

New Job

TAMS has been engaged by Robert R. Nathan Associates, Inc., as a sub-contractor for a tourism study in Nicaragua, Central America.

Our work involves an assessment of existing water resources and sanitation facilities in four areas of potential development, an estimate of costs and the preparation of specifications.

Russ Klingenmeier is the Project Manager. Ray Hodge is the Partner-in-Charge and Dana E. Low is the Back-up-Partner.

Job No. 3243

Celebrating the Grand Conceptor Award

Last Thursday night, TAMS and the Municipality of Anchorage celebrated the selection of the Port of Anchorage Marine Terminal by the A.C.E.C. as the most outstanding engineering project for 1976, the recipient of the Grand Conceptor Award.

At a reception and dinner at the Anchorage Westwood Hotel, E. Erwin Davis, Director of the Department of Transportation of Anchorage, presented the Award certificate to the Mayor of Anchorage, George M. Sullivan. Mayor Sullivan also received a display panel of the prize-winning project from Philip Perdichizzi, Vice President of TAMS (PC) Alaska. Another display panel was presented to William McKinney, Port Director, by Bill Bunselmeyer, Resident Manager of TAMS Alaska.

About 130 people attended the event. They included Arne Michaelsen, Chairman of the Port Commission; Ted Stevens, U.S. Senator from Alaska; Douglas Welford, Municipal Manager; members of the Port Commission; representatives of the Anchorage

Assembly, the Chamber of Commerce, the Municipal and State agencies, the Corps of Engineers and the Coast Guard; and the contractors.

In addition to Phil, TAMS' contingent at the celebration consisted of Austin E. Brant Jr.; Tetsu Yasuda, Project Engineer; Bill Bunselmeyer, Resident Manager at Anchorage; staffers Edna Byers, Ross Fenton and Pamela Fenton; and TAMS consultant George Treadwell.

Left from Phil: George Treadwell, E. Erwin Davis and Tetsu Yasuda.



Bill Bunselmeyer presenting display panel of the Marine Terminal to William McKinney.



Phil Perdichizzi at the podium.



Transporting a Trophy

It's all very well to win an award, but transporting it about entails even greater care.

After receiving the Grand Conceptor Award in Washington, D.C., Austin Brant, Phil Perdichizzi and Bill Brayshaw were faced with the responsibility of getting the trophy to Alaska safely. The three men repaired to their hotel, gathered every piece of cardboard to be found in their rooms and the corridors of the Sheraton Park, and began to pack the trophy for its long journey. They managed to produce a sturdy, albeit unsightly, package which Phil gingerly carried on his lap through the duration of the flight.

Once in Seattle, unforeseen security measures necessitated the unwrapping of the package. This difficult task was carried out under the eye of a suspicious guard. The box was opened, and the Grand Conceptor Award came out of its protective wrapping — in several separate pieces. The security staff was quickly satisfied about the harmless nature of the package's contents. Phil, faced with a formidable construction job, collected the pieces and set off in search of some glue.

Following a successful restoration, the trophy was repacked and, in Phil's custody, made its trip to Anchorage.

Yup, it happened again. In Anchorage, the trophy came apart once more. The now-familiar restoration process was repeated and the somewhat fragile trophy was carried to the Westwood Hotel where it was displayed (the glue still drying) with all parts intact.

The Grand Conceptor Award



Visitors at TAMS Washington, D.C.

Our Washington, D.C. office received a steady stream of visitors this week. Dr. Mozayani, of the Civil Aviation Organization of the Government of Iran and Project Director for Tehran International Airport, flew in for consultations with Ray Hodge.

Bill DeKeyser, TAMS' Resident Manager in Seoul, was in to review drawings on the Kimpo International Airport project.

Ed Keagan, with his Jordan assignment completed, dropped by for a visit.

New People

Tamsweek welcomes aboard:

- § Stanislaus J. Keeley (Seoul)
- § Raymond L. Winterhalter (Seoul)
- § Joan D. Pattinson (Washington, D.C.)

Our People

Stewart Rog (Transportation Planning & Economics) was elected Secretary/Treasurer of the Transportation Group Executive Committee of the ASCE Met Section at a meeting yesterday. Congratulations.

Telephone Changes

Abdus-Samad, U.	222
Kao, S.	365
Lovell, L.A.	213
O'Briskie, P.	220
Shea, G.	221
Secretarial Supervisor	421



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Marine Digest 6/5/76

ANCHORAGE WINS GRAND CONCEPTOR AWARD (COVER STORY)

ANCHORAGE — The American Consulting Engineers Council (ACEC) at its annual Awards Luncheon held in Washington, D.C. in May, selected the Anchorage Marine Terminal for the "Grand Conceptor Award."

Each year the ACEC, through its state and regional association and councils, invites consulting engineering firms throughout the nation to submit outstanding projects.

This year 82 projects, each of which had received a state or regional award, competed for the national Grand Conceptor Award, which is judged by a distinguished panel.

Accepting the award were E. Erwin Davis, director of the Department of Transportation for the Municipality of Anchorage, and Austine E. Brant Jr. executive vice president, New York and Philip Perdichizzi, vice president, Seattle both of Tippetts-Abbett-



Philip Perdichizzi

McCarthy-Stratton (TAMS), consulting engineers for the Port of Anchorage.

Perdichizzi was in Anchorage last week to make the presentation of the award to Anchorage Mayor George Sullivan. Recently the board of directors of TAMS, an Alaska Professional Corp., announced the election of Perdichizzi, P.E., as vice president of the corporation.

Perdichizzi, who joined TAMS

following graduation from Rensselaer Polytechnic Institute, New York, in 1955, has been involved in various engineering assignments in New York, South America and Puerto Rico prior to coming to Seattle in 1963. He was named an associate in 1972 and became Pacific Northwest manager for TAMS in 1974.

In his new position, he will direct TAMS' Anchorage operations in the fields of waterfront and marine resources development, transportation projects and industrial resources development.

Port Operations

Port operations in Anchorage date back to 1918, when the original Ocean Dock was built by the U.S. Department of the Interior to bring in materials for the construction of the Alaska Railroad.

In the early 1950's the rapid growth of Anchorage and Alaska brought about the need for a larger and more modern port. As an initial step, Anchorage commissioned

Tippetts-Abbett-McCarthy-Stratton in 1955 to prepare a master plan for the port's development.

The plan for the Port of Anchorage included in the initial stage a wharf structure with 600 feet of berthing space and a 53,000-sq. ft. transit shed.

Under a phased construction program, the first section of the terminal was completed in 1960.

It was first conceived as a general cargo facility for use during the ice-free season. But the design has made possible the use of the terminal on a year-round basis and the subsequent development in states of a bulk-petroleum handling facility, a container loading and unloading installation, and more recently constructed a roll-on/roll-off trailer facility.

The phased development of the Anchorage Marine Terminal, as planned in 1955, now consists of 2,000 ft. of berthing space and exten-

feet vertically and one foot horizontally. The Port of Anchorage, the only usable marine terminal left south central Alaska following the earthquake, was back in service about 36 hours later.

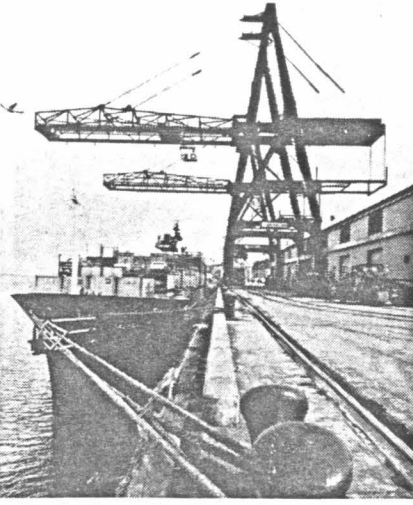
Bill Bunselmeyer, resident engineer for TAMS in Anchorage, reported that in 1975, general cargo tonnage at the port increased 41 per cent over 1974.

So far in 1976, he reports, the current general cargo tonnage is running over 40 per cent compared to 1975. "The oil pipeline is not the sole cause for the high tonnage increase," he said. Oil-related and oil support industries possibly contribute as much to the increase as the pipeline itself.

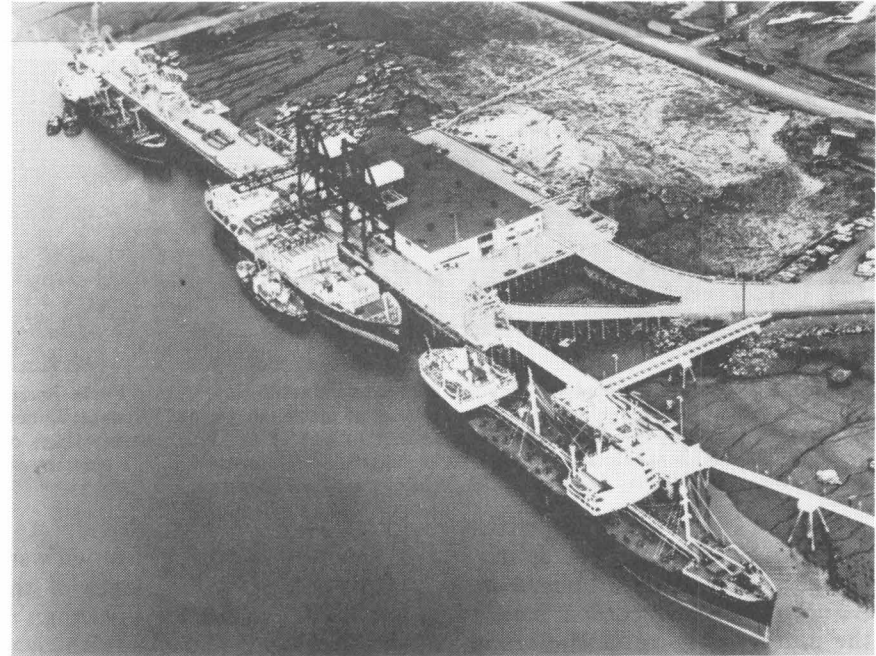
"The port is served by two major dry cargo carriers on a year-round basis, Sea-Land Service and Totem Ocean Trailer Express. Barge carriers also serve the port, but discontinue services during the winter months. Tankers from Union, Shell, Standard and Texaco Oil Companies discharge refined products year round at the port's petroleum berthing facility.

General-S.K.W.-Swalling, a joint venture by firms from Anchorage and Seattle, is presently constructing a 353-ft. long by 69-ft. wide extension to Terminal No. 3, and a 208-ft. long by 30-ft. wide Trestle No. 3 to shore. This is the second of the port's two-year, \$7-million construction program for Terminal 3.

When the work is completed in the fall of 1976, the Marine Terminal will be 2,335-ft. long.



Docked at the Port of Anchorage is Sea-Land Service's containership Galveston. Beginning June 11, Sea-Land will offer four vessels every other week, with three calling on the in between week. Ships on that service between Alaska and Seattle are Sea-Land's C-4 X-Class ships, which have the container capacity of about 370 35 and 40 footers. Besides the Galveston, there are the Portland, Philadelphia, Newark and Mobile.



Three vessels lined up unloading cargos at the Port of Anchorage. At the lower right is Standard Oil tanker, the second is a Sea-Land Service ship, and the third is a bulk carrier.

Alaska Excavating and Alaska Beautification, an Anchorage joint venture firm, is reclaiming 8.2 acres of tidal mud flats for back-up staging area for port users. This new security area will be provided with a railroad spurline for cargo in transit to the interior.

TAMS Alaska, is providing technical services to the Municipality and Port of Anchorage for their current construction program, Bunselmeyer said.

William McKinney recently was appointed the new port director. He replaces Erwin Davis, now director of the DOT for the Municipality of Anchorage.