

# PORT CONSTRUCTION TO PROCEED

## Emergency Port Work Being Done

Emergency work has been ordered at the Port of Anchorage Municipal Terminal to correct a fendering problem resulting from the extreme tides since the earthquake. City Manager Robert Oldland said.

With the existing camel log system, Oldland said, there is a danger of the side of a ship being hung up under the bull rail on the dock.

Engineers of Tippetts-Abbett-McCarthy-Stratton inspected the problem and recommended that twelve fender pilings be driven alongside the dock to take the place of the camel log system, the city manager said. The work is estimated to cost \$4,000 and is to be recovered from disaster funds or insurance.



GANTRY CRANES at Port of Anchorage lift steel spans to waiting truck for the Matanuska-Knik crossing. Barge load was one of 700 tons out of 3,000-ton total for the bridges. Port Director E. N. Harned reports the total length of vessels at port now is 1,058 feet, a new record. (Daily News Photo)

2 — Anchorage Daily News, Friday, May 29, 1964

## IN WORK SESSION

### Council Favors More POL Dock Proposals

Four City Councilmen decided in a work session yesterday that additional proposals should be invited for planning and design for construction of a permanent petroleum-oil-lubricant (POL) facility at the city port.

THE ONLY proposal under

consideration so far is from Tippetts-Abbett-McCarthy-Stratton (TAMS), the engineering firm that designed the original dock. Ken Hinchey, president of Alaska Aggregate Corp., had criticized the TAMS proposal, but port commission member Rodney Johnston said Hinchey's criticism was not justified.

The four councilmen — Mayor Pro Tem Joseph Yesenski, Sewell Faulkner, David Green and Chet Hostetter — said they were satisfied with Johnston's explanation but that they felt the city might benefit from having several proposals.

In other discussion, councilmen expressed satisfaction with a contract and a port-land lease agreement drafted for Sea-Land Services, Inc., the city's new contract carrier, but agreed that more negotiation might be needed on a port-land lease the council recently approved for Texaco, Inc.

COUNCILMEN had authorized the city administration to negotiate the lease with Texaco without seeing the lease itself. Later, several decided it should be taken up again after a city employee said the city stood to lose money in the deal.

Councilman Hostetter questioned whether the council could back out of its former approval. Councilman David Green said the council was entitled to consider more negotiation on the lease.

More talks are to be held with Texaco and the matter then will be brought back before the council. Councilmen also will consider the final Sea-Land documents in official session.

ON THE POL facility, Port Director Capt. A. E. Harned said two firms here — Hewitt Lounsbury & Associates and Tryck Nyman & Hayes — had expressed interest in the building project. Also, he said, he had received "stacks" of inquiries from outside firms.

The TAMS proposal, which cost at \$85,000, Councilmen said they felt competition on the job might result in a lower price.

It was pointed out that professional engineers are not permitted to bid on a project and that the other offers would have to be made only as "proposals."

HINCHHEY had charged that for the original dock "construction design and cost was 50 per cent more than it should have been," that "even the rail spurs were not correctly designed," that "nowhere else has a dock been constructed so that a vessel can at any time come up under the bull rail on a rising tide" (as was a danger recently at the port) and that "under no circumstance" should TAMS have "allowed one small crane to have been installed between two large cranes."

Answering Hinchey's charges, Johnston said he once thought the dock was "overdesigned and overengineered" but that after it survived the earthquake, "I have to eat my words."

He said the railroad spur was designed with a "minimum right-of-way" because the Army wouldn't give the city enough right-of-way to design it as it should be. But, he said, "it's working."

JOHNSTON SAID the danger of a ship rising under the bull rail resulted because the pilings were set back so ice would not congest around them and prevent ships from getting in close enough. Instead of piling fenders, a camel-log system of fendering was used and no longer worked after extreme tide changes were caused by the earthquake. This problem since has been corrected by driving pilings along the dock.

Of the crane placement, Johnston said, "Maybe it was an error, I don't know. . . . But it wasn't an engineering error."

He said the port commission felt the crane placement would give "better utilization" in working barges at one end of the dock at the same time ships were being unloaded. When a planned dock extension is built, he said, the problem will be eliminated with a track system on which cranes can be moved past each other.

## Proposed Delay Hit By Officials As 'Ridiculous'

The Anchorage port director work in the port area should and a member of the port commission termed "absolutely ridiculous" today the recommendation by a group of N.M., on Tuesday by the group of construction specialists. B. B. Armstrong, Roswell, N.M., contractor, heads the group.

"I think it's absolutely ridiculous," said Capt. A. E. Harned, port director. "I know there was a lot of core drilling before the port was built, and since the earthquake."

"I have conferred with a number of officials here and we believe there is no need for a statement such as appeared in last night's paper."

"This statement (by the advisers) is based on insufficient knowledge gained by a very brief visit by one individual whom we believe is responsible for the recommendation."

The director said the recommendation "will have absolutely no effect on our existing plans to proceed as fast as possible to provide the necessary facilities at the port of Anchorage," he said.

He said a contract has been awarded for construction of a tanker berth adjacent to the existing dock and this work will go ahead. Proposed construction of a new port access road will also be pressed, Harned said.

"The dock withstood the tremendous earthquake shock solely because of its excellent construction," he said. "It was built with the geology of the area fully known."

Anchorage port commission member Wallace Martens also termed the recommendation that port work be halted "absolutely ridiculous."

Said Martens: "There is no reason I can see why development of the port should be held up. We need it badly and it should go ahead as fast as possible. All kinds of core samples were taken in the port area before the dock was built and geological studies were entirely adequate."

The recommendation that

Anchorage Daily Times Friday, May 29, 1964

## City To Ask Additional POL Plans DOCK DESIGN PROPOSAL IS RAPPED BY HINCHEY

The City of Anchorage will seek additional proposals for designing a permanent POL (petroleum, oil, lubricants) handling dock at the Port of Anchorage municipal terminal.

A. E. Harned, port director, told a joint session of the port commission and the city council meeting Thursday that the permanent facility could not be built this year.

He said a temporary petroleum products dock is now being built at the port. This \$500,000 facility will meet fuel handling needs for this year, he said.

The city had requested Tippetts-Abbett-McCarthy-Stratton to make a proposal for the design. The federal government had approved a \$110,000 planning advance for this purpose earlier this month.

The TAMS proposal would cost \$85,000. This firm also prepared the master plan for the Port of Anchorage terminal. Its proposal went to the city council on Tuesday. Action was tabled at that time pending further study.

"At least two local firms have indicated they wish to present design proposals for the POL facility to the city."

They are Lounsbury, Sleavin and Kelley and Tryck Nyman and Associates.

Harned estimated that three months would be required to make studies and prepare the design for the permanent facility.

Only four councilmen were present Thursday afternoon. They were Joe Yesenski acting as mayor pro-tem, Chet Hostetter, David Green and Sewell Faulkner.

Ken Hinchey has protested a proposal from Tippetts-Abbett-McCarthy-Stratton (TAMS) to design the city's permanent POL (petroleum, oil, lubricants) handling dock.

City Council, Hinchey said he was "seriously irritated" by the proposal.

"I'd like to say for the record and in the public interest that what the Tippetts firm has done to the City of Anchorage is shameful. . . . In no way should their offer for this new engineering fee be respected or considered," Hinchey's letter read.

TAMS has asked a fee of \$85,000 for designing the \$1.5 million facility.

Rodney L. Johnston, vice chairman of the Anchorage Port Commission has denied Hinchey's charges.

Hinchey said the design for the port was "taken out of a dusty closet."

TAMS drew up the master plan for the port, Hinchey said his "dusty closet" charge could be proved by the following:

1. The warehouse at the dock was built only for palletized bulk cargo, not for containerized cargo freight.

2. Cost was 50 per cent more than it should have been for the results expected.

3. The rail spur was not correctly designed.

4. Nowhere else has a dock been built so that a vessel can be caught under the bull rail on a rising tide.

5. The Tippetts firm should not have allowed one small crane to have been installed between two large cranes.

Johnston differed. The facts of the matter, he claims, are:

1. When the port was designed, bulk cargo made up 80 per cent of all cargoes coming into the railbelt. Only recently has containerized cargo dominated the field.

2. The dock may have been overengineered but it stood up with relatively little damage during the earthquake.

3. The city was unable to obtain right-of-way from the Army to put in a full rail spur.

4. Piers supporting the dock are set back six to eight feet to allow for clearance when ice is under the dock. The great range of tides in the inlet raise and lower vessels on the face of the dock. Camels and fenders were installed to hold the vessels off. With proposed year-round operation, a straight face might prove more satisfactory. Piles are being placed at the face of the dock.

5. The two large cranes were originally to have been placed together. However, a small crane was placed between them so a large crane would be available to work both ends of the dock and permit heavy unloading of two vessels at one

time. This change was recommended by the commission, not the engineer.

A port representative said Thursday that Hinchey's dock operates in competition to the Port of Anchorage municipal terminal.

Anchorage Daily News, Thursday, May 28, 1964

## Port Pact's Up for Talks

The City Council will meet at 4 p.m. today to discuss the proposed contract with Sea-Land Services, Inc., the city's new contract carrier, a lease with Texaco, Inc., for port area land, and a proposal by Tippetts-Abbett-McCarthy-Stratton for design work on a petroleum-oil-lubricants (POL) facility at the port.

At noon tomorrow, the council will meet with members of Sen. Clinton P. Anderson's staff to discuss reconstruction progress in Alaska.

16 Anchorage Daily Times Saturday, May 16, 1964

## Texaco Seeking Tank Farm Area At City's Port

Negotiations resumed at noon today between representatives of the Texaco Co. and Anchorage Port Commission over the oil company's request for waterfront land on which it would build a petroleum tank farm.

Commission chairman Harold Strandberg said discussions with the company over a land lease have been held from time to time for several years.

The company, if granted a lease, would construct the storage facility on land adjacent to the Shell Oil Co. tank farm.

24 Anchorage Daily Times Saturday, May 23, 1964

## Firm Offers To Design Port Facility

The Port of Anchorage's engineering consulting firm has proposed it design the city's permanent POL (petroleum, oil, lubricants) handling dock facility for a fee of \$85,000.

The federal government, on May 6, approved \$110,000 for planning and design of the facility, estimated to cost \$1.5 million.

The design of the permanent facility can be completed within three months, according to the proposal of Tippetts-Abbett-McCarthy-Stratton.

The permanent POL facility will be a 500-foot extension to the south of the present Port of Anchorage municipal terminal.

It will consist of a number of platforms connected by bridge walkways. The construction would be of concrete platforms on steel pipe piling, similar to that of the existing dock.

George Treadwell, TAMS consultant for the port, said the \$85,000 proposal does not include construction supervision. He said his firm would submit a proposal for this stage of the work after construction is authorized.

Services which the \$85,000 will buy cover the following:

1. Preparation and supervision of a soils testing program.

2. Preliminary layout and design.

3. Final design, preparing specifications for construction, an estimation of construction costs.

The Anchorage Port Commission, in a special session held last Saturday, approved TAMS's proposal.

The city administration has joined the port commission in recommending approval of the proposal which goes to the Anchorage City Council Tuesday.

Anchorage Daily Times 19 Saturday, May 23, 1964

## Industrial Park Site Is Sought By Gas Company

Northern Gas Co. Inc. is seeking to lease land in the Port of Anchorage industrial park area for a petroleum distribution plant.

A 10-year lease for a parcel one and a half acres in size was approved last Saturday by the Anchorage Port Commission.

It goes to the Anchorage City Council Tuesday.

12 Anchorage Daily Times Friday, May 29, 1964

## City To Ask Proposals On New Dock

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