

YESENSKI RENEWS DOCK ATTACK

Dock's Future Shrouded By Vast Ice Damage

By BOB MILLER
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 construction season. The next day the huge ice mass fell causing even more damage to the 140-foot 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-

Wooster Engineers of Portland, Ore., to make an independent appraisal. For matters of clarification, it should be pointed out that Lounsbury, 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,

an engineering firm with offices here and in Seattle. Harvey Pittelko and David G. Fritz, engineers who have studied the dock, are associated with Sleavin and Kelly. LSK, listed as a local firm, was hired in 1965 as consultant for the port when the contract of Tippetts, Abbott, McCarthy and Stratton (TAMS) expired. Even though LSK has offices locally, the firm's office in Seattle has been handling much of

the redesign work that has been done since the damage was found. 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 measures. LSK's report suggested that

\$20,000 be spent for temporary 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 consideration, the dock is damaged beyond practical repair."

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. Councilmen discussed both reports (Continued on Page 2)

Councilman Wants Firing Of Engineers

New Construction With Federal Aid Believed Possible

City Councilman Joe Yesenski, one of the most outspoken critics of the ice-damaged addition to the city dock at the Port of Anchorage, reiterated today his insistence that the damaged 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 morning to:

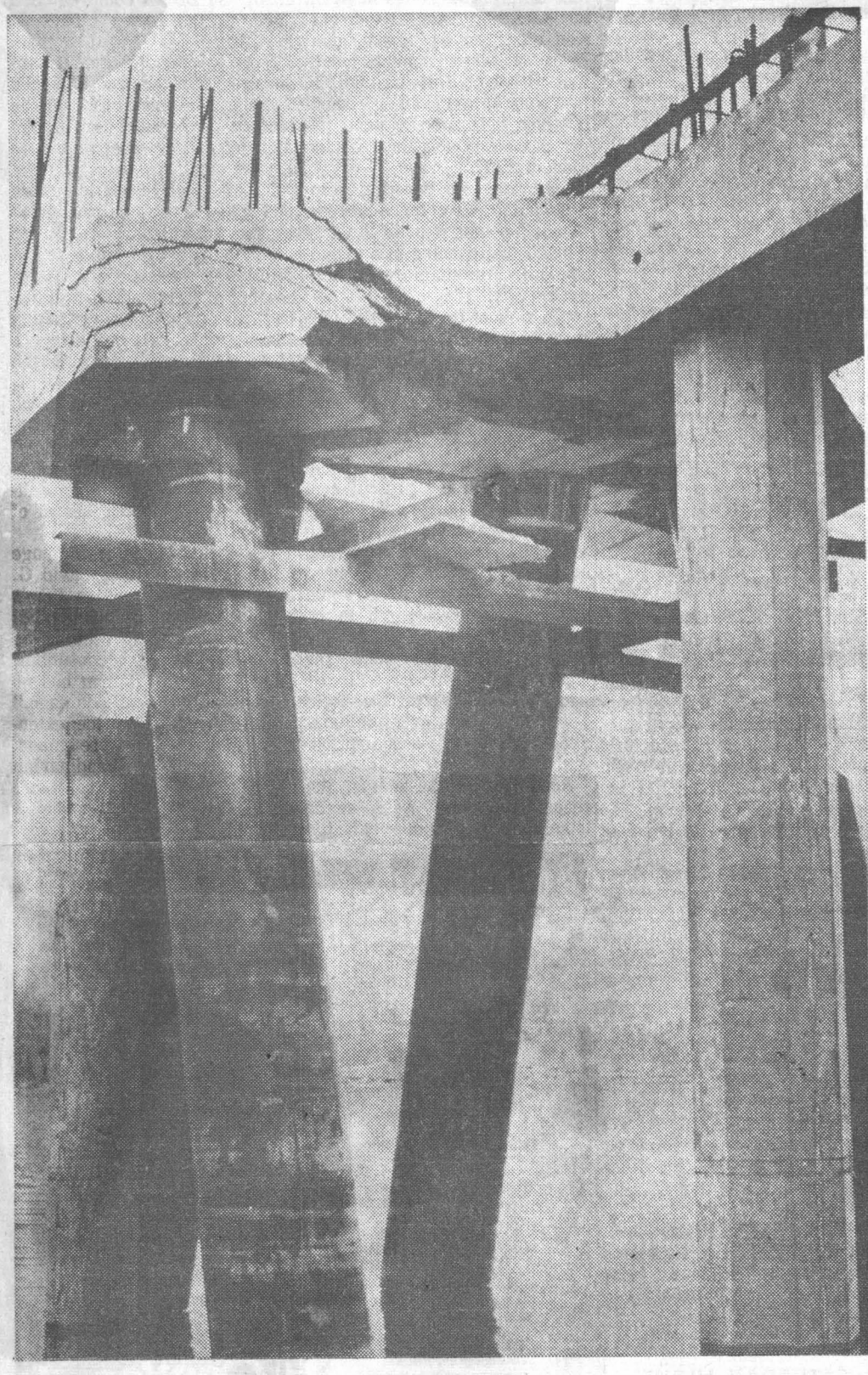
- "Immediately discharge our consulting engineers."
- "File suit against them."
- "Terminate contract with contractor."

Lounsbury, Sleavin and Kelly is the consulting engineering firm and Swalling - General, a joint construction venture, is the contractor. The irate councilman said his convictions had been strengthened after he had inspected the damage at the new extension from a small boat at low tide.

"What I have seen leaves no doubt in my mind that the new extension must be removed completely," he wrote. "The 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 from the federal government in the form of matching funds of one sort or another. He cited the "immediate need of the dock for military purposes in case of national emergency." He also blasted the city administration for hiring Tippetts, Abbott, McCarthy and Stratton, the firm that designed the original dock, for an additional study of the damaged extension.

"... I read, with interest, of the city hiring an additional consultant by the name of Tippetts, Abbott, McCarthy and Stratton at the request of the mayor even though the council had voted against it last Tuesday. I want you to know that I had not been polled and if I had been I would have objected to it."



Fuel Tanker Pilot Termed 'Experienced'

Ship's pilot Ole Svehaug, the man who was at the helm of 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 Inlet pilot.

"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 assignment.

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 the 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 Evje 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 have told the Norwegian ship it must leave over the weekend. Folger said he has been assured by representatives of Lloyds of London, the ship's insurer, that the Evje is seaworthy enough to steam to the Puget Sound area where it will go into dry dock for repairs.

Two other compartments of the ship were punctured in the grounding in addition to the seven fuel chambers, Folger said.

Dock Reports Fail To Mesh

Conflicting engineer reports complicated even more the already-confused dock issue Saturday as the City Council met nearly all afternoon to review redesign plans of Lounsbury, Sleavin and Kelly, the port's consulting engineers.

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 "inadequate."

Councilman Joe Yesenski moved to dismiss both LSK and Swalling - General, the contractors for the job, and file suit against both firms. Both motions were tabled until the May 16 meeting. Yesenski also moved that Swalling - General be hired to remove the 140-foot portion of the dock that has been damaged by ice. The motion was also tabled until May 16.

The council decided to seek help from the federal government in constructing what is planned to be a 600-foot extension 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 economic development of the port's industrial park area.

At the suggestion of Councilwoman Wilda Hudson, the council 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 Jabeau.

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 last week, the City Council has decided to hire another engineering firm to look into the much-studied, ice-damaged addition to the city dock.

At last week's regular meeting, councilmen pondered the hiring of Tippetts, Abbott, McCarthy and Stratton, the firm that designed the original city dock. The motion to hire the firm was defeated after a lengthy discussion.

Mayor Elmer Rasmuson, while in New York on business last week, called a representative of TAMS and asked if the firm would serve as a consultant to the city if it were asked. When the firm indicated interest, he said, he called here to suggest to the city administration that it be hired.

A telephone poll of councilmen last week showed they agreed with the mayor's suggestion. Terry Novak, assistant city manager, said today.

George Treadwell of TAMS is slated to arrive here Thursday morning for a preliminary look at the dock. He will probably be here about two days before returning to New York. Later in the month another engineer, Bernard Silverston, will be here to make a more intensive study. The city has agreed to pay

the firm \$200 a day plus expenses for Silverston's time here, Marsh said.

Mayor Rasmuson said today he felt TAMS' services would be valuable to the city because of the firm's background and "expert knowledge of the port."

The firm joins two others that have been studying the partially completed structure since workmen discovered in March that ice had extensively damaged the pilings and pile caps.

Lounsbury, Sleavin and Kelly, the firm that designed the addition and has been serving as consultant during construction, has been busy working on redesign plans with eyes on completion of the structure this year in spite of the damage.

Swan - Wooster of Portland, Ore., was called in to study the dock so the city could have an independent appraisal of the situation. Swan-Wooster representatives have been working closely with LSK in an effort to work out some of the disagreements that showed up after both firms had completed preliminary studies. Now, both firms are in substantial agreement as to redesign plans.

A special meeting of the City Council has been set for 10 a.m. Saturday in the council chambers 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 Island.

The Evje left dock at the port Sunday evening to anchor in open water and make room at the port berth for another tanker 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 incident.