

PORT DEMONSTRATION

Raging Gas Flames Snuffed In Seconds

Petroleum products mean revenue for the Port of Anchorage.

BUT OIL and gas is touchy stuff as the port staff has good reason to know.

Yesterday the port sponsored a demonstration of a type of fire extinguishing equipment in use there. A 300-pound dry chemical extinguisher, available at the dock when oil tankers are unloading at the new petroleum facility, was used.

The non-toxic chemical, a combination of bicarbonate of soda and an industrial type potassium, is stored dry in the extinguisher and does not deteriorate with the passage of time.

Two cylinders make up the extinguisher. One holds dry powder and the other contains nitrogen under 1,500 pounds per square inch pressure. The gas under pressure forced the powder from the extinguisher when the valve is opened.

The powder is sprayed into the fire under great pressure through a hose connected to the extinguisher.

It is amazingly effective when compared to the conventional carbon dioxide extinguisher.

USE OF THE dry chemical was demonstrated by Terry Senior, fire fighting equipment representative for the Industrial Air Products Co. of Anchorage.

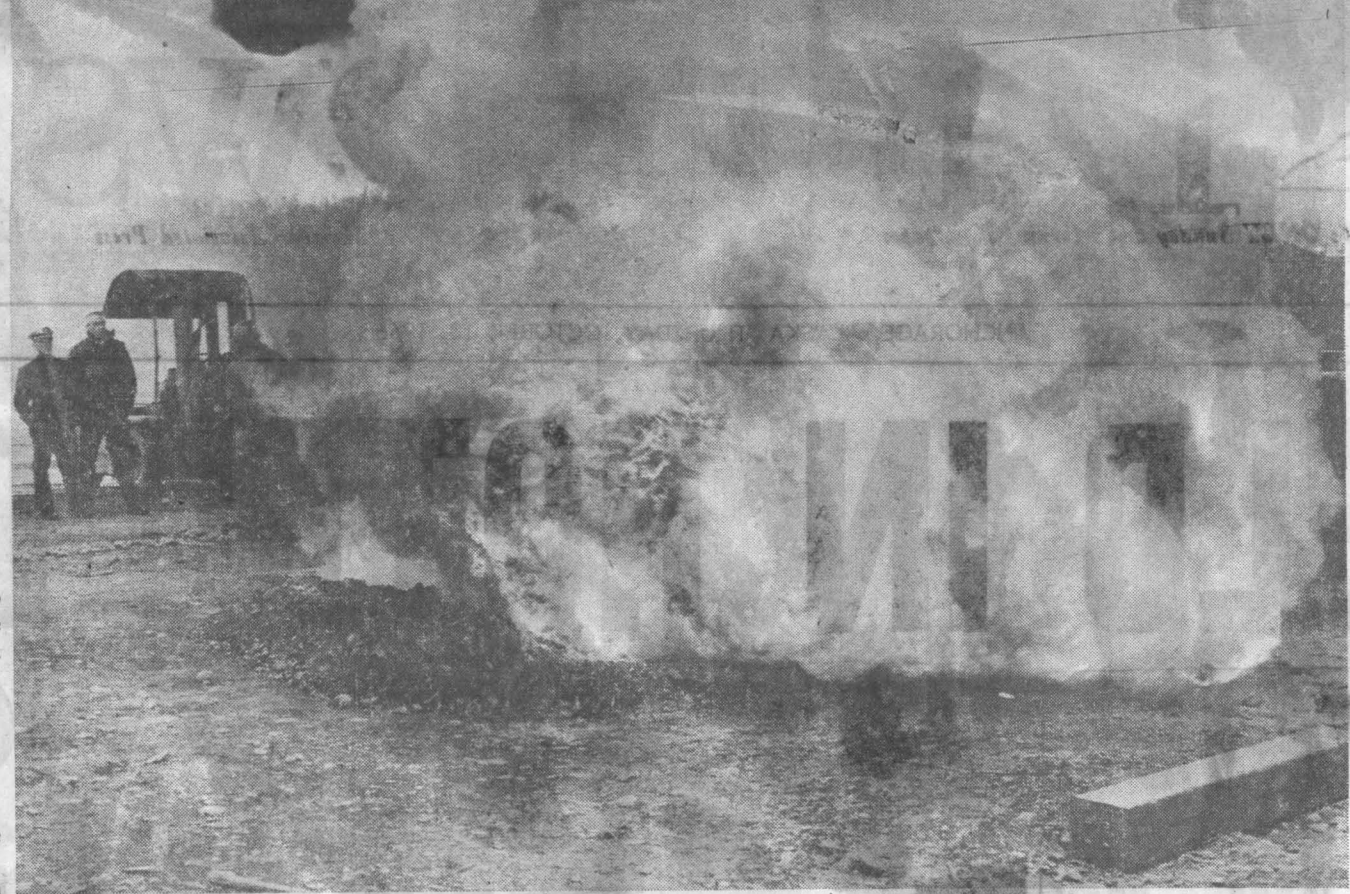
Senior tossed a match into a prepared pool of gasoline and waited until it became a raging inferno.

Aiming the nozzle of the fire extinguisher at the flames, he released a thick stream of the off-white powder.

IN FOUR seconds, the fire was out.

The demonstration had been requested by the Port of Anchorage to demonstrate the equipment as a part of National Fire Prevention Week.

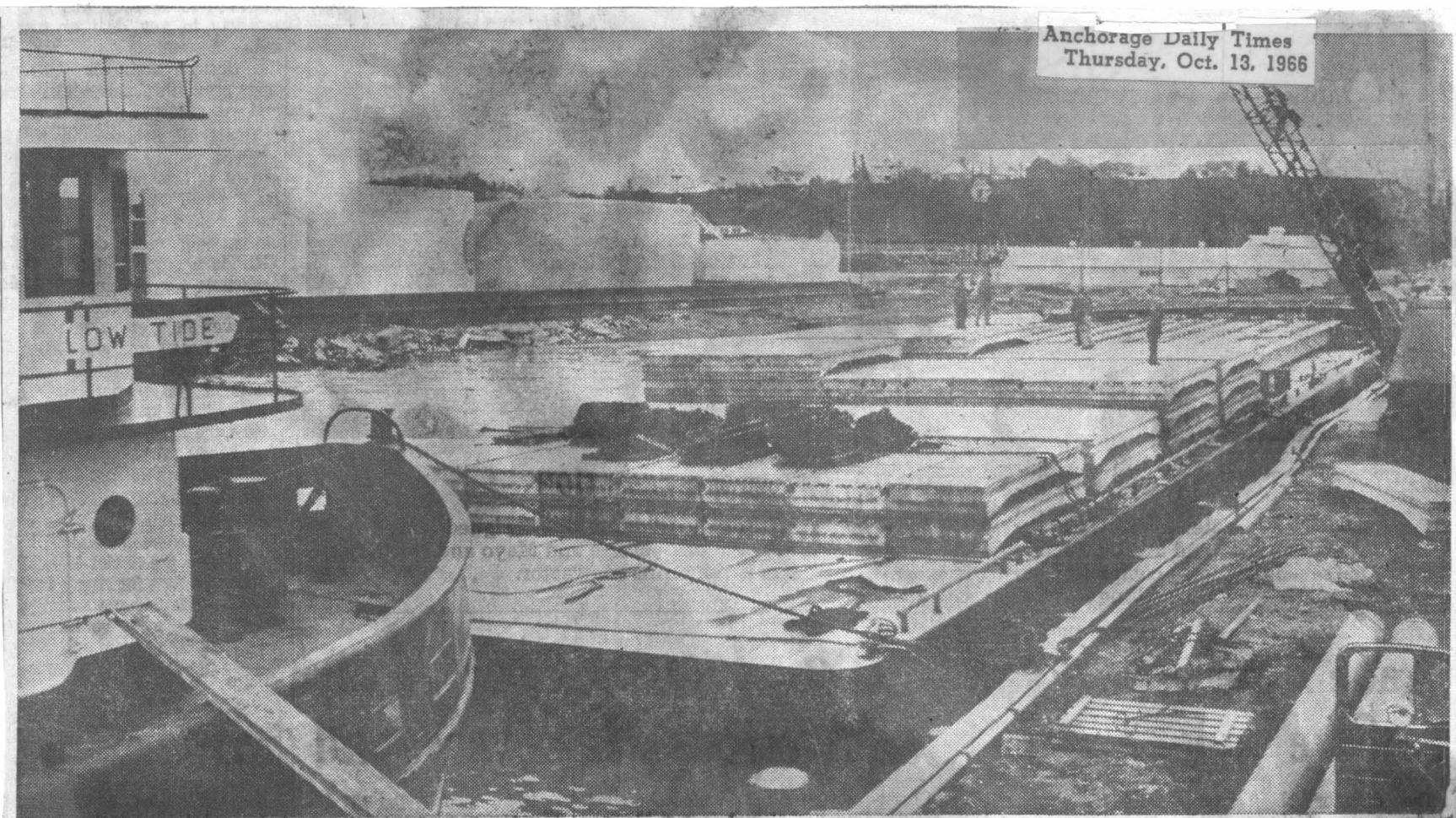
The port uses two such extinguishers when oil tankers are being unloaded and port officials maintain this chemical is the fastest on the market for extinguishing oil, gas or electrical fires.



RAGING GASOLINE FIRE is knocked down in seconds by the use of dry chemicals under pressure. With representatives of area fire departments, the Coast Guard and firms operating in the Port of Anchorage's industrial park looking on, Terry Senior of Industrial Air

Products Co. of Anchorage demonstrates the use of Purple K. This powder was developed by the U.S. Navy and has proved most effective in putting out gas, oil and electrical fires. The demonstration was held yesterday afternoon in the industrial park.

(Daily Newsphoto)



Anchorage Daily Times Thursday, Oct. 13, 1966

SLABS ARRIVE FOR CITY DOCK

A barge load of prestressed concrete slabs to be used as decking on the city's new Terminal No. Two wharf extension is docked at the Anderson Terminal after arrival from Seattle Wednesday. Capt. A. E. Harned, director of the Port of Anchorage, said it was necessary to berth the barge at the private terminal because the

existing city dock facilities were filled with oil tankers and freighters. When completed in the summer of 1967 the new terminal will add 600 feet of wharf frontage to the city berthing facilities.

Debate On Port Limited To 1967 Budget Request

By BOB MILLER
Times Staff Writer

Mayor Elmer Rasmuson moved quickly to squelch a discussion of policy matters at the Port of Anchorage Tuesday night as the City Council met in a work session to discuss the port budget for 1967.

Capt. A. E. Harned, director of the port, requested a general discussion of port policy matters, including trade development, plans for future operation and areawide port power, prior to the budget discussions.

The mayor politely refused to discuss anything but the port's budget requests.

Harned made the request following a budget question from Councilman George Sharrock who indicated he would be willing to wait until after such a discussion for his answer.

Rasmuson directed Harned to answer the question and for the

remainder of the evening the mayor and councilmen vigorously attacked various aspects of the budget.

Bearing the brunt of the criticism were the requests for money for port officials to attend various conventions and tour port facilities in other cities.

Mayor Rasmuson said the proposed travel expenses were "high" and added that he sees little value in attending conventions. Councilman Richard Albers suggested that perhaps the money would be used to more advantage by the port hiring a fulltime promotion man.

Most of the other councilmen also indicated they were not pleased with the proposed travel expenses which total \$4,650 for attending various conventions and going on inspection tours. Few of the other budget aspects were discussed.

Port Commission, Chairman

Wallace Martens, who was in the audience, disagreed with the mayor on some of the criticisms. Martens said he believed the port had lost business in the past by "not being on our toes." Harned defended the travel as being almost mandatory for the training of staff members.

The mayor listened to their comments, but would not be drawn into any arguments. Martens was apparently displeased by the mayor's refusal to hold a general discussion of policy matters.

An argument between Councilman Joe Yesenski and officials of the port took much of the council's time. Yesenski had objected earlier about the pilings for the new dock being put in crookedly. His criticism brought replies from the project engineers who maintain that there are some problems but they are not serious.

They point out that the method used results in the pilings being slightly crooked, but they will not affect the structural soundness of the dock. Yesenski seemed to agree that the dock is safe but he argues that it is not aesthetically pleasing and doesn't "blend in" well enough with the old dock.

Yesenski also maintains that the cranes will not be able to move up the ramp onto the new dock once it is completed.

Loren Lounsbury, consulting engineer for the project, defended the dock's construction and assured Yesenski the cranes would be able to operate on the new dock.

SEWER LINE FLOODS BUSINESSES AT PORT

A dispute between the City of Anchorage and the U.S. Air Force has led to a standstill in the port area over repair of a sewage line that has been backing up and overflowing for the past two weeks.

At least two firms — Trans-World Alaska Inc. and Sealand Freight Service Inc. — have complained to port authorities about the sewage backing up on their property. The sewage backup is worse at high tide, when it gushes from manhole covers in the vicinity.

A spokesman for Trans-World told the Times today the commodes had been plugged up to

stop the backup problem, but Thursday night the sewage backed up so badly it gushed out of the lavatory drain.

The outfall line in question belongs to Elmendorf Air Force Base. Once known as the Army Sewer Line, it begins on the eastern portion of the base running northwest to the Government Hill area. Then it goes down the hill, across the flats and empties into the inlet under the city dock.

Nels Kjelsstad, city public works director, said the city built a sewer line entering the Air Force line in 1961 by agreement with the Air Force. The two lines connect in the vicinity of Hollywood Vista, he said.

Kjelsstad emphasized that the agreement with the Air Force stipulates that the Air Force will be responsible for maintenance of the line.

Trans-World and Sealand are connected to the line, Kjelsstad said, but this is apparently by agreement with the Air Force because the city has no record of it.

A military spokesman said today, "The military engineers feel that the portion of the sewer that is causing the obstruction and backup is the city extension of the military sewer line and is therefore a city responsibility. However, there is to be a meeting late today between city and military officials to resolve the situation."

Kjelsstad said he was not aware of any such extension built by the city in that area. "The line is theirs and it has always been theirs," he said.

Since the backup problem began two weeks ago, there have been no meetings between representatives of the two parties.

Yesenski Raps Dock Facility

City councilman Joe Yesenski Wednesday night denounced the addition to the city dock that is now under construction as of poor design, poor construction and "esthetically incompatible" with the present dock facility.

Yesenski called for a halt to further construction until the 600 foot-long structure can be redesigned.

Aside from the appearance, which Yesenski said "lends no esthetic beauty to the old dock", the new type of concrete piling being used in the structure are being set crooked, he declared.

THE STATEMENTS were made following the close of regular business at the city council meeting and Wallace Martin, chairman of the port commission, challenged Yesenski's charges.

Martin said the plans for the new facility were approved in labor negotiations. He said by both the port commission and the city council. He said proposal until meeting time a less polished structure was used in order to gain a badly needed 150 feet more dock frontage for the same amount of money.

Also, the city has a consulting engineering firm acting as in-

spectors on the job and they would have reported any improper work, Martin said.

THE COUNCIL agreed to meet with everyone connected with the port project in a work session on the port budget to be scheduled later. There is no urgency as weather has forced a halt in the work until next spring.

Yesenski also asked that the city traffic rules be changed to permit a right turn on a red light at intersections where the intersecting streets are both one way and the traffic flow is to the right. City manager Ben Marsh agreed to look into the matter and see if it can be arranged.

During the regular session of the council meeting, the members voted to postpone until the next meeting consideration of a city manager proposal on a possible pact to have the Joint Crafts Council represent the city employees in labor negotiations. The members did not receive the proposal until meeting time and decided they needed time to study it. The council also withheld action on a resolution approving the L Street slide replat pending council review of the area map.

Port Men Hear Mixed Reports

Higher insurance rates and lower than anticipated revenue were the bad news reports to the Anchorage Port Commissioners at a Monday evening meeting.

Offsetting these were reports that dredging work, both maintenance and work on the No. 2 terminal, will be completed in four or five days barring unexpected problems such as freak icing conditions, and that a sewer problem in the terminal yards has been solved.

Port Director A. E. Harned read a letter to the meeting from an insurance representative indicating all risk insurance renewal had been assured for most of the more than \$6 million facility and at-tempts were being made to renew the remainder but that all coverage would be at a considerably higher rate.

HARNED ALSO reported that actual revenues were running \$12,200 less than an-

anticipated, largely because certain fees for preferential berthing from Sea Land Service Inc. were not realized.

On the plus side, engineers reported that a crisis posed by early icing had passed and that all dredging work scheduled for this year in the port will be completed in an estimated four or five working days.

It was also reported that the problem of an overflowing sewer in the Sea Land freight yard had literally been ironed out. After some debate with the military over ownership of the line, crews from the city and military bested forces to dig out the line.

WHEN THE sewer line was pulled up, a large iron disc was found blocking the entire line. This was removed and service restored.

Following the sewer report, the commission went into executive session to consider certain financial and personnel matters.

Norwegian Ship to Sail

Scheduled to depart from the Port of Anchorage petroleum dock late today is the Norwegian Tanker Titus, now unloading bonded fuels for Standard Oil Co. of California.

The large tanker is commanded by Capt. O. Svehaug.

The Titus is 615 feet in length. The vessel arrived yesterday morning and is expected to leave sometime in afternoon or evening after unloading approximately 200,000 barrels of fuel here.

Federal Mediator to Enter Stevedore Talks

A federal mediator has been asked to enter deadlocked negotiations between three stevedoring companies and the union, which have expired.

The companies involved are Albin Stevedoring, North Star Terminal and Stevedoring and Service, said he would meet with negotiators at 10 a.m. tomorrow at the Captain Cook

Hotel.

Barney Toner, of the Federal Mediation and Conciliation Service, said he would meet with negotiators at 10 a.m. tomorrow at the Captain Cook

for the union, that there would be no work stoppage at the port of Anchorage pending the outcome of mediation.

Toner termed the deadlock "an important situation" because of the volume and types of cargos that are handled.

Toner said he had been told by Ralph W. Alonis, business agent and secretary treasurer