

Busiest Year Predicted For Port Of Anchorage

By MARGARET SCHMIDT
Times Staff Writer

The Port of Anchorage will experience its busiest year in 1968, and added impetus could come from an oil industry pipeline presently being considered to extend from the North Slope to a winter port in Southeast Alaska, such as Valdez.

The forecast was made Monday evening by Port Director

Russell Painter at a meeting of the Port Commission. Painter said that although no definite commitment had yet been made, several firms were being assisted in planning for movement, handling and storage of the materials essential to pipeline construction.

Projected shipments through the port, should pipeline construction plans proceed, were anticipated at 17,000 to 50,000 tons a month. Painter said a possible starting date for the project would be November, 1969. He added that even with the extension of Terminal No. 2 to its designated length of 600 feet, in a project to be completed sometime next year, the port's facilities would be taxed to the limit.

The port, he said, was a gateway to the North Slope oil area, due to its accessibility to rail, highway and air connections to a staging area in Fairbanks. Painter said that consideration was also being given to bringing in steel sheets, rather than pipe, to be formed at a mill somewhere in the interior, possibly at Fairbanks.

Firms presently making inquiries at the port are Kane-matsu-Gosho (USA) Inc., Trans-Atlantic Pipeline Project (Humble Pipeline Co. and Atlantic Pipeline Co.), Atlantic Richfield, Bromley - Donaldson Co. and Shell Canada Ltd.

One firm, said Painter, had expressed interest in leasing 60 acres of port land for a staging area. There is no such amount of land available for lease, Painter said, but the port administration could make available about 25 acres. Estimated tonnage of pipe needed to build a pipeline from the North Slope to Fairbanks is 260,000 tons, with an additional 100,000 to 150,000 tons of other supplies related to pipeline construction also anticipated as coming through the local port, Painter said.

Investigations by interested firms are also being conducted at Seward and Valdez, said Painter, and consultations with Alaska Railroad officials are being held.

Painter told the port commission that it seemed reasonably obvious that no single Alaska port could alone handle the projected volume of cargo.

The commission, without discussion, requested that a letter be sent to City Council, asking that the planned elimination of the assistant port director's position be held in abeyance pending further review. The port administration was directed to make sure the letter would reach the city manager's office in time to be included on the agenda for a special Council session this evening.

ANCHORAGE WHARF

Anchorage's beautiful summer weather contributed to early completion of Phase I of the Port of Anchorage's Terminal No. 2, Port Director H. Russell Painter reports.

Brief ribbon cutting ceremonies were conducted on October 28, when Mayor George M. Sullivan, assisted by City Manager Robert E. Sharp, as well as members of the Anchorage Port Commission and City Council, opened the 272-foot section of Terminal No. 2.

The \$1,400,000 contract was let to Morrison-Knudsen Company in early spring and pile driving started in July. Contract completion was called for November 18, and M-K's Project Manager Russ Hopkins agreed that the exceptional summer weather assisted in the early finish.

The engineering firm of Tippetts - Abbott - McCarthy - Stratton of New York, who designed the

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2 Anchorage Daily Times Saturday, Nov. 23, 1968

Unlucky Tanker Finally Sails

By BOB MILLER
Times Staff Writer

Capt. Jorgen Askbo, master of the tanker Chevron Liege, probably heaved a sigh of relief early Friday as his vessel limped out of the Port of Anchorage.

This visit wasn't a particularly successful one.

It all began a week ago Friday, as the tanker tried to berth at the port's petroleum dock. Nobody seems to know just exactly what happened, but the 16,000-ton vessel smashed head-on into the \$1.4 million dock, causing extensive damage to both the ship and the dock.

That, of course, caused a flurry of activity that probably ruined the captain's day. It was some time before the tanker could unload the 180,000 barrels of jet fuel it had carried here from Venezuela. The collision sliced a 20-foot-deep gash in the bow of the vessel, but the hole was in an empty compartment and none of the fuel leaked out. That's one of the visit's bright spots.

The collision sparked an investigation by the U.S. Coast Guard and Capt. Askbo had to testify. The Coast Guard has not released its findings, but port officials understand the accident is being blamed on a sudden tidal change.

Thursday morning, moving to protect itself, the city filed a \$500,000 lawsuit in U.S. District Court against the tanker, its owner and operator. Overseas Tankship Co. of San Francisco is the owner and the operator is Chevron Shipping Co., a subsidiary of Standard Oil of California.

Earlier Thursday, Capt. Askbo had decided it was time to leave. This worried the city because it wanted to make sure the tanker either posted bond or gave it a letter of indemnity.

But Capt. Askbo wasn't worried. He had already given the letter of indemnity to a local lawyer, A. D. Talbot, and he thought everything was in order. But Talbot had been ill and the

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boarded a plane and flew to Anchorage. After he got here he went to the port where he boarded the tug and went directly to the Chevron Liege to begin his new duties.

And, finally, sometime in the early hours of Friday morning, the Chevron Liege limped off ending its fateful visit to the port.

But somewhere in Anchorage a radioman without a ship is wondering where the time went.

MARINE DIGEST

DECEMBER 14, 1968



Tanker Chevron Leige Repairs After Mishap

ANCHORAGE — The tanker Chevron Leige has been at the Todd yard in Seattle for repairs to her bow of late, and one can see why. In the above photos taken at Anchorage by George Treadwell, both the tanker and the petroleum dock she struck are seen. The tanker's steel bow suffered a 20-foot gash as a result of striking the concrete dock and beam structure of the pier better known as the Anchorage City Pier. The crash occurred on Nov. 15. The Chevron Leige is Panamanian-registered, and operated by Chevron Shipping, a subsidiary of Standard Oil. She carried jet fuel from Venezuela. The 16,000-ton vessel came out second best, for though the pier was damaged, it was kept in service, thanks to its concrete construction. A suit has been brought against the tanker's owner and operator by the city of Anchorage.

Anchorage Daily Times 15
Thursday, Dec. 5, 1968

Storms Delay Two Vessels Headed Here

Gulf of Alaska storms have delayed ships coming into the Port of Anchorage about 14 hours, according to Port Director Russ Painter.

Delayed by the storms are the Sea-Land vessel Anchorage and Texaco's tanker, the Texaco Newcastle. The ships are not reported in difficulty.

The portion of dock damaged when the Chevron Liege rammed into it Nov. 15 is still awaiting repairs. Painter noted that George Treadwell, Pacific Northwest manager for engineering consultants Tippetts, Abbott, McCarthy and Stratton, is presently drawing up specifications for repairs at the request of the city.

Necessary repairs will be put on a bid basis, but Painter could give no indication as to when repairs would be made. The initial report on the dock damage is still to be presented to the city, he said.

Anchorage Daily Times Thursday, Dec. 5, 1968



PORT INDUSTRIAL PARK GRANT GIVEN

A \$178,000 check from the Economic Development Administration was presented Wednesday to the city as partial payment of a \$476,000 grant approved in 1967 for construction of the first phase of the Industrial Park complex, including installation of water and sewer mains and paving of access roads

adjacent to the city dock. Total cost of the project is \$1,152,000, with the city's share financed by general obligation bonds. Taking part in the presentation were, from left, Port Director Russ Painter, Mayor George Sullivan, Ralph Cowles of the EDA, Clyde Courtneage, local EDA representative, and City Manager Robert Sharp.

No Fault Found in Collision

By TOM BROWN
Daily News Staff Writer

The 16,000-ton tanker Chevron Liege may have rammed the city petroleum dock because of a violent and unexpected — tidal current about 400 feet out in Cook Inlet.

That was the speculation — not the official conclusion — at an open hearing conducted here Saturday by U.S. Coast Guard Cmdr. Raymond Bernhart.

BOTH THE PILOT who was guiding the ship in, Harry Williams of Seattle, and the captain of the Standard Oil Co. tanker, Jorgen Askbo, testified that things went normally during the docking maneuvers Friday until just a few moments before the accident.

The hearing learned that they had followed the usual procedure for a starboard side docking. The port anchor was down, the rudder was hard-to-port. There was a north wind — nothing unusual — and the tide was ebbing. A tug was pushing full astern against the bow.

Suddenly, for no apparent reason, the big vessel, loaded with 180,000 barrels of jet fuel, abruptly changed course, headed directly for the dock and rammed it head-on.

No Fault Given In Tanker Crash

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reels of jet fuel, abruptly changed course, headed directly for the dock and rammed it head-on.

IN THE ABSENCE of any indication of mechanical failure on board the ship or faulty procedure by the pilot and captain, speculation arose at the hearing about probable other causes.

The most popular idea was that a violent and unexpected tidal current — Cook Inlet is notorious for them — caused the ship to act as it did. This theory held that such a current about 400 feet from the dock could have caused the mishap before the ship could respond to corrective maneuvers.

THE COAST GUARD will review the testimony taken at the four-hour hearing before issuing its decision and recommendations.

Port Director Russell Painter said

it appeared likely the Coast Guard would study tidal conditions off the dock and issue a warning to mariners that unpredictable tides were possible and should be considered in docking.

Meanwhile, Page Gilbert, an engineer from the firm of TAMS, which supervised construction of the dock, arrived from Skagway to inspect the damage.

PAINTER SAID Gilbert's investigation was not yet complete, but that it appeared it would not be necessary to restrict use of the dock, despite extensive damage.

The port director said that the major part of the repair work probably would be delayed until spring, when it will cost less to carry out. He pointed out that there would be little

traffic after the middle of December and said Gilbert doubted that ice action would further damage the weakened portion of the dock.

UNTIL REPAIRS are completed, Painters said, tankers will be requested to make port side berthings at the dock, rather than the normal starboard side berthings. That would put most of the strain on the undamaged section of dock.

Painter said there was no dollar estimate of damage yet, but that Gilbert's inspection had confirmed it would be a major job.

Officials of Chevron Shipping Co., which operates the Chevron Liege, inspected the vessel Saturday, seeking estimates on temporary repairs to the gash in the ship's bow.

26 Anchorage Daily Times
Monday, Nov. 18, 1968

Dock Mishap Spurs Study Of Tides Here

Port Repairs May Wait Until Spring; Shipping Unaffected

By MARGARET SCHMIDT
Times Staff Writer

A survey of tides at the Port of Anchorage will be conducted by the U.S. Coast Guard, and warnings will be issued to mariners on the possibility of sudden tide changes.

The decision on such a study came following a four-hour hearing Saturday into the Friday accident in which the Standard Oil tanker Chevron Liege rammed the city's petroleum docking facility.

Although no official report has evolved from the findings of the hearing, conducted by Coast Guard Commissioner Raymond Bernhart, the consensus of opinion indicates that the cause of the accident was a tide change about 400 feet from the dock.

Port Director Russ Painter said it may be next spring before repairs to the dock are carried out. The damage is not affecting the berthing of other tankers, said Painter, and the dock normally ceases operation around Dec. 15 anyway due to ice conditions. The dock resumes operation in late February or early March.

Although this period would be an ideal time to begin repairs, Painter said it may not be possible to do so because of winter conditions.

No estimate of damage has yet been released. Painter said the dock cost \$1,375,000 to build, and although damage is quite extensive, "it won't cost quite that much to repair it."

At any rate, Painter said he felt certain that the cost of repairs would not be reflected in taxes. Insurance money will be available in one form or another, he said. The city has taken the attitude that liability rests with the ship and its insurers.

An engineer from the firm of Tippetts, Abbott, McCarthy and Stratton, which designed the port facility and supervised construction, was in Anchorage over the weekend for a preliminary assessment of the damage. The engineer, Page Gilbert, will prepare a formal report on which George Treadwell, Pacific northwest manager for TAMS, will base the repair program. Treadwell is expected in the city sometime this week.