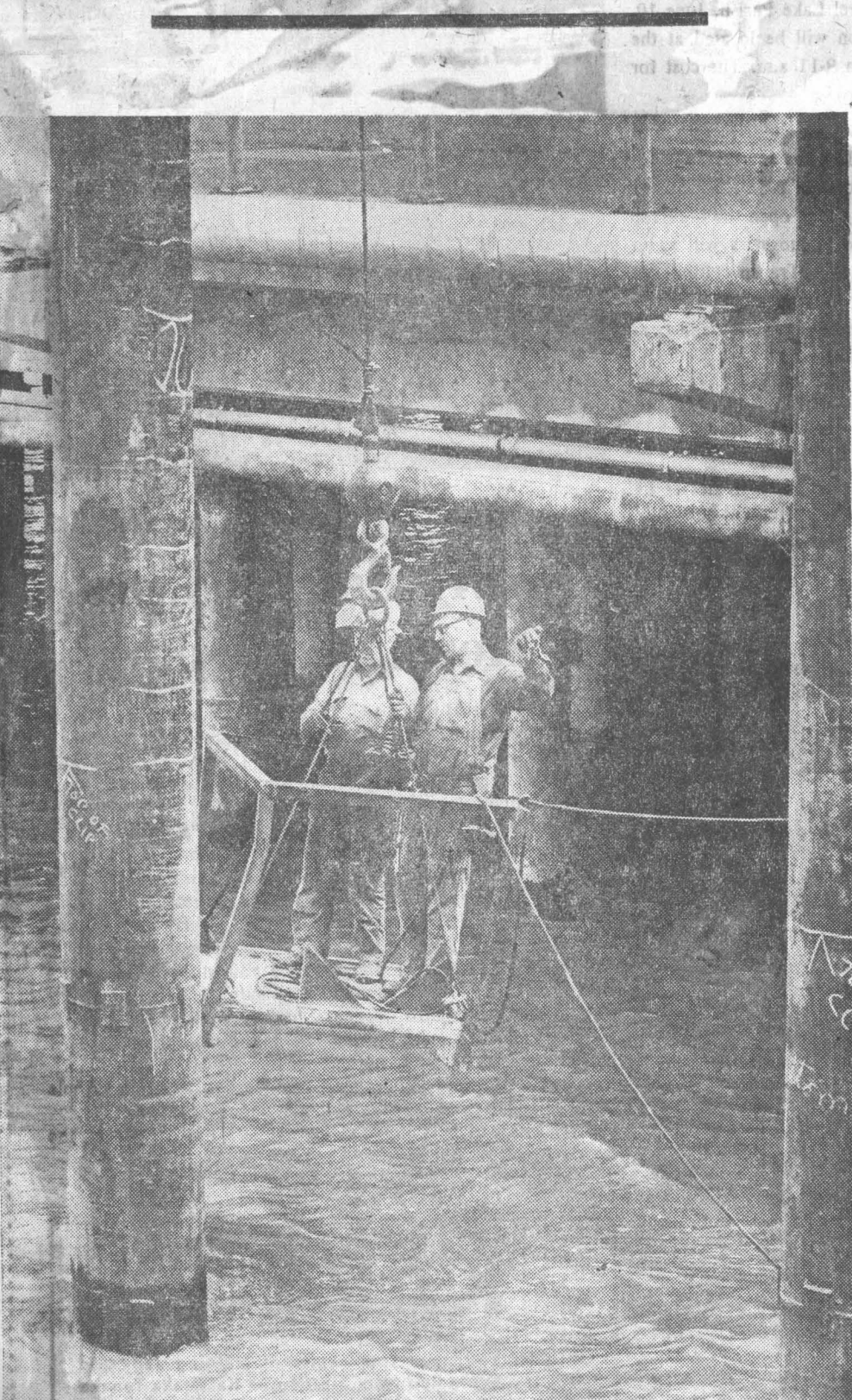


### NEW TREESTLE INCREASES ACCESS TO CITY PORT

Work continues on a second trestle that will give truck access to cargo ship berths at the Port of Anchorage from a staging area on the shore, right. A Sept. 15 contract completion date

includes fill work in the staging area also being done by J. R. Clinton Construction. An original access trestle is at the end of the pier, background.

B-6—Anchorage Daily News, Sunday, June 2, 1974



### Work progress at port

Workmen prepare to weld support clips to recently installed dock pilings at the Port of Anchorage. The two-part project will include 262 pilings to be driven this year as support for a new terminal dock and cargo-loading crane system.

Thursday, June 13, 1974, Anchorage Daily Times



### BUILDERS' DREAM SHIP COMES IN

Unloading of the Toten Maru, a Japanese Vessel containing more than 4,500 tons of assorted building materials, has been going on at the Port of Anchorage for the past three days. The materials are destined for the Kenai Peninsula and

Fairbanks, as well as Anchorage. The operation is under direction of Weaver Bros., Inc. Supplies from the vessel owned by Toko Kaum steamship line were imported by Alaska National Corp., a subsidiary of Alaska Brick Co.

Anchorage Times  
July 10, 1974

## Pilot Arrives At Boat Harbor

By HELEN GILLETTE  
Times Staff Writer

An Anchorage pilot, forced down on Cook Inlet by engine failure last night, managed to taxi his plane from near Pt. McKenzie to the city small boat harbor in a hazardous three-hour voyage.

Dr. Albert Grubba, local dentist, said it was a slow trip since "the wind was very turbulent and we constantly encountered waves that I think were four and five feet high." With him in the single-engine craft were his 13-year-old son, Gregory and his father-in-law, Casey Mandac of Chicago, Ill.

Flying cover while Grubba cautiously headed into the wind on the across-the-Inlet trip were helicopters from the

Army and Air Force.

Grubba said the engine quit at the 900-foot level as he was descending to Lake Hood. He was talking to the tower at the time, about 7:45 p.m., closing his flight plan on a return trip from Lake Clark.

After sitting on the water about half an hour "and staying in the same spot", Grubba was able to get the engine started. He crossed over to Pt. Woronzof, a distance of about three miles in a straight line. He continued in sheltered waters to the small boat harbor rather than beach it on the mud. At this point, he speeded up the engine and got the plane up on the step, when the engine cut out again. Mrs. Grubba, who had known of the mishap from the start, met him there.

Bill McKinney, assistant port director in charge of security, and Dave Burgess, port security officer, manning a city utility boat, participated in the emergency effort.

Dr. Grubba said he was grateful for all stand by efforts. "Out in that rough water, with my family along, it was a great feeling to look up and see those helicopters."

The plane, he said, belongs to the Seven Star Flying Club. A resident for 17 years, he said he's been flying all that time.

A mechanic will check over the plane, to see what caused engine failure, after which Dr. Grubba said he'll probably fly it back to Lake Hood.

—Anchorage Daily News, Friday, May 31, 1974



### Port work begins

Construction begins here for a third port terminal as this workman oversees a piling driven into the inlet floor by an overhead crane. The steel piling is 167 feet long; the 90-foot mark is shown on the pipe. The terminal got a setback earlier this month when a barge dumped the building materials into the lower inlet. For the story, see Page 2.

# It's back to work on third port unit

By SALLY W. JONES  
Daily News Staff Writer

A towering rig was pounding steel pilings into the Cook Inlet floor Thursday as work began on a third Port of Anchorage terminal.

To E. Erwin Davis, port director, the noisy work was a welcome change from the silence at the north end of the port.

**THE PILE DRIVING WAS** to have started three weeks ago, but a barge carrying 7,000 lineal feet of the steel tubes lost its cargo at the entrance to Cook Inlet in early May.

What was to have been the second load of piling for the port arrived in Anchorage early this week. "The second load turned out to be the first," Davis said Thursday.

The barge carrying the lost piling, steel reinforcement bars, and wood for the terminal's construction was under contract to the General-Swilling Construction Companies, the joint contractors for the terminal project.

**THE STEEL THAT WENT** overboard probably never will be salvaged, but Davis confirmed Thursday that General-Swilling has been able to place a firm order for replacement of the steel piling through a supplier in Japan.

Obtaining replacement piling had been a major concern when the barge tipped, for the material is in short supply and high demand nationwide.

The contractor has been able to obtain, also, replace-

ment reinforcement bars and building wood from other sources in the United States.

**THE TERMINAL CONTRACT** calls for building the first half of the terminal this year, with the second to be completed in 1975. By the time this year's project is completed, about 262 pilings will have been driven into the inlet floor to form the necessary support for the terminal dock and cargo-loading crane system.

The giant crane General-Swilling is using for construction pounds the piling with blows equal to 40,000 pounds of force.

The crane sits on a barge next to where the pilings are driven and is anchored for stability by cables attached to the inlet shore, to deep anchors far out in the inlet and to the concrete dock south of the new construction.

**THE PILINGS**, most of which range in the 150-foot length, take about 40 minutes to pound into the ground. A soils engineer from India, employed by the city's design engineers for the project, will be at the port at all times to assure the inlet floor is accepting the piling properly, Davis said.

The third terminal is part of a \$9 million project that includes tidelands reclamation, dredging at the north end of the port for the third terminal's pier and a vehicular access to a cargo staging area east of the pier. The new terminal will increase the port's general cargo capacity by about 50 per cent.

Anchorage Daily Times, Monday, July 1, 1974



### SEA-LAND CONTAINER COMES OFF THE SS MOBILE

Anchorage dock workers were unloading a Sea-Land vessel this morning, and Teamster truck drivers continued to drive the containers off the Anchorage dock even though their contract expired at midnight. Talks between the Teamsters

and the company have broken off. The Teamsters Union includes maintenance men, office workers, over the road drivers, hostlers who make local deliveries and swamper who assist in the loading and unloading of the containers.

## Teamster Strike Looms

By FLIP TODD  
Times Staff Writer

The threat of a Teamsters strike against Sea-Land, by far Alaska's largest carrier of goods to the state, loomed over the Anchorage waterfront this morning, the day after a contract between the union and the container vessel company expired.

No more talks are scheduled between the union and Sea-Land according to Russ Hoehn, Seattle-based Alaska division manager of the company.

"We're very far apart," Hoehn said. "They were

asking for 117 per cent increase in pay and their present demand is somewhere between 70 and 75 per cent," Hoehn said.

Asked about the possibility of a strike, Hoehn responded, "That's up to the union. Right now we contemplate no moves."

Jack Baker of Oakland, Calif., vice president of the company for the West Coast has met several times with Teamster's local secretary-treasurer Jesse Carr and federal mediator Al Gese.

Despite the contract's expiration at midnight, Teamsters continued to drive containers from the Port of Anchorage dock today as the SS Mobile unloaded.

A strike by the roughly 350 members of the union — including clerical workers, truck drivers, mechanics and a variety of other personnel used by Sea-Land in Anchorage, Fairbanks and Kodiak — could affect construction of the trans-Alaska pipeline because that project relies on the shipper for about one-quarter of its materials exclusive of those barged directly to Prudhoe Bay.

Three ports in Southcentral Alaska have been used to bring the millions of tons of supplies for the pipeline: Valdez, the southern terminus of the pipeline; Whittier, where all

rail cars entering the state arrive, and the Port of Anchorage.

"As long as the mediator is involved it's at least an indication that the parties are still talking," one Sea-Land employee reflected today.

According to one of Sea-Land's largest customers, rank and file drivers may not be anxious to strike.

Sea-Land's largest customers, would be affected almost immediately were a strike to occur.

## Shipping Cutback Would Hit Purses

A strike against Sea-Land would cut off an artery carrying 44,000 tons a week into Anchorage, up to 75 per cent of all freight coming into the city.

Consumers would feel the effects first in their pocket-books when retailers switched to shipping by plane and truck, at a 25 to 30 per cent increase in freight costs.

Although grocery shoppers would note a shortage in isolated items immediately, it would be two weeks before they found big shortages on the grocery shelves, according to Bill Gibson, president of Bi-Lo Independent Food Stores.

Gibson said grocers will be able to fly or truck in perishables, but that it would be too costly to use these means to bring in heavy low-cost items, such as canned

goods, flour and sugar.

Grocers expect the strike to be an inconvenience, but lumbermen, automotive dealers and contractors foresee a sharp cutback in their business.

Barges, ships and vans coming into Anchorage are already filled to capacity and Jack Petersen of Arrow Lumber Co. and the Greater Anchorage Chamber of Commerce's chairman transportation chairman, says his company will "have to cut way back."

The public cannot absorb the increase in freight costs to ship the heavy construction items up by truck or plane, he said.

It will slow commerce down in the whole railbelt area and it will even cut down on the number of jobs available, Petersen said.