Over the Side



SUITING UP



BATTEN THE HATCH



GOING DOWN



INSPECTION DIVER, Bill Billar, of Associated Divers here, prepares for dip in Cook Inlet to inspect damage to tanker Evje IV, which struck a reef Tuesday off Fire Island. Ralph Everett, in sweater, served as tender. Handling lifelines is Bob Underhill, crewman aboard Foss Launch and Tug Co. boat, the Josie Foss. (See re-

lated story page two.)

1.1.22

The Federal Maritime Com- |firm filed a 10 to 14 per cent

has been set for June 6 in These cargoes included fish,

mission has ordered an inves- rate increase on certain comtigation of Sea-Land Service's modifies shipped south from rates and practices in the Seat- Kodiak, according to Robert M. Skall, FMC area represent-A PREHEARING conference ative for Alaska.

wool, household goods, auto-Late last year, the shipping mobiles and machinery and became effective in late January.

> ALTHOUGH no protests were filed, the commission ordered an investigation of Sea-Land's increased southbound rates. Then, on March 28 and 29.

Sea-Land filed a second round of tariff increases that would have boosted all rates to and from Kodiak not previously changed 10 to 12 per cent according to Skal

The FMC suspended the second round of rate increases until Aug. 30 or pending the commission hearing. ON FEB. 20, Sea-Land asked

that the commission take no action until a decision has been reached in investigations into Alaska Steamship Company's rate increases in the Alaska Peninsula, Bering Sea and southeastern areas of the state. Sea-Land stated that its rates under investigation are identical to Alaska Steam's Kodiak to Seattle rates. That request was denied.

Both Alaska Steam and the State of Alaska have petitioned to intervene in the Sea-

ALASKA Steam holds that it has "has a substantial interest in any investigation into the reasonableness" of Sea-Land's rates.

The state's protest is based on four points, according to

These points are : The proposed rate icrease is "unjust and unreasonable", the rates are similar to those proposed by Alaska Steam, Sea-Land's ates should be established on he basis of its costs rather than Alaska Steam's costs and suspension is the only way in which the commission can proect the consumer in Alaska.

ON APRIL 27, the comnission expanded the rate investigation to cover the lawness of all of Sea-Land's rates and practices in the Seattle-Alaskan trade.

The investigation will determine, among other things, whether the increased rates to and from Kodiak will yield a return in the Alaska trade which is unjust and unreasonable and whether the increased Kodiak subject this cargo or port to "undue or unreasonable prejudice or disadvant-

Sea-Land ships serve Kodiak and Anchorage.

Anchorage Daily Times Tuesday. May 2, 1967

Reports, Memoranda, Notes: They All Tell The Dock Story

and approved a \$750,000 bond issue for construction of a 160-foot extension to the city dock at the Port of Anchorage.

structure, heavily damaged by ice, reaches only 140 feet farther north than it did two years ago. And it's a shaky 140 feet at that. Osberg put in a bid of \$892,382.

What happened? The answer to that question lies in a maze of engineering reports, Port Commission minutes and memoranda from the city administration to the City Council. As the saying goes, probably wouldn't get much lower if bids were invited again.

Voters approved the \$750,000 bond issue in March 1965 were among the reasons for high bids, according to the memo.

Anchorage Daily News, Monday, May 8, 1967

Damaged Ship Leaves Dock; Will Return

The damaged Norweigan tanker Evje IV left the Port of Anchorage on the ebb tibe about 6 p. m. yesterday, still carrying about 30,000 barrels of its jet fuel cargo.

THE VESSEL left partly to make way for another tanker scheduled to discharge cargo here today and partly to go out into open water and transfer the remaining cargo to other tanks where it may be quickly discharged.

By moving into open water there will be less danger of damage to fish and waterfowl if there is loss of the kerosenelike fuel through large rents in the hull as a result of a collision with a reef last week just outside of Anchorage.

When the fuel has been shifted the vessel re-trimmed with water ballast, the Evje will return to the city's petroleum dock on Friday and discharge the 30,000 barrels. The unloading will require only a few hours, according to Capt. K. Henriksen, master of the

HENRIKSEN said the tanker will then proceed to the nearest available drydock for nspection and repair.

A Coast Guard investigation nas begun into the cause of the accident. The vessel struck a charted but unmarked reef at low tide as it neared the

No estimate is yet available as to the amount of fuel lost in the accident but an Alaska Department of Fish and Game officer said an aerial inspection of the upper inlet disclosed signs of the fuel in nearly every stream delta where waterfowl nest.

design was completed, bids were invited on the project which Over two years ago Anchorage voters went to the polls had a price tag of \$410,815 according to LSK estimates.

According to council memorandum 65-317 dated July 13, 1965, two bids, both considerably higher than the engine

Today, twice that amount has been spent and the unfinished estimate, were received and rejected by councilmen. Constructors, Inc., submitted a bid of \$770,685 and Manso

> Six days later, in a memo from Capt. A. E. Harned, then port director, to the Port Commission, it was pointed out that further conversations with contractors had revealed bid prices "Construction problems unique to the Anchorage waterfront

and Lousbury, Sleavin and Kelly, an engineering firm, was Harned suggested that the city and the "joint venture of port staff work with LSK in Swalling Construction Co. and bringing a 1964 feasibility report General Construction Co." City up to date. The study was to Councilmen approved the memo. "explore the feasibility of con- Swalling- General, however, structing a 600-foot north exten- could not begin work until exsion plus a 320-foot trestle to the tensive dredging was done at industrial park area . . ." Com- the port. The Corps of Engineers, in charge of the dredgmissioner, concurred.

The study, which revealed that ing, awarded the \$406,000 dredgthe 160-foot extension would be ing contract to Pacific Marine 'inadequate to meet the needs Constructors of Seattle. of present or future shipping," The firm began dredging June was completed in August.

2, 1966, but exceptionally hard was completed in August.

Council memorandum 65-358 ground and excessive debris dated August 5, 1965, signed by soon brought the project to a former City Manager Robert halt. By late June the firm de-Oldland, requested authority faulted on the local portion of from the council for the ad- its contract with the Corps and ministration to "cancel the pres- went on to another job in Corent 150-foot (sic) project and dova. negotiate final payment with its In order to get construction engineers." Approval was given started, city councilmen on July

mations. Engineers and port of-

masses (later estimated at near-

Several concrete piles snapped,

12 approved a change order to At this point, five months aft- amend the contract with Swaller voters had authorized the ex- ing-General allowing the firm to penditure of \$750,000 for the ex- do its own dredging. The change tension, an estimated \$347,623 order held dreding work to a

maximum of \$175,000, an had been spent. Engineers pointed out that the amount that was paid by the money was not lost even though city but might still be recoverthe 160-foot extension project ed from the Corps of Engineers had been dropped. The plans Due to the dredging difficulalready drawn up, they said, ties, the contractor was able to would be incorporated into the complete only 140 feet before plans for a 600-foot extension. closing down at the end of the

With \$402,376 of the original construction season. bond issue remaining, however, Last March workmen returnit was a matter of simple arith- ed to the port to set up their metic to figure out that addi- equipment and they discovered tional funds would be needed in that pilings and pile caps had order to get on with extending been cracked by heavy ice for-

The issue went to the voters in ficials immediately went out to October 1965 when they were have a look at the damage, at asked to approve bonds totaling first believed to be slight. \$3.2 million for construction of While the inspection party a dock extension 60 foot wide was on the dock, the huge ice

The measure was approved ly seven million pounds) gave by a vote of 2,515 to 1,168, way and crashed into the inlet. Added to the \$402,376 left over more cracking occurred and the

from the bond issue of the year dock wobbled while members of before, funds for the dock ex-tension totaled \$3,602,376. to safety. to safety. After the August 5, 1965, ac- Further examination showed tion that terminated the LSK the dock had been severely contract concerning the short damaged by the ice formations

that LSK be hired to replace with great force against the the firm of Tippetts, Abbett, vertical concrete piles. McCarthy and Stratton as the LSK began immediately in port is consulting engineers. vestigating the problem. City of-TAMS' contract was to expire ficials called in Swan-Wooster

Dec. 31, 1965.

The City Council went along an independent appraisal of the with the recommendation by ap- situation. proving memorandum 65-378 This week the city hired yet

dated August 20, 1965.

One month later — Sept. 20, TAMS, the firm that designed 1965 — the Port Commission the original city dock — to make approved LSK as the firm to der another study of the situation sign and supervise construction. As it stands now, about \$1.9 of the north extension. Three million has already been spent days later memorandum 65-460

extension, the Port Commission that gathered on the slanting

went to the council for approval. The memo, signed by Lyman L. Woodman, acting city manager, said: "Financing is expected to be authorized by the \$3.2 million general obligation bond issue on the Oct. 5

Subject to voter approval of the bond issue, the memo was approved. It called for a contract with LSK "at an estimated cost of not to exceed \$252,000, payable from the bond pro-

Working with S. Charles Dearstyne of Seattle, LSK engineers completed the design in the spring of last year. Completed plans called for a 63 by 610foot dock extension with a 355foot trestle connecting the north end of the new wharf to the shore and allowing for a continuous flow of traffic from the existing facility to Ocean Dock

The extension was to be built of prestressed and precast concrete piling with a prestressed panel deck structure.

The project was advertised for bids and the sealed bids were opened at 1 p.m. April 1, 1966, according to memorandum 66-167 dated April 6, 1966, from City Manager Robert Oldland to the City Council.

The memo recommended approval of a contract in the amount of \$2,541,629 between the

2 Anchorage Daily Times Friday, May 12, 1967

COUNCIL HOLDS KEY TO DOCK REDESIGN PLANS

Final redesign plans for the one review of which has alremainder of the north exten- ready been completed sion to the city dock probably "We trust that the city has will not be drawn by Lounsbury, made it clear to the other en-Sleavin and Kelly, the port's gineers that these plans are not consulting engineers, until the final working drawings and do firm is instructed to do so by not show completed constructhe City Council. tion details.

Preliminary plans already "We will be happy to have been reviewed by the coun-cil and Swan-Wooster Engineers, working level when authorizathe Portland, Ore., engineering tion is provided for this work firm, but LSK has indicated in by the city," said the letter a letter to the city that further which was signed by David G. plans will be held in abey- Fritz, one of the firm's engiance until the council author-neers.

Councilmen will consider May The letter was careful to point 16 motions by Councilman Joe out that redesign plans sub- Yesenski to fire both LSK and mitted so far have not showed Swalling-General, contractors on all the modified details even the dock extension which was though they were based upon heavily damaged when huge ice 'complete design analysis." formations fell away late in March. Yesenski also has recthe city has requested that ommended ripping out the damthese plans be reviewed by sev- aged portion of the dock as soon

eral other engineering firms, as possible. Mayor Elmer Rasmuson and other councilmen, however, have appeared reluctant to follow such drastic action because the damaged dock is the only evidence the city has in case it should decide to file a law suit

Councilmen's Dilemma: Problems At The Port

Anchorage Daily Times

YOU CAN'T ACCUSE the City Council of rushing ahead thoughtlessly in trying to find an answer to what now is commonly referred to as "the port problem.

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In fact, the council—to its credit is using all deliberation and care in attempting to figure out just what to do about the \$1.9 million

As just about everybody knows, "the port problem" is the north dock extension construction project — which began two years ago as a good idea and which has turned into an enormous financial di-

The plan was to build a 610-foot extension to the existing Port of Anchorage at a total cost of something like \$3.2 million. Things seemed to be pretty much on schedule when construction shut down for the season last winter after 140 feet of the new dock had been put in place.

THE TROUBLE BEGAN with the spring breakup—and breakup in this case was not just a routine use of an old Alaskan phrase describing the change of seasons. When the winter's accumulation

of ice began shearing off the new. dock, the weight and force of the shifting ice battered the concrete and caused extensive damage. The engineers now are trying to

decide whether it is so severe that everything has to be torn out for a fresh start. So far, two engineering reports have produced conflicting opinions—and a third has been

Meanwhile, an investment of nearly two million dollars has been made for a pier that now is posted as off limits and unsafe pending a decision on what to do next. And construction crews scheduled to resume work have been idled while new designs for the dock project are, being prepared and reviewed.

INTO THE MAZE OF technical engineering data and design work now step the members of the City Council, tiptoeing through a thicket of differing views and tangled legal possibilities.

It's up to the councilmen to decide what to do now, and where to put the blame if any is to be

It's a difficult position for the council to be in, because it also must bear the ultimate responsibility for what has happened. It endorsed the concept of the extension, it went to the voters for the funds to build, it stamped as approved the designs the experts

said should be used. Now it must solve a massive headache that rates as a real crisis in local governmental affairs. What the solution will be isn't known - and whatever it is, it won't be easy.

In fact, at this stage, the difficulty of the situation is about the only thing that is clear about the problems at the port.

flooded compartments of the tanker so that the unloading could be speeded up. Special pumps with floating suctions are to be used to "skim off" the good fuel in

the flooded compartments so that normal unloading can proceed in the other tanks. THE VESSEL is having to

Unloading is to be completed today if possible but port authorities said there is no

Folger said his office has received a preliminary report from divers that indicates the tanker's hull suffered substantial damage in the grounding. Folger said examination of the Evje's frame members has

the Port of Anchorage this resume.

CMDR. FREDERICK Folger, last night that taking of tes-

ANCHORAGE DAILY NEWS, Friday, May 5, 1967-Ship May Leave This Weekend

Officials hope the Norweg-Coast Guard port commander, ian tanker Evje IV, damaged said he was looking forward when she ran aground last to the Evje's departure so that Tuesday will be able to leave normal port activities could The port commander said

> timony in an investigation has been concluded. He said additional investiga-

tion will now be conducted to determine if ample notice had been given that the buoy marking the shoal had been taken off station and whether charts and soundings were correct.

"WE WANT to find out what happened and how we can prevent it in the future," Fol-

Meanwhile, efforts were being made late yesterday afternoon to complete plans for emptying fuel from seven

be counter-ballasted with fresh water as it is unloaded to maintain a water lock and prevnt spillage of fuel from the ruptured tanks into the

urgency as the next tanker is not due until Monday.

not yet been made.