

Officials View Dock Damage; Concern Grows Over Loss

ICC May Rule Against Application

By MARY O. TOTTEN
Daily News Staff Writer

An application by Sea-Land for motor operating rights authority in Alaska has been denied, the Daily News has learned.

The corporation had sought through the Interstate Commerce Commission to acquire the motor operating rights previously held by Alaska Freightlines.

In a recommended order received here yesterday, ICC hearing examiner Nathan Klitnick denied the application ruling that the proposed transaction was not shown to be "consistent with the public interest." The decision was 84 pages long, single spaced.

Sea-Land and Alaska Freightlines had applied jointly to the ICC for a transfer of rights to the Sea-Land corporation and a hearing was held in Anchorage on the matter last summer.

Sea-Land presently operates about 80 trucks out of the Port of Anchorage, providing motor freight service primarily to the Kenai Peninsula, the Railbelt and Fairbanks.

The corporation has been operating under temporary authority for two years.

If the examiner's decision stands it could mean permanent curtailment of Sea-Land motor freight operations in Alaska.

However, an appeal is likely.

Robert E. Phillips, Alaska operations manager for Sea-Land, refused to comment at length on the ICC decision but said yesterday, "It is hard to imagine such a thing. We will appeal, of course."

Peter Rude, also a Sea-Land official, said that he had not considered "even the possibility of a denial."

He would not comment on the over-all effect of the decision on the corporation, declaring, however, that "We will continue to operate, there's no doubt about it — even if it is only through the port."

Port Capt. A. E. Harned expressed disappointment at the decision, "I really don't understand it," he said.

The examiner ruled, in effect, that since Alaska Freightlines was not operating under the authority it held, its rights were dormant and could not, according to precedent established in other cases, be transferred to a second company.

The opinion said also that the "evidence adduced falls far short of showing that a revitalization of the dormant operations in the hands of Sea-Land Freight is required by any public need for additional motor carrier services, which existing carriers are unable or unwilling to meet and that the proposed re-institution of abandoned operations would be consistent with the public interest."

City Council Asks Report on Dock

(Continued from Page 1)

engineering firm retained by the city as a consultant.

But Kofoid seemed more interested in asking questions than in answering them. He plans to remain here until early next week to study the results of natural ice break-up from the piling under the new dock.

Kofoid will then return home with his data that will serve as basis for a report by Swan and Wooster. He has been asked to have some kind of report ready for the April 11 meeting.

BROKEN piling and crumbling pile caps were discovered last Monday when a contractor's crew began readying the project for work resumption about April 10.

Representatives of the contractor, Swalling-General, and the consulting engineers began an immediate study of the problem.

The preliminary examination, according to Pittelko, in-

icates slanted steel batter piling iced up and tidal action caused the ice on them to damage the prestressed concrete load bearing piling by a kind of prying action.

THE CONCRETE piles were designed to take up to 1,000 pounds per square foot of dock surface loading above them but the slant of the batter piles causes a severe side thrusting action as the ice floats up on high tides.

Pittelko indicated he thinks the batter piling can be rearranged to avoid the pushing effect.

The problem will not necessarily prevent the contractor from resuming work as there are other phases of the job that can be done now, he added.

ALL OF the material, most of which has been purchased for the job, will still be useable if a suitable rearrangement of the batter piles is achieved, according to Pittel-

ko. Some \$1.5 million of the \$2 million authorized for the project has been spent with about one-third of the dock actually in place at present.

Almost a third of this amount is in materials purchased but not yet used in the project.

THERE IS deepening concern among city officials regarding the seriousness of the problem, and the possibility the project will not be completed this year as scheduled.

At the meeting, Councilman C. A. Hostetler asked if the contractor's project insurance would cover the loss of "this catastrophe."

The question could not be immediately answered as the city attorney was not present but Mayor Elmer Rasmuson agreed it merited investigation as insurance companies were required to pay for earthquake damage on incomplete construction projects in 1964, under builder's risk policies.

City Council Asks Report By April 11

By CAMERON EDMONDSON
Daily News Staff Writer

A report on the ice-damaged city dock extension, now almost half completed, will be made to the city council at its next regular meeting on April 11.

THE PROMISE was made during a meeting of city officials, port commissioners and consulting engineers at the port office yesterday following a tour of the damaged facility.

Harvey Pittelko, a representative of Lounsbury, Slavin and Kelly, designers of the dock and consultants to the city on the construction project, conceded some design changes will have to be made to prevent future damage.

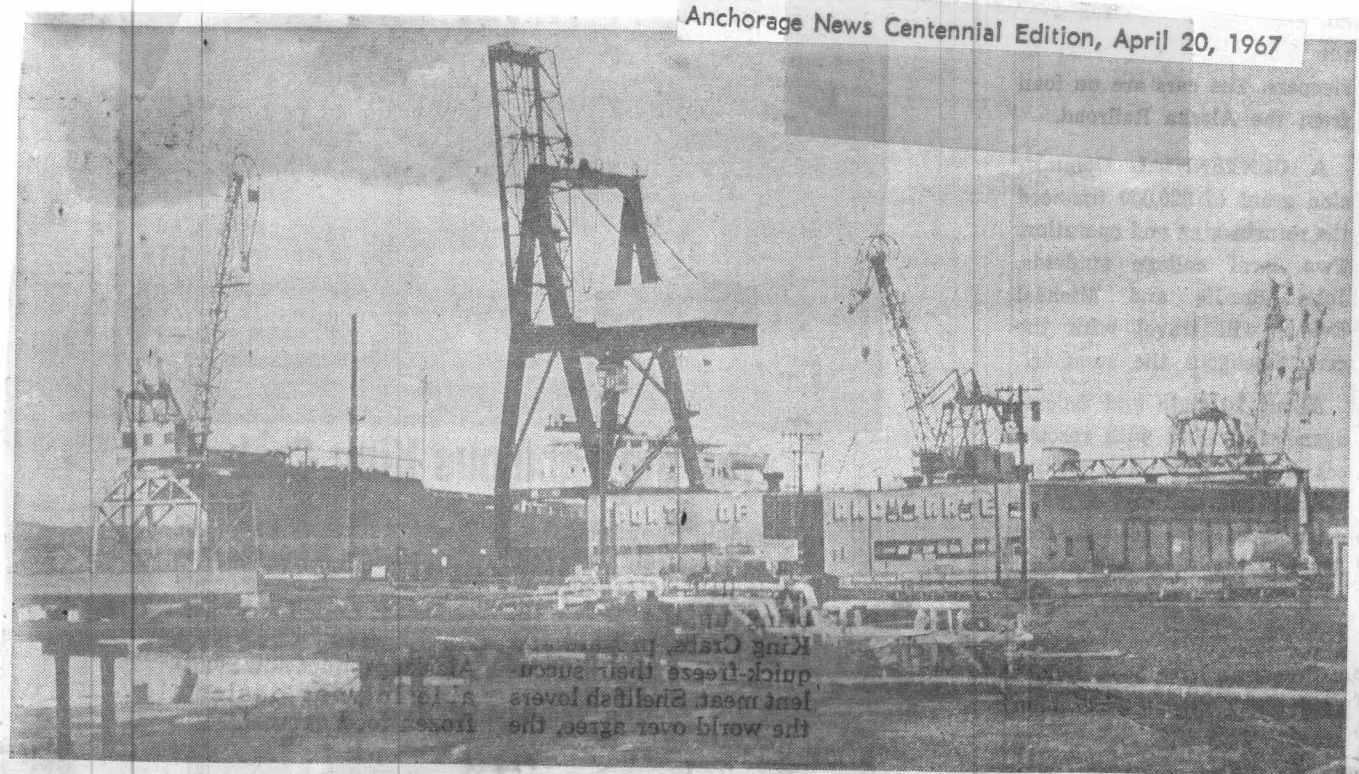
But, Pittelko said, he believes the general plan of design modification can be included in the report for council.

ORVILLE Kofoid, a structural engineer and a professor at Oregon State University, was also present representing Swan and Wooster, a second (Continued on Page 2)



Daily Newsphoto

OFFICIALS STUDY damaged dock situation. Anchorage port commissioners in the foreground and city councilmen accompanied by assistant city manager Terry Novak in background look over broken concrete at the city's North Extension of the city dock now under construction. One of the broken pile caps can be seen in the lower right part of the picture. Great chunks of ice are still visible pressing on piles at bottom right.



The Port of Anchorage — Busy, Important

Anchorage News Centennial Edition, April 20, 1967

Early Dock Work Urged

An extensively re-designed city dock extension can still be completed this year and on schedule, representatives of the dock engineering firm told the city Port Commission last night.

HARVEY PITTELKO, of the engineering firm of Lounsbury, Slavin and Kelly, presented a preliminary report of their recommendation for solving the problem of the extensively ice-damaged wharf section now under construction.

Pittelko advised the commissioners that they plan to make temporary repairs to the existing structure so as to give heavy vehicle access to the northward end where work is to go on this year.

The cost of temporary repairs and ramping the wharf deck is estimated at \$20,000.

ALL OF THE steel batter piles beneath the constructed portion would be cut away and relocated along the landward face of the dock.

Epoxy resin would be used to temporarily seal the fractured pile caps. Later, a new concrete jacket would be poured around the cap members and then post-stressed in two directions to pull the fractures back together, Pittelko said.

Holes would be cut in the pre-stressed concrete deck to insert new concrete piling to replace those broken by the falling ice. The enlarged pile caps would more than span the

cutaway portion, he added. PITTELKO said other remedial design changes are still under study and it is impossible to make even a rude estimate of the total cost at this time.

But, he added, he sees no reason the contractor — Swalling-General — cannot proceed with work when ready and he believes the job can be finished on schedule.

As to the cause of the damage, Pittelko said it occurred because the winter accumulation of ice did not leave the piling in the manner anticipated.

INSTEAD, of gradually eroding away, great masses of ice began sliding down the vertical concrete piling and jammed against the angled batter piles, causing them to bend under the tremendous burden of weight pressing down.

Then, when the weight of the ice passed, the steel brace piling sprang back, causing a flexing action in the opposite direction. Both movements apparently caused fracturing damage to the pile caps (or concrete beams) on which the deck rests.

The weight on the individual batter piles was not indicated but Pittelko said one mass of ice that broke loose and fell to the ground on March 28 weighed at least 5 million and possibly 7 million pounds.

TO THOSE on the dock at the time, the sensation was much the same as that experienced on March 27, 1964.

Some of the damage to the vertical piling resulted from chunks of ice sliding along the batter piling and striking the vertical piling, Pittelko explained.

To help prevent damage from falling ice and give greater rigidity to the support, or bearing piling, cross members which Pittelko called "ice shelves" are being designed. These will help hold the ice in the spring until it can erode away to a much less ponderous mass before it falls away from the piling, the engineer explained.

AT THE PORT commission meeting along with commissioners Wallace Martens, Robert Baum, Virgil Deane and William O'Neill, the audience included City Manager Bernard Marsh, City Attorney Karl Walter, port manager Russell Painter and a representative of the general contracting firm.

Accompanying Pittelko were two associates, Dave Fritz and Loren Lounsbury.

Numerous questions were asked by all of the officials, some of them Pittelko frankly stated he was unable to answer at that time.

IN RESPONSE to a question from Painter, he said all the vertical piling can be tested by a sonic device to determine if they are cracked below the water or mud line.

Marsh asked who will pay for the loss if it is due to a "natural catastrophe." He got no answer.

Pittelko did indicate, however, that he did not expect the city to pay the cost of any additions resulting from unnecessary design changes.

MARTENS asked about repair costs and Pittelko replied that until design changes are completed, he can't make even a rough estimate.

The commission is to meet today with the representative of another consulting engineering firm, Swan and Wooster, who is coming up from Portland, Ore., to report to the City Council at a meeting tonight.

Both reports will be reviewed by the council tonight but no action is expected on them pending receipt of more information and a recommendation from the port commission.

COMMISSIONERS indicated last night it will be at least a week before they can make a recommendation.

Pittelko said it will probably be a week before tests are completed and the redesign work finished.

SEA-LAND TO PURSUE MOTOR CARRIER BID

Firm's Attorney Confident Denial By Examiner Will Not Be Foll

The attorney for Sea-Land Freight Service, Inc., today expressed confidence that the Interstate Commerce Commission would eventually grant the firm's application for motor carrier operating rights in Alaska which were recently denied.

"The examiner's report is only a recommendation to the ICC," said David G. Macdonald of Macdonald and McInerney, Washington, D.C. "I don't believe the recommendation will be followed because the best interests of the public are at stake."

The examiner's decision suggested that the water carrier to Alaska — Sea-Land Services, Inc. — would have unfair advantage if it had its own motor carrier — Sea-Land Freight Service, Inc. — rather than dealing with independent carriers in Alaska, according to Macdonald.

The examiner denied a joint application by Sea-Land and Alaska Freight Lines which would allow Sea-Land motor operating rights in the state. Alaska Freight Lines presently owns the rights, but is leasing them to Sea-Land.

The lease will remain in effect until such time that a final decision has been made by the federal commission.

"Our appeal and the resulting decisions will take at least a year," Macdonald said, "and possibly several years."

Sea-Land has up to 30 days to file an exception to the decision, but an extension of 45 to 60 days may be asked, according to Macdonald.

"The evidence which Sea-Land is showing to the ICC is designed to show that volume and degree of coordination, plus the need to reduce costs to maintain low rates, requires affiliated water and road service," he said. "The commission is keenly

conscious of the need for improved service to and from Alaska," Macdonald continued. "In fact, several of the members have gone to Alaska to see the situation first-hand."

"The final decision should not rest upon what is best for business, but what is best for the public good. On this issue, we are on the right side."

Macdonald said that in the event the application is denied after regular proceedings, the matter probably would be taken to court.

If, after several years of litigation, the company is still unable to have the rights, "the thing would be to work with the owners of another freight service operating in Alaska," Macdonald said.

"But I still think the application will be approved," he said. Sea-Land Service, Inc., and Sea-Land Freight Service, Inc., are subsidiaries of McLean Industries, Inc., the parent company.

Dock Design Treaty Sought

Representatives of Lounsbury, Slavin and Kelly will reportedly confer with Swan, Wooster Engineering Inc., officials in Portland today in an attempt to arrive at redesign compromises for the ice-damaged North Extension to the Port of Anchorage city dock.

MAYOR ELMER RASMUSON and the city council Tuesday night asked the two firms, both of which are retained as city consultants, to seek some agreements in conflicting recommendations for design changes to prevent recurring ice damage.

Reports on the redesign situation and estimates of the added cost, if any, are to be submitted at a special meeting of the city council next Tuesday.

In the case of the partially completed portion where even greater conflict of professional opinion arose, later reports are expected.

THE MAYOR also charged the city attorney with the task of determining legal responsibility for the damage but attorney Karl Walter indicated that might take considerable time.

A representative of the Swan, Wooster firm, hired after the damage was discovered, refused to flatly state that the problem was faulty design but said that if the dock had been finished last year as scheduled, the whole thing would probably have been lost in breakup of ice under the decking.

Under question, the representative, Orville Kofoid, admitted he did not favor the choice of prestressed concrete design, preferring the steel piling with a poured concrete deck above them.

"POSSIBLY because that's what I'm used to," he added. Kofoid recommended redesigning the dock to use the large stock pile of material already delivered for the dock job, but not without some reservations.

In a good year, he said, the dock extension will probably escape serious damage. But in a bad year, it will probably lose as many as half-dozen of the concrete support piling. The only way the piling could be replaced would be to remove or cut holes in the deck of the dock which would be unusable during the period of repairs.

SOME decision will probably be required at the Tuesday meeting as the contractor is preparing to resume work. If he is not permitted to begin work, penalty or standby time will be charged the city.

At least one city councilman, Joseph Yesenski, is demanding some guarantee that a suitable redesign will be offered by the designer-consultant firm of Lounsbury, Slavin and Kelly.

"I don't want you experimenting with the taxpayers' money," he said to Harvey Pittelko, LSK engineer.

City's Dock Is Subject Of Meeting

An attempt to clear away some of the legal and financial clouds surrounding the complex problem of the ice-damaged north extension to the Anchorage municipal dock will be made at 2 p. m. tomorrow at the City Hall Annex.

In compliance with a city council directive, a meeting will be held at that time of representatives of the project designers, the builders and the city as buyer.

Also expected to be present are legal representatives of each party plus officials of the underwriting firms insuring each party.

The meeting is to be held in the city manager's office. The meeting is to try and reach some tentative agreement on a course of action to be followed in either completing the damaged facility now under construction or terminating the contract and starting over on the dock project.

Damaged Dock To Be Debated By City Council

City Councilmen will meet again Tuesday night to consider what should be done about the ice-damaged addition to the city dock at the Port of Anchorage. The meeting is to begin at 7:30 p. m. in council chambers.

Recommendations from the city manager and the Port Commission will be considered after councilmen hear additional reports from Lounsbury, Slavin and Kelly, the engineering firm that designed the dock, and Orville Kofoid, representing Swan - Wooster Engineers of Portland, Ore., hired by the city to make an independent appraisal of the damage.

The Port Commission will meet tonight at 7:30 p. m. in the council chambers of Loussac Library to hash out its recommendations for the mayor and council.

City Attorney Karl Walter Jr., will be at the council meeting to speak on the legal problems involved in determining liability for the damaged dock.

City Manager Ben Marsh has recommended that the contract with Swalling - General, prime contractors on the job, be terminated and that Lounsbury, Slavin and Kelly be released. His recommendations follow closely those of Kofoid, who has said reconstruction is necessary because the dock is "damaged beyond repair."