

Yesenski Says City Has Lost \$1.5 Million

'Quit Fooling Around'
Councilman Demands
On Ice-Damaged Dock

By BOB MILLER
Times Staff Writer

The condition of the ice-damaged addition to the city dock at the Port of Anchorage continued to arouse attention today with one city councilman calling for the city "to quit fooling around" and an engineer indicating there will be even more delay.

Councilman Joe Yesenski, who first criticized construction of the partially completed dock last November, today said he thinks the city has lost the \$1.5 million already spent in construction of 140 feet of the 600-foot extension.

"I don't think we can ever recover the money," he said.

When it comes to suing the insurance companies, of either the engineering firm or the contractors, Yesenski cites the suit in which the port is already involved, a suit that has been going on since the earthquake in 1964.

Insurance carriers paid about \$750,000, but balked at paying any more. The city took it to court, suing Lloyd's of London and other carriers for over \$4 million. Early this week the case was postponed again in U.S. District Court at Fairbanks.

Yesenski said Lounsbury, Sleavin and Kelly, the engineering firm that designed the dock and served as consultant during construction, should be fired immediately along with Swalling-General, joint contractors on the job.

Yesenski, who is opposed to the use of concrete piles, said the partially completed facility should be ripped out to make way for a new dock to be supported with steel piles that would "esthetically" match the old dock.

David G. Fritz of LSK today informed the city administration that the next engineering report on possible redesign of the facility will not be ready Tuesday night as expected. He said the report should be ready by Saturday, May 6.

City Manager Ben Marsh said the special meeting set for Tuesday will probably be cancelled since the report will not be available.

Yesenski emphasized that he is not interested in any redesign plans that LSK has to offer.

Yesenski said the reason he went along with concrete piles in the first place is because the engineers (LSK) assured the council that they would not deteriorate in salt water.

Some have expressed concern about the eroding of the piles that has occurred since they were installed last year. The inlet's salt water reportedly is taking its toll of the concrete piles, but the engineers have said that the eroding is not structurally weakening the piles and they are studying the problem.

Even though he voted against a motion at this week's meeting to hire Tippet, Abbott, Stratton and McCarthy, the engineers who designed the old dock, Yesenski said today he would favor the firm but not until the contract with LSK is terminated.

Meanwhile, Swalling - General has informed the city that it expects to get \$2,000 per day, beginning back on April 12, for every day its workmen cannot work on the dock. The city has virtually ignored the request, but indications are that it has no intention of paying the bill, which continues to pile up as far as Swalling-General is concerned.

Port Board Delays Proposal On Dock

Floundering in a lack of official engineering reports, port commissioners met briefly Monday night and decided after much discussion that it was impossible to make any recommendations on what should be done to the ice-damaged city dock extension.

The meeting recessed until 1 p.m. today when the commissioners planned to meet with engineers and work out recommendations that will go to the City Council tonight. At the last council meeting, Mayor Elmer Rasmuson indicated he expects the commission to make recommendations on what should be done.

The delay came over the objections of Wallace Martens, chairman of the commission, who apparently wanted to out-

line recommendations based on the assumption that the engineers would come up with a compromise solution.

Commissioners Virgil Deane, Bill O'Neill and Robert Baum indicated they felt more reports are needed before they could come up with concrete suggestions about what to do next. Commissioner Bob Logan was not present.

Commissioners briefly went over a memorandum from City Attorney Karl J. Walter Jr. in which he concluded Lounsbury, Sleavin and Kelly, the engineering firm which designed the dock, "are liable for the defective design of terminal 2, or to word it another way, the engineers failed to use the care, caution and skill necessary to furnish the city with an adequate dock."

"The facts show that, contrary to assertions of the engineers," he wrote, "damage was done to the dock prior to any catastrophic event."

Walter said personal observations and photographs had revealed that the ice in place caused the bending of the steel batter pilings and the cracking of the caps prior to any falling of the ice.

His memo also criticized the prestressed deck.

"The design would, in effect, tie down each deck panel on four sides, and because of the anticipated loads, such as a crane, and the anticipated deflection, the deck panels would, sooner or later, have to relieve the load stresses by cracking."

Walter indicated that one of the possible effects could be a break that could heave one of the huge cranes into the inlet.

The liability of Swalling-General, contractors on the job, is considered a possibility by Walter, but he indicated "it is difficult to determine" exactly what the provisions of the law would be.

"At this point it is not known whether the contractors faithfully followed all of the plans and specifications or that the contractor knew or should have known of the problems inherent in the plans . . .

"There are many tests which should be made before the contractor should be excluded as having no liability in this matter."

What to do about the ice-damaged dock will be considered at a special meeting of the City Council tonight as the councilmen consider engineer reports, administration recommendations, Walter's legal opinion and possible Port Commission recommendations.

12 Anchorage Daily Times
Wednesday, May 3, 1967

Tanker Accident Probed

A preliminary investigation into the cause of the accident which resulted in considerable damage to the Norwegian tanker Evje IV was to be held on board the vessel this morning with members of the Coast Guard, marine surveyors and the ship's officers in attendance.

The fuel-carrying cargo vessel struck an unmarked reef between Fire Island and Point

For Tanker Pictures,
Turn To Page 15

Woronzof early Tuesday and was pushed up to the city dock for inspection.

Cmdr. Frederick W. Folger of the U.S. Coast Guard here said a diver sent below the water line to survey the vessel today found the damage was "greater than anticipated."

The damage to the fuel-carrying tanks was considerable, he said, but not so much that the vessel is in danger of sinking.

The fuel, primarily a kerosene-type jet fuel, is clear and difficult to see in the water. It is not yet known exactly how much was lost in the water, but some of the tanks took on a considerable amount of sea water.

Fuel which was not contaminated by water is being discharged in storage tanks in the dock area, and the tanks in the vessel are being filled with water to keep the vessel upright and to reduce danger of more spillage.

Cmdr. Folger said he authorized a Sea-Land steamship to arrive at the port as scheduled, with the request that she not "blow her tubes" or clear the smokestacks of material caused by improper combustion. This reduces the danger of sparks and the possibility of a fire.

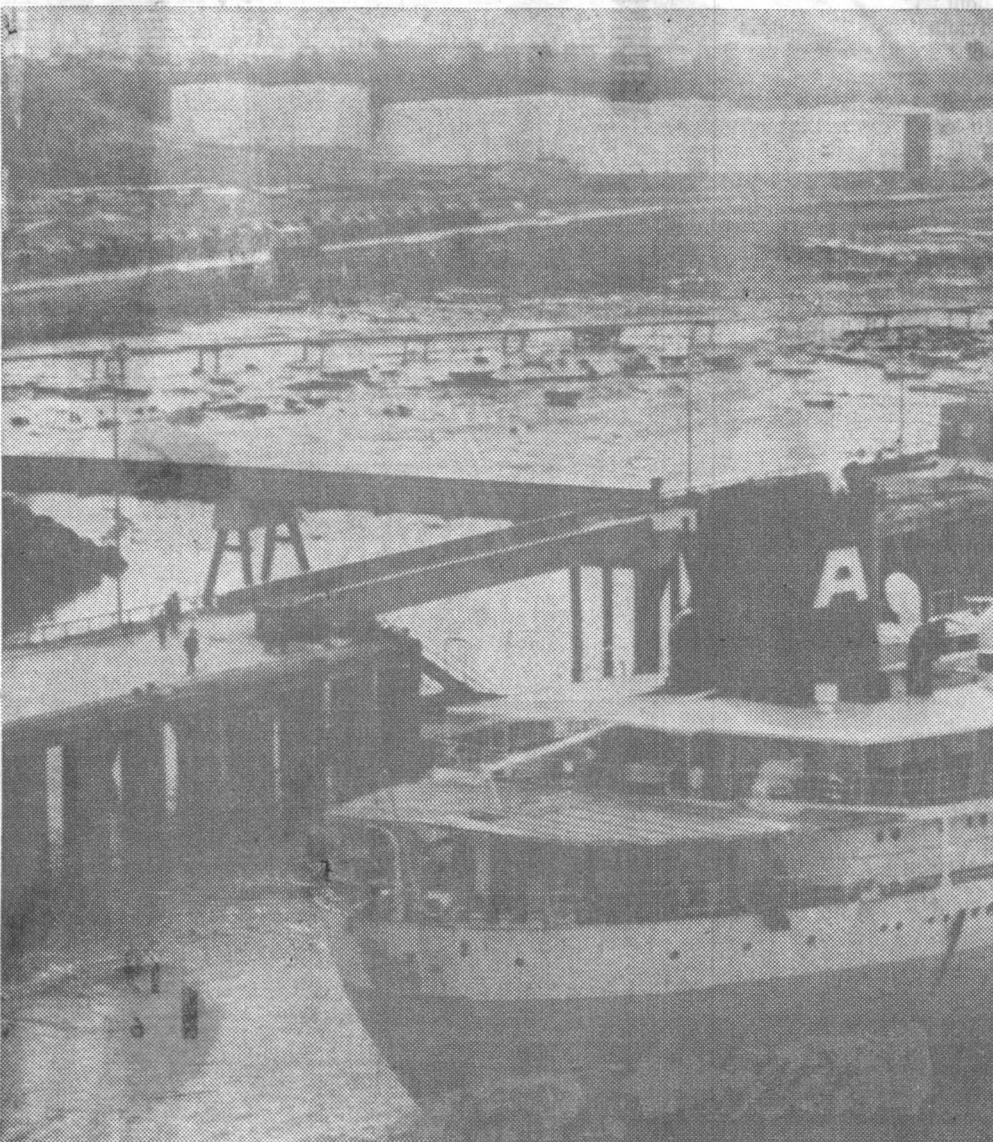
In addition, all "hot" work, including welding, has been halted at the dock.

Fire trucks are standing by in case of fire.

Anchorage Daily Times

ANCHORAGE, ALASKA, WEDNESDAY, MAY 3, 1967

Aid For Crippled Tanker



The Norwegian tanker Evje IV, in top photo, is gently pushed to the dock at the Port of Anchorage after being freed from its position aground on a reef near the harbor Tuesday. About 140,000 barrels of bonded jet fuel were on board, along with some 90,000 barrels of kerosene-type fuel. Much of this fuel was mixed with water when the vessel went aground. Most of the uncontaminated fuel was discharged into storage tanks at the dock. In the photo at left, the tanker moves closer to the dock for inspection, and in the lower photo a fire truck can be seen waiting on the dock in case a fire or explosion should occur. The fire truck also stood by to hose away any leaking fuel from the dock. In addition, the Coast Guard's buoy tender Sorrell was to arrive here from Seward to stand by if needed. These photos were taken by Times photographer Josef Holbert, who flew over the area with Carl Brady, owner of Era Helicopters. Although some oil slick could be seen behind the ship from the air, no damage to the ship itself could be seen. The damage was investigated by marine surveyors, officers of the ship, Standard Oil representatives and Cmdr. Frederick W. Folger of the U.S. Coast Guard here.



Anchorage Daily Times
Tuesday, May 2, 1967

Big Tanker Runs Aground In Cook Inlet

A Norwegian tanker in port here was due to be checked over for extent of damage after the vessel went aground early today just off Fire Island.

A Coast Guard spokesman said the vessel, the Evje, which went aground while inbound to the Port of Anchorage, apparently did suffer some damage but the type and extent was not immediately known.

The vessel was loaded with bonded jet fuel for delivery here to Standard Oil of California. However, port officials said there was no leakage of the fuel cargo evident after the grounding incident.

The Coast Guard office received word the Evje went aground on Knik Arm shoal just off Fire Island shortly before 9 a.m. Two tugs were dispatched to the vessel's aid and by mid-morning, with the tide coming in, the vessel slipped free and was brought on in to the port.

While docked here the tanker will be checked by marine surveyors, under Coast Guard supervision, to determine extent of the reported damage and the need for repairs.

Anchorage Daily News, Wednesday, May 3, 1967 -

Third Firm Here To Inspect Dock

An inspection of the ice-damaged extension of the Anchorage city dock will be made tomorrow and Friday by a representative of Tippetts, Abbott, McCarthy and Stratton (TAMS), a third consulting firm hired by the city.

THE TAMS representative will depart Friday night, on the eve of a special city council meeting scheduled for 10 a.m. Saturday to hear a proposal by Lounsbury, Sleavin and Kelly on re-designing the dock to avoid future damage.

Data gathered by the TAMS engineer will be returned to New York where it will be studied in the home office with a view to making some objective recommendation as to whether to go ahead with the re-design concept or start all over, according to City Manager Bernard Marsh.

Marsh said an official of the firm is scheduled to come here May 11 and discuss the TAMS engineers' decision with city officials.

THE city manager said he is tentatively planning another special meeting of underwriters representatives and other interested persons on Monday afternoon following the Saturday council meeting. At that time, he said, there should be some kind of price tag for the parties to discuss in considering some kind of damage or loss sharing plan.

A meeting of engineering, contracting, insuring, and city representatives was held about two weeks ago. A lack of information on damage costs stymied discussions, however.

LSK designed the dock and was acting as consulting engineers during the construction. After the damage was discovered this spring to the quarter-section that was nearly completed, the Portland consulting firm of Swan and Wooster, Inc., was called in by the city.

Because some members of the city council expressed dissatisfaction with the technical findings of Swan-Wooster, Mayor Elmer Rasmuson approached TAMS, designers of the original city dock.