

Anchorage Daily News/Jim Lavrakas

Sports arena start - 3/23/82

Longshoremen unload prefabricated metal girders off a barge Monday. The barge arrived at the Port of Anchorage Sunday being weathered in near Kenai for several days. The girders are for the Project 80s sports arena. Unloading is expected to take several days.

Barge delivers sports arena's shell

by Dave Carpenter
Times Writer

Arrival of a bargeload of concrete parts from Seattle has sent construction of Anchorage's new sports arena into the homestretch.

"Within 90 days, she'll look like a stadium," said David MacGregor, project manager for R.C. Hedreen and Co. "Everything's here now. It's a matter of putting it together."

If all goes perfectly, some 8,000 spectators could be sitting in the George M. Sullivan Sports Arena as soon as eight months from now for the Great Alaska Shootout college basketball tournament.

However, a top city official today

called that scenario "awfully optimistic."

"I don't want people to get too excited about November," said Ron Garzini, executive officer of operations for the municipality. "It's possible, but I doubt it. With a project that big and that complex, all it takes is one little bump in the night to delay it."

However, he said, completion in time for the 1982 Shootout "is possible — they're way, way ahead."

MacGregor said the outside of the arena, being built near 15th Avenue and Gambell Street, should be essentially finished by July. This would put the contractor well ahead of its

contracted May 1983 finishing date and on target for a November completion — not counting the arena parking lot.

The contract contains incentives for an early completion.

"We should go into high gear now, and hopefully people will see it come together quite rapidly," he said. "It's like a giant puzzle, a big Erector Set."

The barge, belonging to Halvorsen Towing of Seattle, arrived at the Port of Anchorage Sunday afternoon after a 17-day trip. It contains some 5,600 tons of concrete parts for the arena — more than 1,600 pieces — including exterior wall panels, beams,

and platforms that will support individual seats.

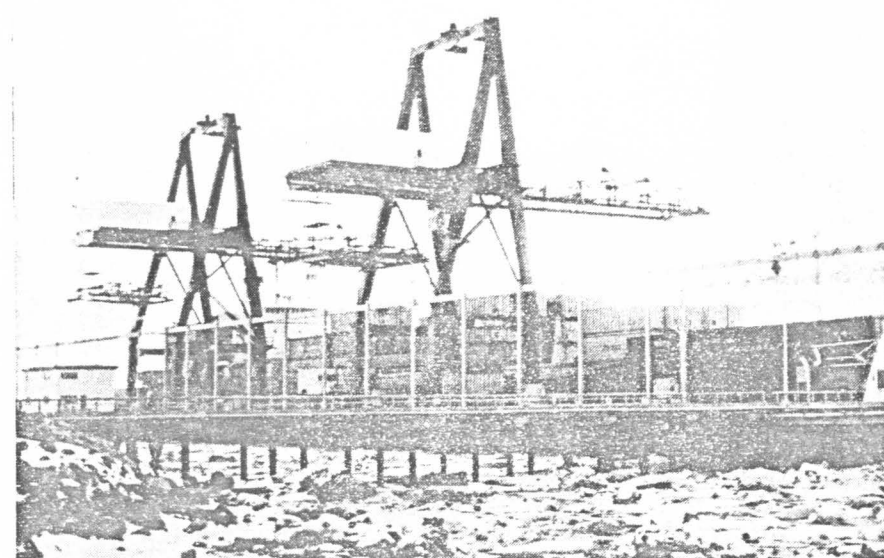
It was no easy journey once the barge, pulled by a tugboat, headed up Cook Inlet. MacGregor said the barge got stuck in ice in the Forelands area of the inlet last week for four to eight hours.

Normally, the project manager said, barges keep a clear distance from oil rigs but the ice pushed the Seattle barge to within a quarter mile of one rig. Husky Oil Service Co. helped out by clearing a channel in the ice.

"Our tug just wasn't outfitted to handle something like that," said MacGregor.

MARINE DIGEST APRIL 10, 1982

SEA-LAND EXPANDS SEATTLE-ALASKA SERVICE (COVER STORY)



Sea-Land's Philadelphia is shown docked at an Alaskan port. She is one of four C-4 class ships participating in the U.S.-flag carrier's expanded service between Seattle and Anchorage. (Melvin Fredeen photo)

SEATTLE — The 366 container-capacity Galveston sailed this week on the first of her regularly sched-

uled voyages between Seattle and Anchorage, increasing by 50 percent the weekly cargo-carrying capacity

of the Alaska Division of Sea-Land Service, Inc., the non-subsidized U.S.-flag containership operator.

The deployment of an additional Sea-Land vessel in the Seattle-Anchorage run will increase vessel calls at each of these two cities from two per week to three.

Sea-Land vessels will now be sailing from Seattle every Tuesday, Thursday and Saturday.

Supplementing Sea-Land's Alaska linehaul service, the Aleutian Developer will continue to provide regular service from Kodiak to points throughout Southwest Alaska and the Aleutian Chain.

"We are pleased to welcome the Galveston back into Sea-Land's Alaska service," stated Jack Baker, executive vice president of Sea-Land's Alaska Division. "Customer demand and forecasted growth of the Alaskan economy have dictated the need for additional cargo carrying capacity in this trade."

"The addition of the Galveston to our existing fleet of three vessels dedicated to service between Seattle,



The Galveston previously sailed on the Alaska route in 1974-78. She has a carrying capacity of 366 containers. (Melvin Fredeen photo)

Kodiak and Anchorage, will serve as a tangible sign of Sea-Land's faith in the future of Alaska," Baker

added. Sea-Land officials believe that the current surge in Alaska's economy is

of a permanent nature and not tied to a single massive construction project.

"All signs point to continued growth of the economy for the remainder of the decade," Baker said.

Like her sister ships, the Portland, the Newark and the Philadelphia, the Galveston is a C-4 class vessel capable of carrying 366 containers.

The Galveston had previously sailed in the Alaska service from 1974 to 1978, peak years for construction of the trans-Alaska oil pipeline.

Sea-Land Service, Inc.—the first carrier to bring regularly scheduled containership service to Alaska—has been serving the nation's largest state since 1964.

The Sea-Land Group of companies is a unit of R.J. Reynolds Industries, Inc., which is also the parent company of R.J. Reynolds Tobacco Co.; Del Monte Corp.



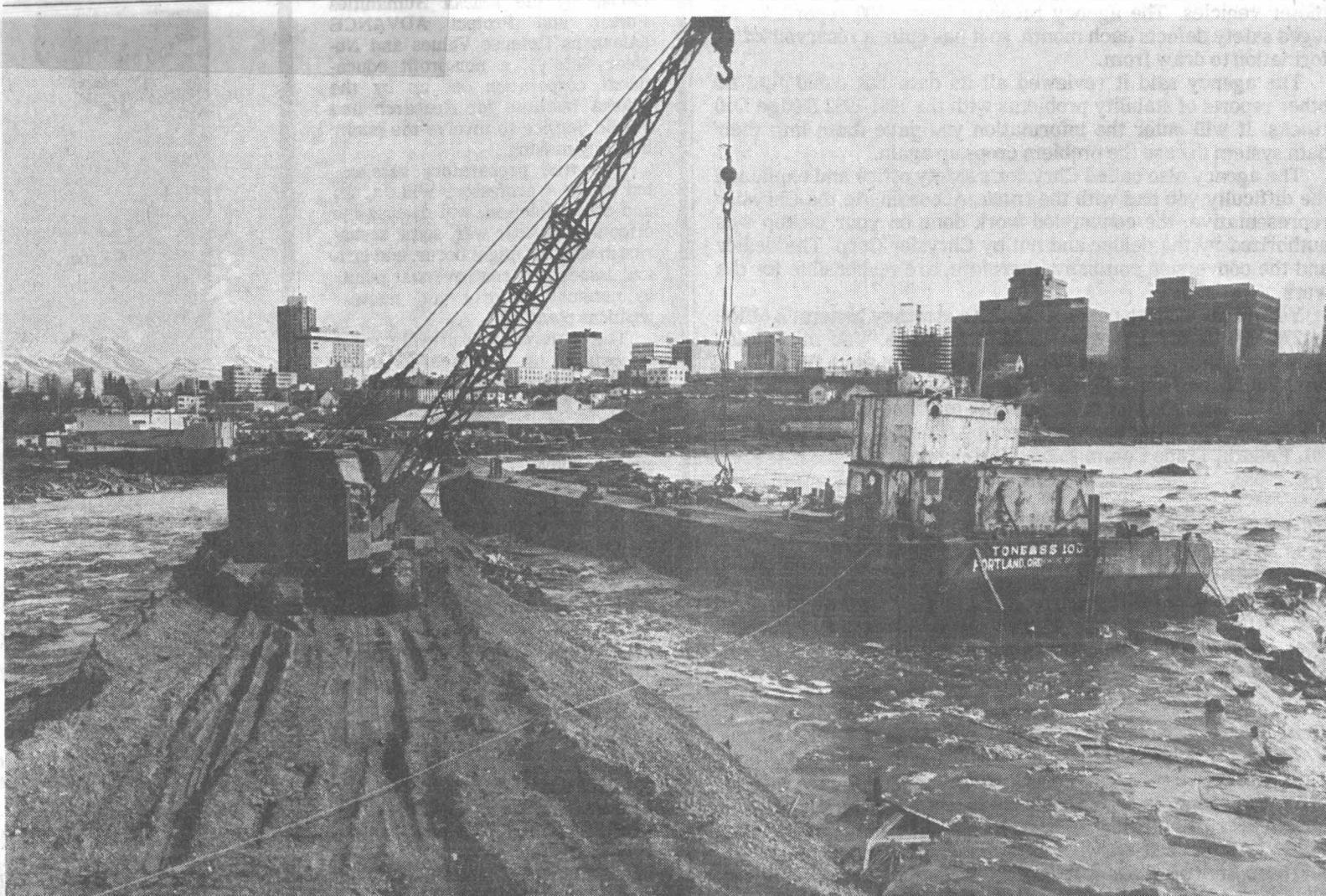
The Portland, a veteran of Sea-Land's Alaska service, is a sister ship to the Galveston, recently assigned to the trade. (Lawrence Barber photo)

(canned and prepared frozen foods, beverages and fresh fruit); R.J. Reynolds Tobacco International, Inc.; Aminoil U.S.A., Inc. (energy exploration and development); and

R.J. Reynolds Development Corp.

This week's cover photo is the work of Melvin Fredeen, Seattle freelance photographer.

The Anchorage Times, Tuesday, April 6, 1982



Alice Puster of The Times

A crane sits on landfill property leased by York Steel from the Alaska Railroad where a proposed small boat harbor would be built

Pros, cons of boat harbor aired

by Beth Barrett
Times Writer

It was hazards versus commercial and recreational benefits Monday night, as the Anchorage Port Commission heard testimony on a proposed small boat harbor near Ship Creek on Cook Inlet.

The harbor facility is estimated to cost about \$52 million and would include the 220 slips for small boats, dry boat storage, a large floating dock and some restaurants, marine and retail stores, said Bill Schoephoester, a representative of York Steel, Anchorage.

York Steel owns the lease on the Alaska Railroad-owned tidelands where the boat harbor would be built and has coordinated \$250,000 in state-financed studies of the area. It also holds a U.S. Army Corps of Engineers permit.

The city, though, has a year's option on the property, but no definite decisions have been made on the small boat harbor. There are

no immediate plans for additional studies nor for construction.

Financing for the project is uncertain, with money having to come from a state grant or other outside sources. One port commissioner, Brandon Collins, said he thinks the proposal may be too expensive.

If the city does not exercise its option, York Steel possibly would develop the land as a commercial and industrial area, Schoephoester said.

On the safety issue, small and possibly inexperienced boaters would be casting off from the Ship Creek boat harbor into some of the coldest, windiest and most erratic tides in the world, said Coast Guard Captain Ray Spoltman today.

Bore tides often sweep up the inlet in a five- to eight-foot wall of water, while icy "willawaw winds" can whip up enough waves in about "five minutes" to capsize a small boat. The water is extremely cold, and Spoltman estimated a person

could get hypothermia in about 20 minutes. Also, there are no organized marine rescue units in Anchorage.

"Small boats generally are few up this far, because it is extremely hazardous," he said.

There nevertheless is a recreational boaters' demand for the facility, at least based on marketing studies done by Tetra Tech Inc. of Anchorage.

That study, completed about a year ago, indicated there were 10,000 boats belonging to Anchorage residents. Most of those were moored in harbors along the Kenai Peninsula.

The study indicated, however, at least 200 of those boaters would want to moor their pleasure craft in Anchorage, said Tim Pflum, engineer for Teutronics Inc. of Anchorage, the firm preparing plans for the small boat harbor.

Donald Hanson, Coast Guard Auxiliary volunteer, said he could not imagine why anyone would

want to cruise upper Cook Inlet waters.

"There's no place to go, no protected coves, no where to put down shrimp and crab pots or to bottom fish," he said.

Collins, who supports the boat harbor, said there could be commercial advantages to Anchorage resulting from a marine development near Ship Creek. He said the harbor and supporting industries, along with York Steel's plans to provide commercial space on 13 acres to the north possibly could attract more of the Alaskan fishing industry.

"Right now we lose millions to the Pacific Northwest," he said. "We need to provide the infrastructure (transportation of cargo, repair of ships) that can compete with that market."

Lloyd Barber, who has fished from Whittier and now works in the harbor there, said he doubts fishermen would find it economical to come as far as Anchorage to deliver their loads.