

Winter Ice Racks City Dock Extension

Fractured piling and shattered column caps in the partially completed north extension to the city dock have been discovered and are under study by engineers.

SUN-SHRUNKEN snow retreated to disclose the damage to the piling caps on Monday and a further check turned up more damage, including at least one broken concrete pile.

Engineers for the project were notified yesterday and began a thorough check of the problem. They are to confer with the Anchorage Port Commission members in a luncheon meeting today and are expected to give a preliminary report on the seriousness of the damage.

Attrition of winter ice was blamed for the damage.

"IT WAS caused by the ice," said David G. Fritz, of Lounsbury, Slavin and Kelley, engineers who designed the dock extension and are now acting as consultants to the city on the construction project.

"It's too early to really tell, but it doesn't appear that it will delay completion of construction," Fritz said.

While Fritz and other experts were examining the damage about 3 p.m. yesterday,



INSPECTORS STRIDE toward the northern end of dock extension past broken concrete pads topping support piling. The piling cap in center of the picture with cluster of reinforcing rod thrusting upward is one of

the worst shattered. It is laced with cracks up to an inch wide. Large skirts of ice can be seen wrapped around columns of the older dock in the background.



ICE PULLS EXPENSIVE TOOTH

City Councilmen planned to survey the heavily damaged addition to the city's dock at the Port of Anchorage today in an effort to further determine the extent of damages caused by the heavy ice formations. Just above the ice mass on the right is the hole that was left after one of the concrete pilings snapped under the heavy pressure. Two pilings have been pulled out by the ice so far, a port official said today, and others are badly cracked. This photo was taken by a port official from a barge moored beside the dock.

Anchorage Daily News, Tuesday, April 4, 1967

Port Tariff Is Published

A full-scale revision of the Port of Anchorage's tariff schedule has been published to become effective April 15.

Designed to make the municipal dock facility more competitive with other docks in the Port of Anchorage, the new rate schedule makes extensive changes in methods of charging as well as revisions in actual charges levied.

Although the state has announced there will be no ferry service to Anchorage this summer season, the new tariff does include a set of charges that include dockage, wharfage and service charges.

Copies of the tariff changes may be obtained from Port Director H. Russell Painter, P.O. Box 400, Anchorage.

Anchorage Daily Times 7 Thursday, March 30, 1967

Dock Damage Is Studied

Engineering Firms To Assess Problem

Engineering studies continue today to determine the extent of damages to the ice-wracked \$2.4 million addition to the city dock at the Port of Anchorage.

The damage is being surveyed by Lounsbury, Slavin and Kelly, the engineering firm that designed the dock and is serving as a consulting firm for the construction, and Orville Kofoid, an engineer with Swan, Wooster Engineering of Portland, Ore.

Kofoid arrived early today at the invitation of city officials who feel the study must be carried out as soon as possible. Grinding ice is blamed for the damage that was first discovered Monday when workmen for Swalling-General, contractor on the job, arrived to set up equipment to resume work this spring. Concrete pilings were found to be cracked and pile caps had been shattered during the winter.

Later, it was discovered that two piles have completely disappeared, apparently victims of the ice action. The damage is believed to be extensive, but engineering studies have not yet been completed.

Karl Walter Jr., the city attorney, said today the dock does not actually belong to the city yet because city officials have not yet accepted it from the general contractors. Port insurance does not cover the dock since it remains a responsibility of the contractor until completion, he said.

Construction on the 600-foot extension hit its first snag last year when dredging problems resulted in a delay in getting the work under way.

Cost of the extension is about \$2.4 million with approximately \$252,000 approved by the Port Commission and the City Council for the services of Lounsbury, Slavin and Kelly.

Anchorage Daily Times 11 Monday April 3, 1967

Two Experts Study Damage To City Dock

An Oregon engineer and a University of Alaska geophysicist got together today to discuss the ice-mauled addition to the city dock at the Port of Anchorage.

Orville Kofoid, an engineer with Swan-Wooster Engineering of Portland, Ore., met today with Harold Peyton, a member of the faculty at the University of Alaska. Peyton, regarded as an expert on sea ice, helped design some of the oil rigs now used in Cook Inlet. He is a former student of Kofoid.

Dave Fritz of the engineering firm of Kelly, Pittelko, Fritz and Forssen said today the dock is in no danger of collapsing even though cracks in some of the pile caps appear to be widening slightly. Pilings and caps have been damaged, he said, but there has been no damage to the top of the dock.

Ice Racks City Dock Extension

(Continued from Page 1) enough to withstand the at-as the engineers assured the day, the ice gave a small demonstration of its power. The structure it would — but apparently ture did withstand the assault not unscratched.

SOME HUGE, glacial hoop-kirts released their grip from the columns under the scanty decking and thundered down on the flow-strewn mud flat below.

The whole structure shuddered and swayed as if in the grip of a strong earthquake as the experts raced across the snow and ice atop the structure back to the safety of the main dock.

Apparently more damage is visible from below than above. In answer to a question, a workman on the construction contractor's barge looked up and yelled: "She looks terrible."

A LARGE derrick barge has been moved back into place from its winter resting spot on the mud flats as employees of the contractor, Swalling General, began preparations to resume work on the project.

Work of driving piling for the project late last summer was delayed when problems developed in getting the glacial silt dredged from the area.

As a result of the delay some concern was expressed as to whether the contractor could advance the project far



BROKEN PILING is barely visible in right center of the picture. The octagonal concrete pile is broken just above floating ice floes under outer face of the dock.

Anchorage Daily News, Friday, March 31, 1967

Ship Lane, Berth Draw Response

A strong sea swell of reaction from maritime interests has been registered by the U.S. Corps of Engineers on proposals to establish an anchorage here and a shipping fairway the length of Cook Inlet.

During a 60-day "industry response" period recently ended, a total of 16 written comments were received, nine of them regarding the anchorage and the others pertinent to the fairway.

NO DATE has been set for a public hearing by Miss Aurora Loss, Corps of Engineers official in charge of the project, but it is expected that one will be scheduled soon.

Views on the anchorage plan were received from Foss Launch and Tug Co. Inc., Anchorage; Union Oil Co. of California, Seattle; Crowley Launch and Tug Co., Anchorage; Capt. Harvey C. Williams (Alaska Pilot), Richmond Beach, Wash.; Capt. O. Svehaug (Alaska Pilot), Seattle, Wash.; Chevron Shipping Co., Richmond Beach, Wash.; Military Sea Transport Service, Seattle; Alaska Marine Pilotage, Inc., Homer; and Capt. Stanley B. King (Alaska Pilot), Hobart, Wash.

On the fairway, comments were received from Keystone Shipping Co., Long Beach, Calif.; Alaska Marine Pilotage, Inc., Homer; Apache Corp., Tulsa, Okla.; Pan American Petroleum Corp., Anchorage; American Institute of Marine Underwriters; U.S. Fish and Wildlife Service, and the Alaska Attorney General's office.

Anchorage Daily News, Thursday, March 30, 1967

City Hires More Experts To Study Damaged Dock

By CAMERON EDMONDSON Daily News Staff Writer

A second firm of consulting engineers has been called in by the city of Anchorage to study the situation of what now appears to be extensive damage to an addition on the city's dry cargo dock.

ON ADVICE of the Anchorage Port Commission, City Manager Bernard Marsh yesterday engaged the firm of Swan and Wooster, Portland, Ore., to examine the situation and report to the city.

The decision was made following a luncheon meeting of the Port Commission with

Marsh and the representatives of Lounsbury, Slavin and Kelly, the engineering firm that designed the dock extension and is now serving as consultants to the city during construction.

At the meeting, representatives of the engineering firm reported they have begun an intensive study of the trouble and will report to the city as soon as possible — definitely no later than the next regular meeting of the city council on April 11, according to Port Director Russell Painter.

REPRESENTING the engineering firm were David Fritz, Harvey Pittelko, Al Kelly, and Loren Lounsbury. Earlier, Lounsbury said they hoped to have some kind of preliminary report ready by the end of the week.

A representative of the Swan and Wooster company is expected here this morning to begin a survey of the dock situation.

Painter explained that the main reason for obtaining the services of another consultant, even before the report is received from Lounsbury, Slavin and Kelly is one of timing.

IT IS desirable to have the engineer see the situation while the thick sheets of ice still cling to the underpinnings of the dock, he explained. The ice is rapidly crumbling away under the force of spring tides and warming air.

Damage to piling and pile caps was discovered Monday when workmen for Swalling-General, the contractor on the job, began readying equipment to resume work that had been suspended for the winter.

A large derrick barge was taken off the tidal flat where it wintered on a 32-foot high tide. It has been moored off the end of the project and is expected to be ready to resume work in about two weeks.

THE DOCK extension project entails construction of a one-stressed dock some 600 feet long by 60 feet wide with a trestle and roadway to connect it with the adjacent Port industrial work at a cost of more than \$3 million.

Work began last summer by Swalling Construction Co. of Anchorage, and General Construction Co. of Seattle on a joint venture.

It first ran into trouble when a contractor engaged by the Corp of Engineers was unable to complete a dredging job in the area and Swalling-General had to take over a portion of the work — thereby delaying the dock job.

Anchorage Daily News, Wednesday, April 6, 1966

Tidelands Go to City

The State of Alaska has conveyed 368.04 acres of tideland to the City of Anchorage, according to Roscoe Bell, director of the State Division of Lands.

THE tidelands, lying seaward of the meander line, run from an extension of 11th Avenue to the western limits of the city.

All tidelands adjacent to the city now have been conveyed to Anchorage by the state. The federal government, however, is disputing the city's claim to a section of tidelands south of Ship Creek.

Some owners of land in the Turnagain slide area had protested the tidelands going to the city, claiming their ownership of slide-shifted lands which are now seaward of the meander line.

THE State Attorney General had ruled on Sept. 6, 1964, that land boundaries were not changed because of the earthquake.

The patent, which grants the last parcel of tidelands to the City of Anchorage, was signed last Friday.