SATURDAY'S DAYLIGHT

16 hours, 39 minutes Sunrise 3:38 a.m., Sunset 8:17 p.m. SATURDAY'S TIDES High Tide — 4:30 a.m. 27.2 ft., 5:00 p.m. 26.4 ft. lew Tide — 11:06 a.m. 1.0 ft., 11:12 p.m. 3.5 ft.

Anchorage Baily Times

SATURDAY'S FORECAST High Temperature low 40s

Low Tonight mid 30s

Councilman

Wants Firing

Of Engineers

Dock's Future Shrouded By Vast Ice Damage

Times Staff Writer

Construction workers who first discovered cracks in the concrete when they peered under the partially - completed addition to the city dock unleashed a flood of questions that have proved difficult to answer.

The severe ice damage was first discovered by workmen on March 27 when they started moving equipment into place in readiness for this year's con-

the huge ice mass fell causing even more damage to the 140foot portion of an extension designed to extend 600-feet farther north when completed."

Lounsbury, Sleavin and Kelly the engineering firm that designed the dock and served as consultants during construction, began an immediate investigation. City Manager Ben Marsh, after checking with Mayor Elmer Rasmuson, hired Swan-

Ore., to make an independent appraisal.

For matters of clarification, it should be pointed out that punsbury, Sleavin and Kelly (LSK), frequently mentioned during the past few weeks, is actually two firms working together as a joint venture.

Hewitt V. Lounsbury and Associates, a local surveying and engineering firm, is working jointly with Sleavin and Kelly,

here and in Seattle. Harvey Pittelko and David G. Fritz, engineers who have studied the dock, are associated with Slea-

LSK, listed as a local firm, was hired in 1965 as consultant for the port when the contract of Tippetts, Abbett, McCarthy and Stratton (TAMS) expired. Even though LSK has offices locally, the firm's office in Seattle has been handling much of

vin and Kelly.

done since the damage was

Harvey Pittelko of LSK and Orville Kofoid of Swan-Wooster first presented their preliminary reports to an anxious City Council the evening of April 11. The reports agreed that ice had caused the damage, but went their separate ways when it came to possible remedial mea-

Anchorage Daily Times

Dock Reports

Fail To Mesh

Conflicting engineer reports

complicated even more the al-

ready-confused dock issue Sat-

urday as the City Council met

nearly all afternoon to review

redesign plans of Lounsbury,

Sleavin and Kelly, the port's

The redesign was criticized by

Orville Kofoid of Swan-Wooster

Engineers of Portland, Ore., a

firm hired for an independent study. Kofoid attacked certain

aspects of the plan as "inade-

Councilman Joe Yesenski

moved to dismiss both LSK and

Swalling - General, the contrac-

tors for the job, and file suit

against both firms. Both mo-

tions were tabled until the May

16 meeting. Yesenski also mov-

ed that Swalling - General be

hired to remove the 140 - foot

portion of the dock that has

been damaged by ice. The mo-tion was also tabled until May

The council decided to seek

help from the federal govern-

ment in constructing what is planned to be a 600-foot exten-

sion on the north end of the

city dock. City Manager Ben

Marsh said today the city will

apply for federal aid, possibly

asking funds to aid in the eco-

nomic development of the port's

At the suggestion of Council-

woman Wilda Hudson, the coun-

industrial park area.

consulting engineers.

Monday, May 8, 1967

LSK's report suggested that

repairs to the existing structure to allow the contractor to get across it in order to continue construction of the facility. As

for redesign, the report called for relocation of brace piles from under the dock to "the exterior of the wharf at the east side in groups with the lateral brace piles already there."

On a more pessimistic note. Swan - Wooster's first report said: "From overall considera-

Kofoid called for removal of the prestressed panel deck in order to facilitate pile driving and reconstruction of the shattered pile caps. He also called for relocation of the brace piles, LSK suggested the deck could remain in place with the contractor drilling holes through it to replace the damaged piles.

ports during the lengthy session meeting show that all five comand also considered a memo missioners were present. from the city attorney on the The engineering reports that legal ramifications and a memo went to city councilmen at the

from the city manager who out- April 18 evening meeting show lined possible courses of action. ed that LSK and Swan - Wooster The city attorney's memo re-representatives had come to viewed the problems, but made general agreement on redesign no recommendations. plans for the unconstructed por-Marsh said in his memoran- tion of the dock and there were

dum that the council appeared few differences in their plans to have three alternatives: | for repairing the damaged por "Terminate the contract and tion.

start over, salvaging as much Both reports indicated that as possible of the built portion temporary repairs should be is the consulting engineers and the materials already de-made to the damaged portion in firm and Swalling - General, livered but not used," or direct order to allow the contractor to joint construction venture, repairs in accordance with proceed with work on the next the contractor. either LSK's or Swan-Wooster's 460 feet.

Kofoid, however, was opposed The city manager, in his only to such action at the meeting memo on the subject to date, a week before and his com- damage at the new extension recommended the first alterna- ments April 18 before the city from a small boat at low tide. tive but the councilmen appar- council indicated he still was not ently thought it was too early to completely in agreement with take such action. The meeting his firm's report.

adjourned at 1 a.m. on the Councilmen seemed perplexed morning of April 12 after coun- by his comments about the recilmen told the engineers to port being drawn up in haste work together in order to re- by himself and Thane Brown, solve some of their differences. another Swan - Wooster engi-Dock problems were consider- neer, while in a hotel in Seattle. ed by the Port Commission at He said the report was done four different meetings in April, hastily so Brown could catch a but the most intensive discus- plane to the firm's offices in

sion came on the afternoon of Portland. April 18 when commissioners Swan Wooster's report em- from the federal government in met with both Pittelko and Ko-phasized that neither LSK nor the form of matching funds of foid prior to the evening council Swalling - General should be one sort or another. He cited meeting. The specific point un-blamed for making any errors the "immediate need of the assion was the redesign that may

Following the meeting com- "There is no reason to believe missioners drew up a recom-there was a construction error ministration for hiring Tippetts, mendation that went to the City by the contractor."

mate cost, the commission feels engineers reveals no evidence \ ". . . I read, with interest, it is far more economical to go of an engineering error in the of the city hiring an additional forward with the redesign in or- design.

to incorporate the new design terminal 2

as submitted by the consulting engineers (LSK) and reviewed letter dated April 24, David G. by Swan - Wooster. This would Fritz of LSK made his firm's permit an access ramp to be position unmistakably clear: "If built upon the heavily damaged the city places any reliance on portion which will allow the its independent consultant, contractor to proceed with the Swan-Wooster, this firm has no additional 460 feet of the dock. responsibility for the damage. The access ramp over the dam- The letter told of the exten-

aged 140 feet will cost approxi-mately \$20,000." sive studies that were made, both here and with Scandinavian

nately \$20,000." both here and with Scandinavian According to the memo, the engineering consultants, before recommendation was made the firm decided on the dock's ly. Minutes of the design.

yond practical repair."

New Construction With Federal Aid Believed Possible City Councilman Joe Yesenski, one of the most outspoken critics of the ice-damaged adlition to the city dock at the Councilmen discussed both re-Port of Anchorage, reiterated (Continued on Page 2) loday his insistence that the Jamaged portion be ripped out

completely. His latest blast came in a letter to the Anchorage Times.

> Yesenski indicated he will make a motion at the special City Council meeting Saturday

-"Immediately discharge our -"File suit against thempluo:

"Terminate contract with contractor.' Lounsbury, Sleavin and Kell

The irate councilman said his convictions had been strengthened after he had inspected the "What I have seen leaves no doubt in my mind that the new extension must be removed completely," he wrote no No amount of repair could satisfy me that the dock could withstand similar or worse conditions of ice and tide in subsequent years."

Yesenski hinted that additional funds for further construction on the extension could come ted to dock for military purposes in

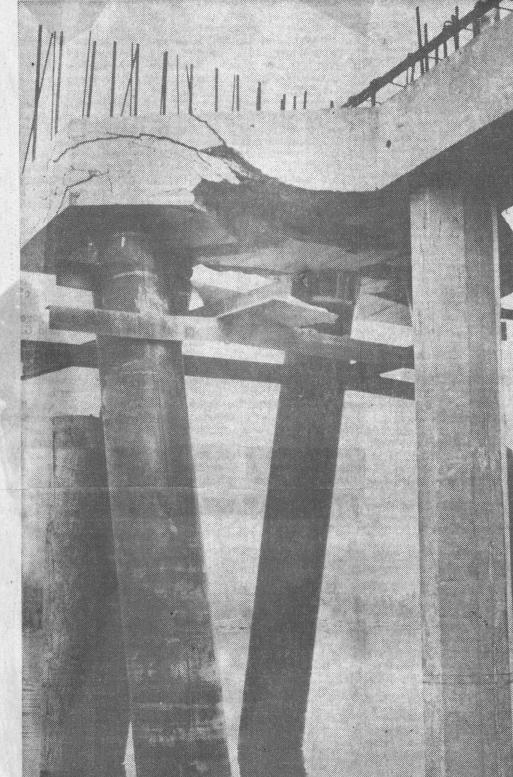
He also blasted the city ad-Abbett, McCarthy and Stratton, randum. The main recommendation was:

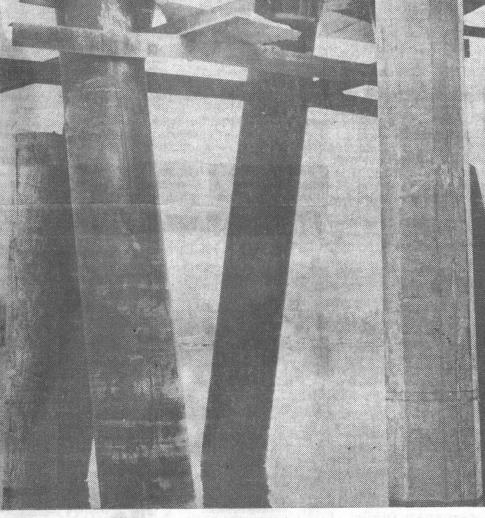
Concerning LSK, the report the firm that designed the original dock, for an additional lation was:

"In view of the delay and ulticussions with your consulting sion.

study of the damaged extencussions with your consulting sion.

consultant by the name of Tipder that we may realize a soon- City Attorney Karl Walter Jr., petts, Abbett, McCarthy and er benefit than would be caused however, submitted a memo- Stratton at the request of the by the delay of cancelling the randum dated April 14 in which mayor even though the council contract. We feel that we should he concluded "that it is prob- had voted against it last Tuesgo along with the present con-able that the engineers are li-day. I want you to know that tractor on a change order basis able for the defective design of I had not been polled and if I had been I would have objected







Pilot Termed 'Experienced' Ship's pilot Ole Svehaug, the man who was at the helm of

Fuel Tanker

the Norwegian tanker Evje when it went aground Tuesday morning as it approached the Port of Anchorage, was rated a pilot of "tremendous experience" today by Coast Guard Cmdr. Fred Folger.

Folger, who serves as captain of the port, hinted in an interview that Svehaug may not have been responsible for the grounding. The commander also criticized a news report following the grounding which said Svehaug reportedly was a new pilot in the Cook Inlet.

Folger said Svehaug, who lives in Seattle, is capable and licensed under maritime law to handle "anything from a dingy up to and including the Queen Mary," and he had to make at least eight trips into Anchorage as the master of a vessel before he could qualify as a Cook

"Capt. Svehaug is a licensed pilot for Southeastern and Southwest Alaska, Puget Sound and San Francisco," Folger said. 'He's certainly not without capabilities." Folger said Svehaug flew from Seattle and boarded the Evje at Homer after contracting for the pilot assign-

Folger said he has finished taking testimony in the grounding, but no determination of responsibility has yet been made. The Evje struck Knik Arm Shoal, a large rock which comes up from to bottom between Fire Island and Pt. Woronzof. Folger said at low tide the rock is 12 feet under the surface.

A few days before the Evie struck the shoal heavy breakup ice ripped out the buoy which marked the danger spot. However, Folger said radio messages immediately were issued by the Coast Guard to all vessels in the region warning that the marker was missing.

A new buoy is now on the deck of the Coast Guard Cutter Sorrell, ready for installation at the shoal, Folger said. The Sorrell, under the command of Cmdr. Frank Sperry, is tied up at the port ready to assist in fire control or other emergencies which might occur while the Evje is being pumped out. The cutter will go to the shoal and replace the buoy as soon as she is relieved of her port assignment when the Evje departs, Folger said.

The Standard Oil Co., owner of the Evje's cargo of kerosene jet fuel, was to begin pumping out the ship's seven damaged storage tanks at mid-morning using special compressed air pumps which were flown in

from Seattle. Officials have hinted they must leave over the weekend. Folger said he has been assured sively since it was first by representatives of Lloyds of discovered in March. London, the ship's insuror, that These photographs show the Evje is seaworthy enough some of the damage that to steam to the Puget Sound was caused by the heavy area where it will go into dry winter ice formations dock for repairs.

when they fell away Two other compartments of from the dock's piles. In the ship were punctured in the the top photo, a severely grounding in addition to the seven fuel chambers, Folger said.

cracked pile cap is shown

above one of the steel

batter piles. In the bot-

tom picture, steel teeth

dangle uselessely from what once was a vertical

concrete pile. The pile

probably was pulled

loose from the top after

falling ice snapped it

near the bottom.

cil voted to hire additional legal counsel to assist the city attorney with the dock problem. City Attorney Karl Walter Jr., said today the attorney will probably be hired sometime this week.

The addition will boost the city's legal staff to a total of five. Walter is assisted by Stan Howitt and Jim Nordale, formerly of Julieau.

Jerry Shortell was hired last fall by the city on a contract basis to prosecute for the city in the municipal division of the State District Court.

Anchorage Daily Times Monday, May 1, 1967

City's Dock Faces Further Scrutiny

Reversing an action taken the firm \$200 a day plus exlast week, the City Council has penses for Silverston's time decided to hire another engi- here, Marsh said. neering firm to look into the Mayor Rasmuson said today much - studied, ice-damaged ad- he felt TAMS' services would be dition to the city dock. valuable to the city because of

At last week's regular meet the firm's background and "exing, councilmen pondered the pert knowledge of the port." hiring of Tippett, Abbett, Mc- The firm joins two others that Carty and Stratton, the firm have been studying the partialthat designed the original city ly completed structure since dock. The motion to hire the workmen discovered in March firm was defeated after a that ice had extensively damaglengthy discussion.

engthy discussion.

Mayor Elmer Rasmuson, ed the pilings and pile caps.

Lounsbury, Sleavin and Kelly, while in New York on business the firm that designed the addilast week, called a representation and has been serving as tive of TAMS and asked if the consultant during construction, firm would serve as a consul-tant to the city if it were asked. design plans with eyes on com-When the firm indicated inter- pletion of the structure this year est, he said, he called here to in spite of the damage. suggest to the city administra-

tion that it be hired. Ore., was called in to study the A telephone poll of councilmen dock so the city could have an last week showed they agreed independent appraisal of the with the mayor's suggestion, situation. Swan-Wooster repre-Terry Novak, assistant city sentatives have been working manager, said today. closely with LSK in an effort George Treadwell of TAMS is to work out some of the disslated to arrive here Thursday agreements that, showed up afmorning for a preliminary look ter both firms had completed at the dock. He will probably preliminary studies. Now, both be here about two days before firms are in substantial agreereturning to New York. Later ment as to redesign plans.

in the month another engineer, A special meeting of the City Bernard Silverston, will be here Council has been set for 10 a.m. to make a more intensive study. Saturday in the council cham-The city has agreed to pay bers to discuss the latest report Anchorage Daily Times Monday, May 8, 1967

Norwegian Craft **Due Back In Port**

Due to return to the Port of Anchorage late this week is the Norwegian tanker Evje which was damaged last Tuesday when it went aground off Fire Is-

The Evje left dock at the port Sunday evening to anchor in open water and make room at the port berth for another tank er which was due in today. While at anchor the Evje will pump its remaining jet fuel cargo to tanks easier to unload. When it returns to port late this week the final unloading of the remaining fuel is expected to take only a matter of hours. Then the Evje will head for drydock for repairs to damage caused by the grounding inci-