

Anchorage, Alaska 99501, Friday, May 5, 1967

Another Look At Port Safety

THE GROUNDING of a tanker off of Fire Island earlier this week is but another reminder that accidents can happen in a busy port area. And the increasing stream of traffic at the Port of Anchorage — particularly heavily loaded fuel tankers—means that safety precautions must likewise be increased.

The accident rate at the port has not been high, but it takes only one bad mistake to spell disaster. The margin for error should be as slim as possible.

The most serious accident occurred in the fall of 1964 when two tankers collided off the dock area. A crew member was killed and one vessel blazed for hours. There has been at least one other collision of large vessels and some close calls.

IN EVERY case where help was needed it has been readily available. The Anchorage Fire Department protects the port facilities. Away from the dock, protection is dependent upon

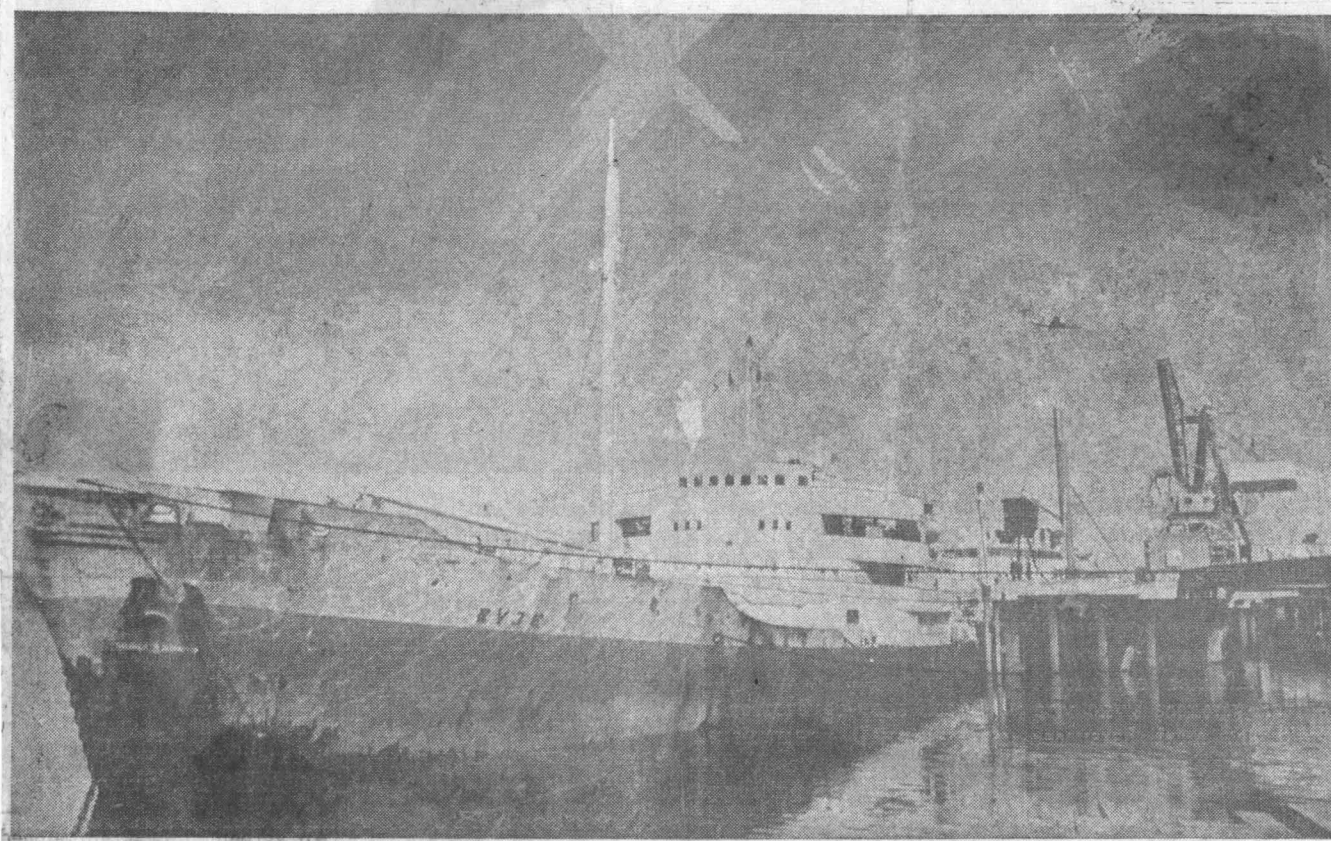
a general willingness of those with equipment to pitch in.

But what happens when the emergency occurs and there are no boats sitting idle at the dock or there is no other equipment on hand to meet immediate needs? How does the person in the water get rescued or how is an offshore ship fire fought?

An immediate and practical way to fill this safety gap might be to contract for a tug to be on hand for general utility and safety work at the port. Some are already equipped to supply limited fire fighting capability. By having at least one ship whenever the emergency occurs the port would be equipped to meet it. Rescue efforts would not be left to chance.

Fortunately, the damaged tanker made it to port earlier this week and unloaded its cargo without incident. We have been fortunate in a number of cases. Perhaps it is time to give fate a helping hand. — J.R.

Crippled Tanker Lists at Port Here After Striking Reef Off Fire Island



RIDING LOW IN THE WATER and listing slightly, the damaged tanker Evje waits at the port of Anchorage to

begin discharging part of a cargo of 140,000 barrels of bonded jet fuel for use by foreign air carriers here.

Owner and underwriter representatives today are pondering the problem of the crippled Norwegian tanker Evje IV which struck a reef just outside the Anchorage harbor while bringing in a load of jet fuel early yesterday.

THE VESSEL was reported

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Fire Island and Point Woronzof.

According to Capt. K. Henriksen, master of the vessel, she was fully loaded with 140,000 barrels of bonded jet fuel at the time. Some 90,000 barrels of the kerosene-type fuel was to be delivered to Standard Oil Co. of California here and the remainder was to be delivered to Cold Bay.

After the vessel was secured at the City of Anchorage petroleum dock, the tanks were plumbed and it was learned that seven of the ship's 27 tanks had been recaptured permitting sea water to enter. The seven tanks contain some 50,000 barrels of water contaminated fuel.

FOLLOWING a conference of marine surveyors, ships officers, Standard Oil representatives and others with U.S. Coast Guard Commander Frederick W. Folger aboard the tanker yesterday afternoon, it was decided it would be safe to discharge the fuel from the sound tanks.

By emptying the undamaged tanks one or two at a time and refilling them with water, the vessel's trim and draft can be maintained so that no further spillage of fuel should occur.

But, in case of an accident, one of the city Fire Department's largest tank trucks is standing by to hose away the fuel from the dock area.

FOLGERS said the Coast Guard's buoy tender Sorrel is enroute from Seward to stand by to provide any aid if needed. Also, he said, he has ordered that all work involving open fires in the port area be suspended until all danger is past.

Late last night plans called for an inspection of the hull by a diver and, if it appeared sound enough for the vessel to travel, it would stand down the inlet with the contaminated portion of the cargo and unload it at the Port Nikiski refinery where it can be treated and salvaged.

Unloading time of the vessel was uncertain.

At 10 a.m. today Folger is to hold a preliminary investigation aboard the Evje IV to examine the cause of the accident.

HE SAID the hearing would be aboard the ship for the sake of convenience and that the press would not be permitted to attend because Capt. Henriksen asked that no visitors be allowed aboard the ship.

Folger's authority is limited because the Evje IV, owned by Aaby's Rederi, of Oslo, is a foreign vessel. His authority is limited to safety aspects and the conduct of the American-licensed pilot, Capt. Svehaug.

Presumably, the hearing will be an attempt to determine whether Capt. Svehaug was at fault in the matter.

UNOFFICIAL reports indicate the vessel crossed the reef at about 6 a.m. near low tide—actually when the tide was at about a 12-foot stage. The reef has been surveyed and charted but a marker buoy was carried away by ice last week and had not been replaced.

Capt. Svehaug is reportedly a new pilot on the inlet. The Evje IV was the second vessel of the season he had piloted to Anchorage from Homer, one source said.

No estimate of the amount of fuel lost in the water could be obtained but more than 8 feet of sea water was found in some tanks and the vessel was riding about two feet lower than its normal 29-foot stern draft.

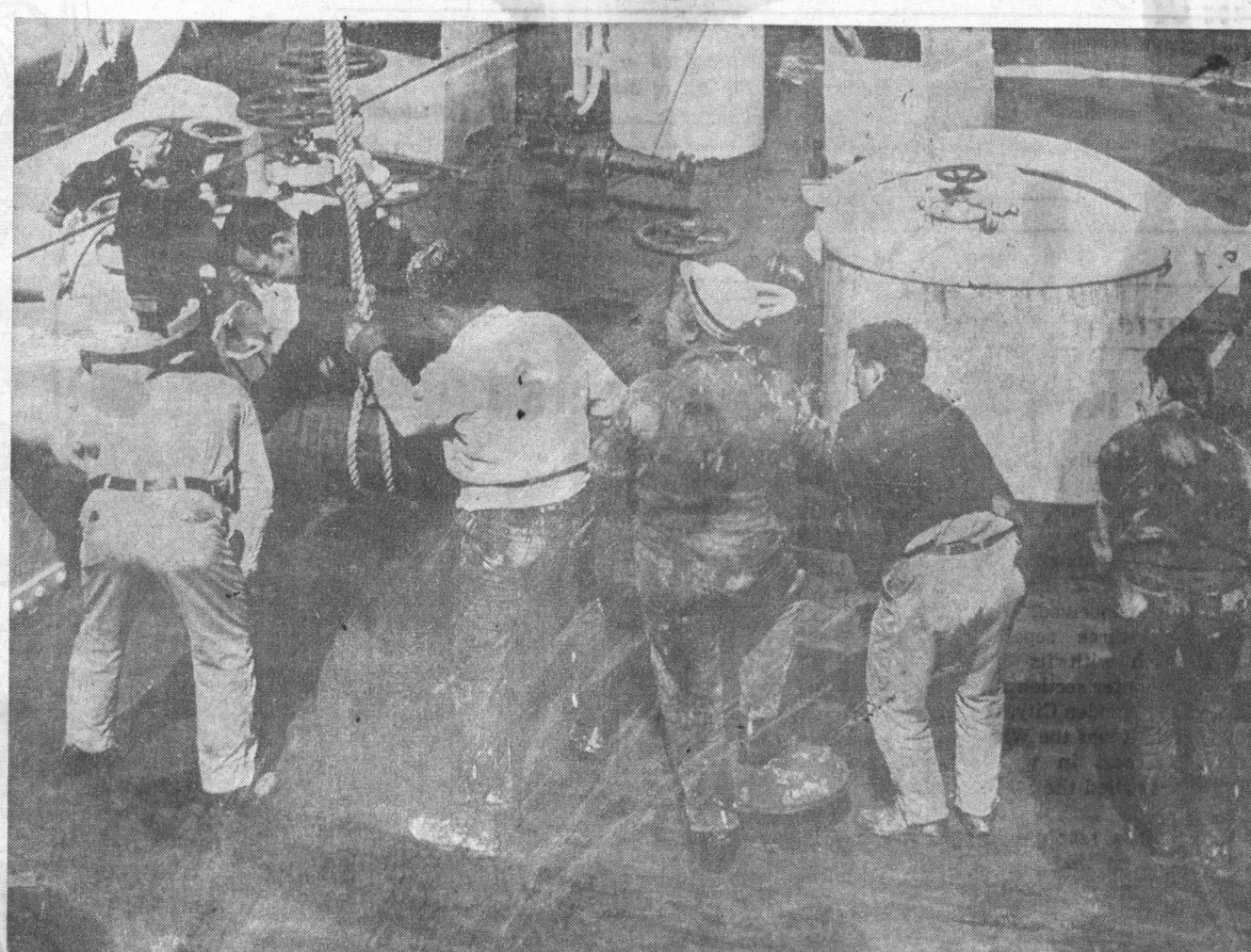
A state Department of Fish and Game official said the jet fuel is highly volatile and is not likely to damage marine life to any great extent but could be extremely harmful to recently returned waterfowl.

Scenes Aboard Crippled Tanker at Anchorage Port



ON DECK CONFERENCE HAS AUDIENCE of crew members partially hidden by a ladder, U.S. Coast Guard

Cmdr. Frederick Folger (in white hat) talks with port and ship officials during a visit to the vessel yesterday.



CREWMEN STRAIN ABOARD the Norwegian tanker Evje IV as they connect a hose preparatory to discharging part of the jet fuel cargo aboard the damaged vessel.

Limited unloading of the uncontaminated cargo began late yesterday.

Anchorage Daily Times
Thursday, May 4, 1967

Dock Engineer Arrives To Begin Study of Damage

George Treadwell, an engineer with the firm of Tippet, Abbott, McCarty and Stratton, arrived here today to make a preliminary study of reports that have been made on the ice-damaged addition to the city dock.

Tentative plans call for Treadwell to return to New York Friday night to review the plans with Bernard Silverston, another engineer who will arrive here next week for a more lengthy study. Silverston is one of the designers of the original city dock.

TAMS will be paid \$200 per day plus expenses for the time Silverston spends here. A somewhat lower fee — maybe \$160 per day — will be paid for the time Treadwell is here.

TAMS served for some time as the consulting engineering firm for the Port of Anchorage but it was replaced by Lounsbury, Sleavin and Kelly in 1965.

ANCHORAGE DAILY NEWS, Thursday, May 4, 1967

HULL SCARS SURVEYED

Damaged Tanker Continues to Unload

Unloading of bonded jet fuel from the damaged tanker Evje IV continued at a cautious rate today with the vessel scheduled to finish discharging cargo and depart for drydock tomorrow.

WITH MORE than two-thirds of an underwater hull survey completed late yesterday, the damage reported was less than first feared, according to B. J. "Bob" Logan, a marine surveyor appointed to represent the vessel's insurers.

A yard-wide gash between 20 and 30 feet long was discovered by an Associated Divers and Contractors, Inc. diver early Wednesday in the vessel's bow and later some cracks were detected in the hull amidship. The survey was to be completed early today.

The divers worked in the cold, murky water by floating face up and pulling themselves along a rope girdling the hull. As the diver worked each section as far as he could reach by feel with either arm, the rope would be moved back a

few feet and the process repeated. The divers worked from two to three hours at each high tide.

THE KEROSENE-like fuel was being unloaded slowly from undamaged tanks to keep pace with fresh water being pumped back into the boat to maintain its relative position in the water and prevent any further loss of fuel into the inlet.

Only 50,000 gallons of fresh water could be taken from the port's water line and continue to maintain at the same time sufficient pressure for possible fire protection if needed. This limited the rate of discharge to about 2,000 barrels of fuel an hour.

When the approximately 100,000 barrels of uncontaminated cargo is unloaded, the remaining fuel in the ruptured tanks will be transferred into good tanks on the Evje IV and she will head for drydock, possibly in Vancouver, B.C.

THE VESSEL was coming into the port of Anchorage early Tuesday, fully laden with 140,000 barrels of jet fuel when it struck a reef between Fire Island and Point Woronzof. A marker buoy at the reef had been carried away by ice about a week earlier.

U.S. Coast Guard Commander Frederick W. Folger began an investigation into the circumstances of the accident yesterday but continued the proceeding until 9 a.m. today when some of the participants indicated they were not prepared to proceed.

Since the Coast Guard port captain's authority over the Norwegian vessel and its foreign crew is limited to occurrences within the harbor area, the investigation will presumably be limited to the responsibility of the pilot, Capt. Ole Svehaug, who came aboard the ship at Homer.

The vessel apparently struck the seaward side of the reef as most of the hull damage is confined to the starboard side, according to reports.