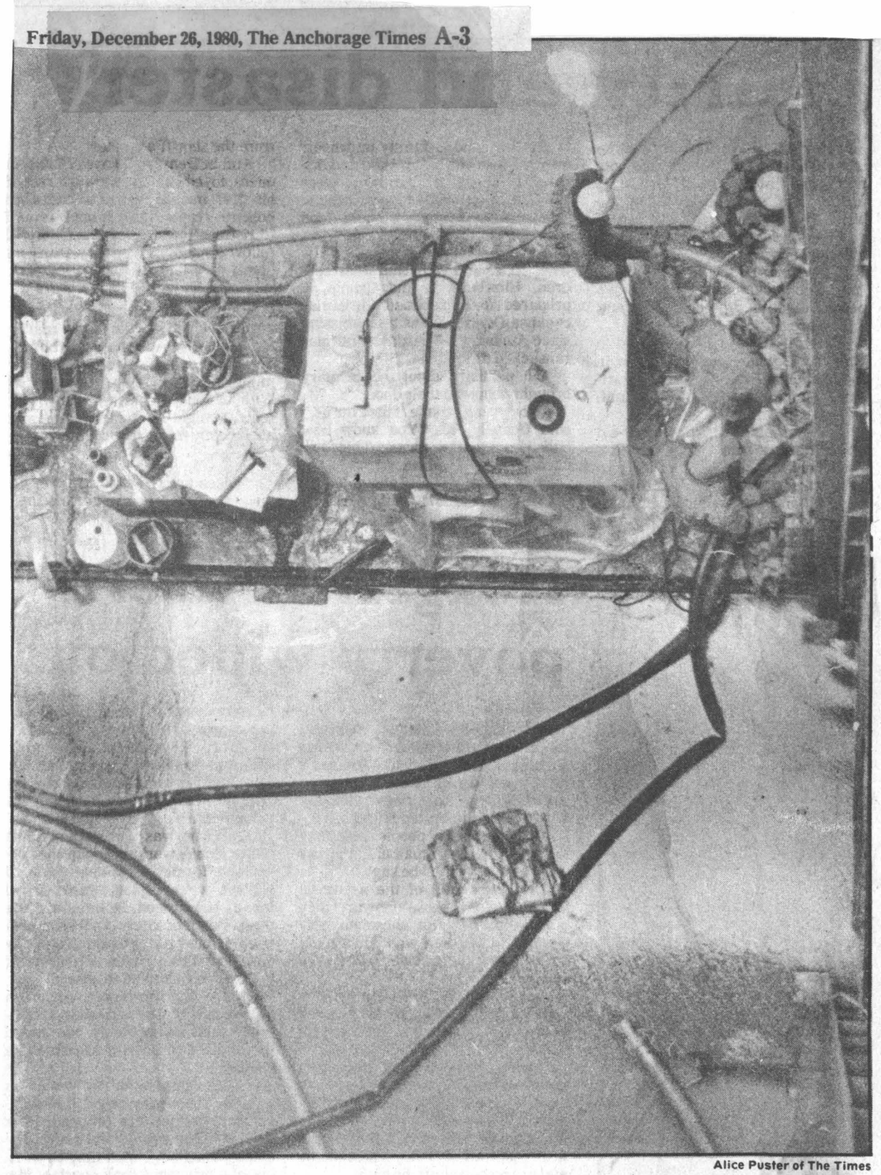


Alice Puster of The Times

Welders work inside hold of damaged Sea-Land container ship at Port of Anchorage

Sea-Land vessel's hull punctured

The outer hull of a container ship approaching the Port of Anchorage dock was punctured by an underwater object Wednesday morning.

Crews continued to work this morning to stop the flow of water into a hold of the SS Philadelphia, a Sea-Land Service Co. ship just in from Seattle.

The ship is not in danger of sinking, said Capt. James C. Waters. He did not know the size of the hole below the water line just forward of the bridge.

The ship struck an underwater object — possibly ice or a rock — after a large ice pan moving in a strong flood tide pushed the ship toward shore three-tenths of a mile north of the dock, Waters said.

The two-foot-thick ice then prevented the ship from getting alongside the dock until the tide changed, he said.

The ship's three bilge pumps and portable shore pumps were gaining this morning on the flow of water into the empty hold, a crew member said. The water was entering the hold from between the two hulls through bilge wells.

Crowley Environmental Services Corp. and Underwater Construction Inc. crews worked to seal the wells, Waters said.

"It's one of those act-of-God things," he said. "The ice just shoved us closer to shore and we hit something."

The Coast Guard is investigating, he said.

The Anchorage Times, Friday, December 26, 1980

Coal contract prompts Koreans to increase trade

by John Knowlton
Times Writer

Buoyed by the promise of a long-term contract to ship Alaska coal, a Korean company has decided to open an office in Anchorage next summer to encourage trade between the 49th State and Korea.

Sun Eel Shipping Co. Ltd. said it will open a small office next July to bring Korean-made commodities to Alaska and, it hopes, take Alaska coal back to Korea.

Sun Eel is shipping the 30,000 metric tons of coal being loaded today at the Port of Anchorage. The loading onto the Yugoslavian freighter "Sava" is expected to be complete Saturday.

Though that first shipment is destined to lose money for Sun Eel, its president says if parties to the test export sign a long-term contract, Sun Eel will turn a profit, especially if Korean products can be brought to Alaska.

"If we will be cruising regularly to Alaska, we can transport lots of things here because of the cheap freight," said Tae Il Kim.

He said his firm already has formed the firm Sun Eel Alaska Corporation and named Tai Kyung Kin to head up the operations. Sun Eel is studying bringing cement, steel products and plywood to Alaska while returning Usibelli coal to Korea.

No quantities of goods to be brought to Alaska have been decided, but Port of Anchorage officials have indicated Sun Eel could rent warehouse space to store the goods, Kim said.

The test shipment of coal will be taken to Ssang Yong Cement Co. near Seoul to be blended with coal from Australia and Colorado. Different mixtures of Alaska coal will be burned in the cement company's burners, as well as the burners of Tong Yang Cement Co. on Korea's eastern shore.

Kim said preliminary results of the test burn will be known by the end of February with formal results known in mid-March. If the results are successful, Ssang Yong would like to import at least 500,000 metric tons of coal a year for 10 years from Alaska and perhaps as much as 1 million tons annually, Kim said.

The Alaska Railroad, the port, the municipality, Usibelli Coal Mines Inc. and Sun Eel already have committed to negotiate a price for the 500,000 tons a year if the test burn is successful. The first shipments would leave for Korea in May.

Kim said energy-poor Korea is converting its cement and power plants from oil to coal. It will need 5 million tons a year by 1984 to convert its power plants and another 2 million tons a year by 1985 to convert its cement plants, Kim said. It hopes to get a portion of those 7 million tons from Alaska.

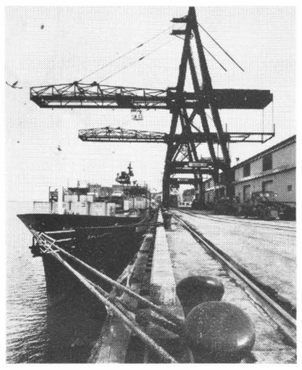
TAI IL KIM
Head of Korean firm

But the shipping executive said he was concerned about the lack of facilities in Alaska to handle large exports of coal.

"So many people are talking about Alaskan coal . . . but actually the coal mines and operations here are only one," said Kim.

Also of concern to Kim is the extent to which Japanese trading companies are involved in Alaska.

"They are very much skillful in importing energy resources. We are far behind them," he acknowledged.



Anchorage — port for a giant state

BILL BUNSELMEYER

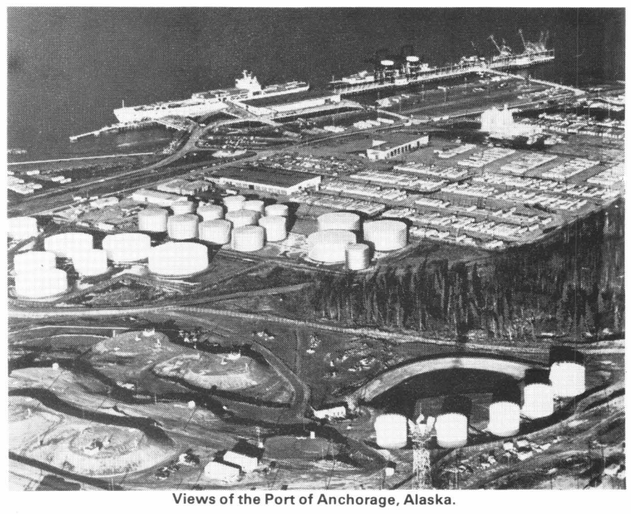
When April comes, the Arctic terns return to the northland from their long annual Antarctic flight. Daylight hours lengthen by leaps and bounds, and soon the sun will shine approximately 20 hours daily. Snow and ice still linger, but "break-up" is here, as huge ice floes lazily drift down Cook Inlet to the Gulf.

Just as work moves into high gear on the Alaska Pipeline, so likewise it does at the expanding Port of Anchorage. This is the second of the port's two-year, $7-million construction program for Terminal No. 3, and Yard No. 3.

The Port of Anchorage and its cargo facilities serve the needs of a major portion of a state larger than the combined areas of Texas, California, Tennessee, New York and all the New England states.

During 1975, general cargo tonnage at the Port of Anchorage increased 41 percent over the previous year. The trend continues, and current general cargo tonnage is running 40 percent over 1975 figures. The oil pipeline is not the sole cause for the high tonnage increase, although it is a major factor. Oil-related and oil support industries possibly contribute as much to the increase as the pipeline itself. The natural growth pattern and the mystical lure of the Great Land compound all these factors and the result is a boom.

The Port of Anchorage is served by two major dry cargo carriers on a year-round basis. Sea-Land Service, providing containerized cargo service, and Totem Ocean Trailer Express, providing roll-on/roll-off service, ply the Gulf of Alaska between Seattle and Anchorage in all seasons. Barge carriers also serve the Port of Anchorage, but they discontinue services during winter months.



Views of the Port of Anchorage, Alaska.

There's an old saying here — "selling refrigerators in the Arctic" — but don't laugh. In this oil-rich land, petroleum products are imported. Tankers from Union, Shell, Standard, and Texaco oil companies discharge refined products year round at the port's petroleum berthing facility. Tesoro-Alaskan serves a portion of the state's needs with petroleum products produced and refined in the Cook Inlet area.

The Municipality and Port of Anchorage, keeping pace with earlier cargo traffic projection forecasts, authorized the expansion of its marine facilities in 1974. TAMS (Tippetts-Abbett-McCarthy-Stratton, engineers and architects) completed design work in the spring of 1975, and construction awards were made that summer.

General-S.K.W.-Swalling, a joint venture organization from Anchorage and Seattle, is presently constructing a 353-foot-long by 69-foot-wide extension to Terminal No. 3, and a 208-foot-long by 30-foot-wide Trestle No. 3 to shore. Both structures are cast-in-place reinforced concrete, supported by steel pipe piling, ranging from 16 to 42 inches in diameter. Poor foundation conditions require the friction piles to vary in length from 116 feet at Trestle No. 3, to 184 feet at the wharf extension. An extreme tidal range of 42 feet accounts for the free-standing piles of 75 feet at the face of wharf. Crane and railroad trackage, water, electricity, telephone, as well as ship's services will be extended into the new wharf. When work is completed in the late fall of 1976, the marine terminal will be 2,335 feet long.

Alaska Excavating and Alaska Beautification, an Anchorage joint venture firm, is re-claiming 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. The spurline will be utilized during the construction period to transport fill materials, via the Alaska Railroad, to the project site.

TAMS Alaska (A Professional Corporation) is providing technical services to the Municipality and Port of Anchorage for their current construction program.

High honors

The American Consulting Engineers Council (ACEC) at the annual Awards Luncheon in Washington, D.C. last May, announced the selection of the Anchorage Marine Terminal for its "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 which are judged for engineering excellence. This year 82 projects, each of which had received a state or regional award, competed for the national Grand Conceptor Award which is adjudged by a panel of distinguished judges.

Accepting the award were E. Erwin Davis, director of the Department of Transportation for the Municipality of Anchorage, and Austin E. Brant, Jr., executive vice president of Tippetts-Abbett-McCarthy-P.C., consulting engineers for the Port of Anchorage.

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 running from Seward through Anchorage to Fairbanks. 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 the City of Anchorage commissioned Tippetts-Abbett-McCarthy-Stratton in 1955 to prepare a master plan for the port's development.

The plan included an initial stage consisting of a wharf structure with 600 feet of berthing space and a 53,000-square-foot transit shed. Under a phased construction program, the first section of the terminal was completed in 1960. Although initially conceived as a general cargo facility for use during the ice-free season, the design has made possible the use of the terminal on a year-round basis and the subsequent development in stages of a bulk petroleum handling facility, a container loading and unloading installation, and the recently constructed roll-on/roll-off trailer facility.

The phased development of the Anchorage Marine Terminal, as planned in 1955, now consists of 2000 feet of berthing space and extensive storage areas to serve the shipping needs of major sections of the State of Alaska. Now operating 12 months a year, the port handles general cargo, containerized cargo, petroleum products, roll-on/roll-off trailer service and bulk cement pipeline transfer.

Earthquake zone

The design of the Anchorage Marine Terminal located in Knik Arm, a part of Cook Inlet and the Gulf of Alaska, presented engineers with the task of designing a pier structure in a severe earthquake zone, in an area with an extreme tidal range of 42 feet and in a body of water where ice floes four feet thick are carried by currents of up to five knots. The solution of the problem involved the design of a pile system that would support the structure and the cranes, railroad cars and trucks operating on it as well as surface snow and ice. The support pile system must also support ice 20 feet thick which builds up under the structure over the winter because of tidal action. This underdeck ice aids in the absorption of impact loadings from rapidly moving floe ice.

At the time of the March 1964 earthquake (one of the severest in recorded history) the first element of the terminal was in service; the earthquake had its epicenter about 60 miles from Anchorage and a magnitude between 8.4 and 8.6 on the Richter Scale. The entire marine terminal was moved about three feet vertically and one foot horizontally by the earthquake. The Port of Anchorage, the only usable marine terminal left in South Central Alaska, was back in service about 36 hours after the earthquake following emergency repairs to the electrical system and repositioning of the cranes which had been jolted off the rails.

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