

Port Board Says Tides Not At Fault

Port Commission members took exception to the idea that tide changes were solely responsible for the accident.

Commission Chairman Arne Michaelson said Monday night that the pattern of tides at the port have not changed in "hundreds of years" and pilots coming in to the port are well aware of them.

Although the board will take no official action until results of the hearing conducted Saturday by the U.S. Coast Guard are released, it was the opinion of board members that human error may have been a contributing cause of the accident.

During the hearing, said Michaelson, no reference was made verbally as to the exact speed of the ship as it was coming in. This in itself, he said, could have a definite bearing on the case. Also, Michaelson noted that the pilot testified he had used considerably less anchor chain in the docking procedure than he normally used.

"Reports that the tide was entirely to blame could have an adverse affect on shipping in the port," Michaelson said. "This factor could cause a rise in insurance rates, as well as prohibit ships coming in to the port."

For this reason, commission members directed Port Director Russ Painter to pursue the matter of an investigation by the Coast Guard into the incident. The crippled tanker Chevron Liege is expected to leave the Port of Anchorage sometime this week for a West Coast ship-

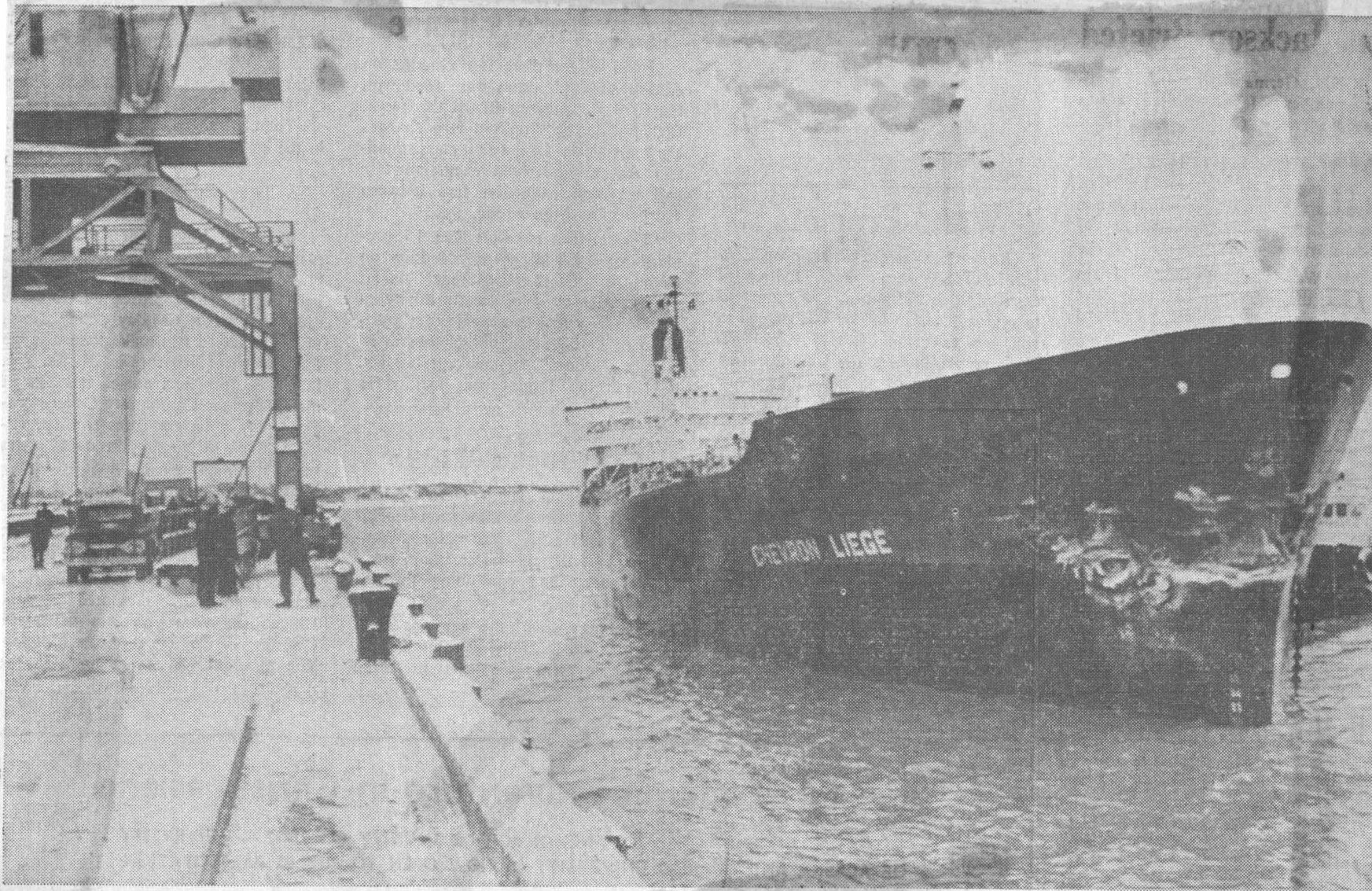
yard to undergo repairs, according to Standard Oil Co. spokesmen.

Destination of the vessel, which rammed the port's petroleum dock Friday afternoon, was not immediately known. No estimate of damage will be available until the ship reaches drydock.

George Treadwell, Pacific northwest manager for the engineering firm — Tippetts, Abbott, McCarthy and Stratton — which designed and supervised construction of the dock, is expected here this week to survey damage to the dock.

Following Treadwell's recommendations, the city will proceed with repairs, quite possibly in early spring.

Berthing of other tankers is not presently hampered by the damage.



THE CHEVRON LIEGE sits quietly alongside the city dock Friday with its damaged bow shortly after it rammed the petroleum docking facility. Damage to the dock and vessel was reported as extensive. The Standard Oil tanker was carrying about 180,000 barrels of jet fuel. Below, the damaged portion of the petroleum dock is shown as workers move to unload the jet fuel. (Daily Newsphotos by Robin Smith)

Damage Heavy As Oil Tanker Rams City Dock

A 16,000-ton Standard Oil tanker loaded with jet fuel rammed the city petroleum dock Friday afternoon. Both ship and dock were heavily damaged. But Port Director Russell Painter said it could have been far worse.

"IT HAD ALL the earmarks of a bad one, but fortunately the ship hit between two pilings instead of hitting one of the pilings dead on," he said.

Painter said that if the tanker, the Chevron Liege, had hit a piling squarely it probably would have damaged the ship even more—possibly spilling its highly flammable cargo.

As it was, the ship rammed the \$1.7 million dock just at the offloading facility.

Painter said he had no estimate of damage, but that it appeared "pretty serious."

"IT FRACTURED the dock structure in two," he said.

An engineer from the consulting engineering firm that supervised construction of the dock is due here today to inspect the damage and make repair estimates.

The collision left the Chevron Liege, owned by Standard Oil of California, with a bow disfigured by a high about 12 feet above the water line.

A spokesman for Standard Oil said the Chevron Liege was carrying about 180,000 barrels of kerosene-type jet fuel.

NONE OF THE ship's tanks was breached.

Painter and the Standard spokesman both declined to speculate on what might have caused the mishap.

The Coast Guard was scheduled to begin an inquiry today.

Also today, a representative of Chevron Shipping Co., which operates the vessel, was scheduled to arrive to examine the tanker.

IT APPEARED the vessel would be able to make it back Outside for repairs without difficulty. The gash is high above the waterline—and will be even higher after the vessel unloads. It appeared a temporary patch welded over the tear would be enough to keep the Chevron Liege from shipping water.

All major vessels are required to have a pilot on board for the trip up Cook Inlet to the port and the Chevron Liege had one. Pilots usually are picked up at Homer.



Pacific Shipper
November 18, 1968

New Anchorage Facility

A 272-foot wharf, the first phase of the Port of Anchorage's Terminal No. 2, was opened in late October, three weeks ahead of schedule.

The \$1,400,000 contract with Morrison-Knudsen Co. called for completion by November 18. The early finish was attributed primarily to good weather conditions.

Bids will be opened on the second phase of Terminal No. 2, which calls for the addition of two 600-foot cargo berths, as soon as financing details are completed.

2 Anchorage Daily Times Saturday, Nov. 16, 1968

Tanker Slams Into Petroleum Dock

A large tanker carrying jet fuel from Venezuela rammed smashed head-on into the \$1.4 million dock Friday causing heavy damage. The collision sliced a 20-foot deep gash in the bow of the tanker, but the hole was in an empty compartment and none of the 180,000 barrels of jet fuel leaked out. The accident occurred while the tanker was attempting to berth after a voyage from a Venezuelan refinery. The ship's cargo was bonded jet fuel which is sold to foreign airlines stopping in Anchorage. The vessel started unloading its cargo about 6:15 p.m. Friday and will continue through today.

Damage estimates are not yet available, but Port Director Russell Painter said the collision fractured the dock structure and will require extensive repairs. The vessel struck about midway in the 179-foot main section of the dock. The impact left the tanker's two bow anchors in the mud below the dock. One on the starboard side apparently dropped into water when the collision cut its chain. The port anchor had been dropped for use in the berthing operation, but the accident jammed the chain which would be used to lift it.

Painter said it may be necessary to use a crane to retrieve the anchors. The port director said the ship hit between two pilings. Had it hit one, he noted, the ship might have sustained much more serious damage. A Standard Oil spokesman said the tanker may be sent to the Seattle or Portland areas for repairs. The hole is well above the waterline and can presumably be covered with a temporary patch for the trip south. The gash is about four feet high and about 12 feet above the water line when the ship is loaded. When unloaded it will be considerably higher.



City Fireman Surveys Damage At Port