

Above The Port And Under Ground



THROUGH THE NIGHT, WORK GOES ON

While the Navy supply ship Schuykill was unloaded of jet fuel for Elmendorf Air Force Base, drillers and geological technicians worked through the night (top photo) to take core samples from below the city dock. Meanwhile, crews continued on a 24-hour basis to restore utilities for residents along K Street and L Street (lower photo).

Work Going On At City Port On Round-The-Clock Schedule

At the Port of Anchorage, the work went on above the dock and deep underground.

In the alley clearances off K Street and L Street, workers toiled in deep excavations and high atop utility poles.

On a 24-hour schedule, in the dark hours of the early morning today, the work went on — as Anchorage, its people and its industries moved ahead to rebuild from the March 27 earthquake.

At the port, the Navy supply ship Schuykill was tied up — as jet fuel for the Elmendorf Air Force Base fighters and bombers was unloaded.

Close beside, a drilling platform operated over the southwest corner of the dock held technicians and geologists.

They worked through the night taking core samples 137 feet underground, part of a survey to determine whether a new section can be added to the dock.

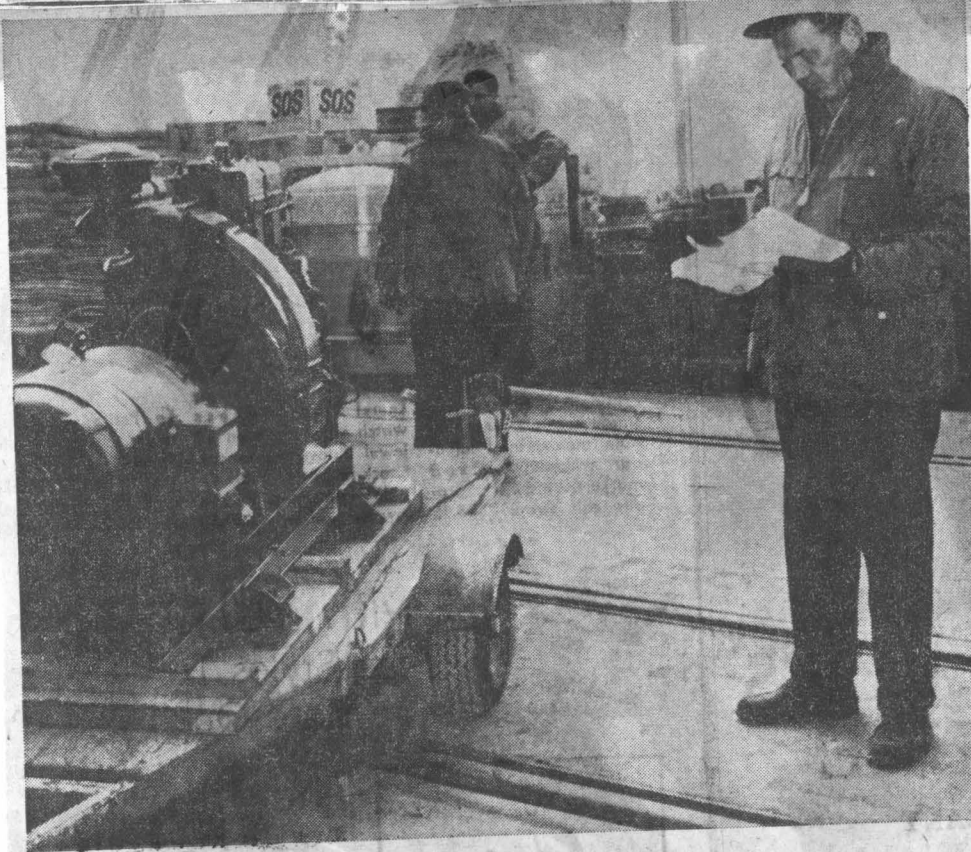
The Army dock at the port has been out of action because of the quake. The Port of Anchorage is booming — the only major dock facility operating in the area.

The Frank B. Younger Drilling Co. is conducting the tests, in conjunction with the Arctic Alaska Testing Laboratory and the Corp of Engineers.

Crews of the Cheney Construction Co. laid the concrete sewer pipe going into the residential area near the downtown area, as electricians of the Gustav Hirsch firm braced power poles and opened the way for new power lines.

Additional support had to be provided for the power poles because of the 15-foot deep sewer trench.

18 Anchorage Daily Times Wednesday, April 29, 1964



MATERIALS LOADED FOR PORT LIONS

Al Long of the Anchorage office of the Bureau of Indian Affairs, checks supplies being sent to establish a new village—Port Lions—on the northern shore of Kodiak Island. The village will replace the town of Afognak, an Afognak Island village wiped out by tidal waves last March 27. The new village is a million dollar project of the 49th District of Lions International. Supplies being loaded at the Port of Anchorage include tools, food, machinery, generator, cement mixer, crawler tractor, front end loader, dump truck and home supplies.

Thursday, April 30, 1964 Anchorage Daily Times 3

Ship Channels Reported Unchanged

Port Area, Cook Inlet Survey Made

By CAMERON EDMONDSON
Times Staff Writer

The Good Friday earthquake caused no apparent depth changes in the port of Anchorage or upper Cook Inlet ship channels.

Capt. Harold Seaborg, commander of the U.S. Coast and Geodetic Survey vessel Pathfinder, made the statement Wednesday — based on a nearly complete reconnaissance survey of the port area and as far south as Fire Island.

The Pathfinder ran a channel survey as it came up Cook Inlet. Capt. Seaborg said the inlet is safe for deep draft vessels if navigation buoys are followed.

Capt. Seaborg said the only change found thus far, from a survey made last year by the Geodetic Survey vessel Bowie, is a shifting of the Fire Island shoal toward the southeast. This apparently was caused by normal tidal action, he said.

The check of the local area is expected to be completed in a few days. The Pathfinder then will continue the reconnaissance survey down the inlet as far as the East and West Forelands.

This work will be completed in about three weeks but the Pathfinder will spend the summer working in the inlet, first along the east shore in the Kenai-Kasilof area then in Kamishak Bay, Capt. Seaborg said.

The vessel made no attempt to determine the extent of land subsidence here. However, a separate team of Geodetic Survey personnel has set up a tidal gage on the city dock to take continuous recordings and determine the amount the ground sank.

A spokesman for Foss Launch and Tug Co. said the firm now has 2 or 2.5 feet more water at all mud beach landing points in the port of Anchorage.

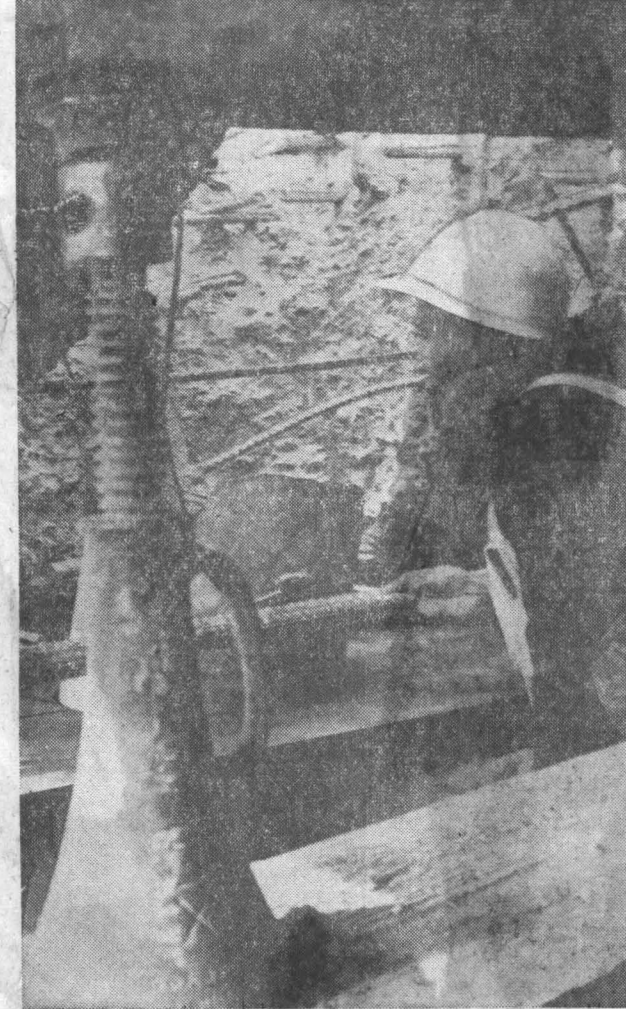
The survey vessel findings confirm the data obtained by Pan American Petroleum Corp. and Shell Oil Co. which have been taking soundings on Middle Ground Shoal for drilling platform installations. Both companies report no discernible changes in water level or the sea bed there.

Pan American reports the Woodco II drilling barge is back on a suspended well at the shoal and has found no indication of equipment damage there.



THE RAIL IS BENT

A rail bent in the March 27 earthquake is checked by Peter Greene, private contractor working for the Alaska Railroad. Rails and ties are being replaced on the port spur.



SUPPORTS WERE FRACTURED

Broken supports beneath the railroad trestle and pier leading to the Port of Anchorage dock get attention from Irving Greene, a carpenter working on repairs to the port facility.

Earthquake Damage Being Repaired At Port Of Anchorage Municipal Terminal

The Port of Anchorage maintains for oil exploration companies uses and for Alaska Freight Lines.

W. H. Rucker, assistant chief engineer of the Port of Seattle, is preparing a recommendation on repairs the dock itself will require.

Harned said a temporary POL (petroleum, oil, lubricants) facility has been approved. It will run between the old Army dock and the existing POL at the city terminal.

Harned said more than 50 oil tankers are expected to call at the port during the remainder of this year.

Eleven acres of open storage, in the north part of the industrial park, are being completed this week, according to Harned. This parcel will be added to the 15 acres now under lease and the 41 acres which the port

require. Rucker's recommendations will include the cost of such repairs.

Repair work is still under way on the railroad spur which leads to the terminal. Harned said the track dropped, in some

places, as much as three feet.

Three of the port's four cranes were back in operation a week after the March 27 earthquake. The fourth, most severely damaged, should be ready for use in less than two weeks, Harned said.

Parts of this crane, located at the north end of the dock, had to be flown to Seattle for repairs.

Seventeen vessels have made use of the port facilities since the middle of April. This includes tankers, barges, and cargo ships.