



Bird's Eye View: Port Of Anchorage



The J.H. Tuttle Awaiting Rescue In Cook Inlet

STRANDED TANKER FREED FROM BANK

The Standard Oil Co. of California tanker J. H. Tuttle was afloat early this morning after a successful all-night effort to free her from a mudbank in the Port of Anchorage.

The 18,000 ton tanker ran aground about 10:30 p.m. Wednesday when she was entering the port here with loaded gasoline and jet fuel from Richmond, Calif.

The 547-foot vessel was pulled free from the mud about 6 this morning by three tugs which labored all night after several unsuccessful attempts late Wednesday.

Pollution was the primary concern of port and shipping officials, who remained on duty during the seven-hour operation.

The U. S. Coast Guard captain of the port, Cmdr. R. W. Bernhardt, said he boarded the vessel late Wednesday to make a preliminary port safety investigation.

The Coast Guard official said the vessel apparently was undamaged and there was no danger of pollution.

A Standard Oil spokesman said this morning that the ship's tanks were sieved (sampled) on the inside to make sure that water was not entering and that the petroleum products were not escaping.

The tests Wednesday night also revealed that pollution was not a danger in the grounding, the spokesman said.

Bernhardt said that the Coast Guard and representatives of the Chevron Shipping Company would make a more complete investigation today.

Vic Schutzky, division manager of the Standard Oil of California Alaska Division here, said the J. H. Tuttle, an infrequent caller at Anchorage, is larger than most of the tankers which are used in the Alaska service by Chevron Shipping.

A Coast Guard spokesman said, however, "any time a ship goes aground, she shouldn't be in that area."

Information about the ship's approach relative to cause will be determined after investigations today, the Standard Oil spokesman said.

Chevron Shipping representatives from Seattle were expected in Anchorage before noon today. Divers

were to inspect the ship's hull today.

The Tuttle, which has not called at Anchorage this summer, had stopped at Ketchikan and Valdez en route here from Richmond. The 145,000-barrel capacity ship was scheduled to leave Anchorage today for Standard's plant at Nikiski.

Dredging Nears End

A dredging rig which has been busy cleaning the floor of Cook Inlet in the Port of Anchorage has nearly completed its work.

According to a spokesman for Jerry Hadley, chief engineer of the Great Lakes Dredge & Dock Company project here, the job should be done sometime near the end of the week.

Because the channel clearing operation is in mid-port, the dredge with its deck-mounted crane must be moved out of working position when a tanker approaches the port.

Safety regulations provide that no other vessel or dredge will be near a petroleum tanker when it moves and docks in the port area.

The Great Lakes dredge was moved so that Standard Oil's J. H. Tuttle could dock Wednesday night. The tanker later ran aground.

The channel floor work that the dredge is doing under Army Corps of Engineers supervision will clean the dock area to a depth of 35 feet.

The area west of the docks where the Tuttle ran aground Wednesday night is not included in the port cleaning project.

Cloverleaf Road Design Backed

The Greater Anchorage Chamber of Commerce, in a voice vote, today backed construction of a full cloverleaf design for the proposed throughway access highway which eventually will span the Alaska Railroad yards and carry traffic to the Port of Anchorage and to

Government Hill and Elmendorf Air Force Base.

The board, after spirited debate and apparently only a small number of votes in opposition, endorsed the cloverleaf concept rather than an on-grade highway design that would provide for a right-angle "T" intersection at the north side of Ship Creek, after the highway bridges the rail yards from Fourth and Third avenues. The proposed construction will be part of the so-called A-C Couplet, which will turn A Street and C Street into one-way thoroughfares extending from the southern suburbs of the city to the port and Government Hill on the north.

The State Department of Highways originally recommended the cloverleaf design, to permit a steady flow of traffic either to the port or to Government Hill.

Later — after public hearings and objections from some residents — it proposed an alternate design, the so-called on-grade approach which would eliminate the cloverleaf and provide for traffic lights as a traffic control measure where the A-C couplet would end by branching off into roads going to the port and to the Elmendorf area.

Jack Spake, district highway engineer, told the Chamber board a week ago that full cloverleaf had an estimated price tag of between \$13 million and \$14 million.

The on-grade design, he said, probably would cost between \$7.5 million and \$8 million.

One of the things that would figure in the higher cost for the cloverleaf construction would be a requirement that some 22 homes on Harvard St., atop Government Hill, would have to be condemned — and the owners compensated and moved into new homes.

The city administration has strongly endorsed the full cloverleaf design as necessary to future growth of the community and development of the port, and additionally favors the improved design as a future highway link with the proposed Knik Arm crossing.

The decision on the port access road really rests with the U. S. Bureau of Public Roads, which will provide the major portion of the funds for the construction.

The hearing record on the road had been scheduled to be closed Sept. 30, but it was held open to await the chamber's recommendation.

City Manager Attacks Design For Port Road

City Manager Robert Sharp told state Highway Department officials the revision in design of the proposed port access road is "unsatisfactory" and will not support the estimated port traffic flow of 26,000 vehicles per day by 1990.

Sharp told a public hearing Wednesday night in the City Council Chambers of the Z. J. Loussac Library that the original design for the port road is "generally adequate." Port Director Erwin Davis and Tom Price, acting traffic engineer, also spoke in opposition to the proposed revision of design.

The city representatives pointed out the port is a major generator of traffic, particularly truck traffic. They said it will increase.

Sharp asked the Highway Department representatives to hold the record of the hearing open for further submissions. He said the city officials had not had sufficient time to review the proposed revision in design of the port access road.

Sharp said the present section of road is heavily congested and hazardous and the proposed revised design does not solve the

existing traffic problems. Already, he said, 15,000 vehicles drive to Ship Creek a day. The number "would be greater if an adequate road existed," he said.

Sharp said the state design provides for approximately 17,000 vehicles a day by 1990. But he said the state's own consultants estimate 26,000 a day by 1990. "It appears the state has not used its own consultants' report," he said.

Loggers Arrive To Rainy 'Hello'

About 200 delegates and guests to the 61st session of the Pacific Logging Congress arrived in Anchorage this morning amid fanfare, flourishes and a customs mix-up.

They were aboard the state ferry Wickersham which arrived at the port of Anchorage earlier than expected, and were not allowed to leave the vessel until cleared by customs.

While on the ship, they were greeted by the Ft. Richardson Army Band, the Greater Anchorage Chamber of Commerce welcoming committee, Don Dickey of the State Chamber of Commerce, who acted as master of ceremonies, and Miss Alaska.

Convention registration began this afternoon at the Anchorage-Westward Hotel convention headquarters, and the sessions get under way Wednesday morning.

Highlighting Wednesday's action will be an 11 a.m. address by Interior Secretary Walter J. Hickel. He will speak after welcoming talks by Gov. Keith H. Miller and Mayor George Sullivan. Also scheduled Wednesday is election of 1971 officers and directors.

Theme of the convention, which ends Friday afternoon, is "logging the Pacific Rim."

Cook Inlet Navigation Hearing Set

Navigation problems in Cook Inlet caused by shoaling in the Fire Island, Port of Anchorage and Knik Arm areas will be discussed at a public meeting in December, said Col. A.C. Mathews, district engineer, Corps of Engineers, Alaska District.

He said the navigation study was directed by Congress and that the public hearing is an integral part of the study. The public hearing is slated at 1:30 p.m., Dec. 2, in the Z.J. Loussac Library basement.

Generally known problems which affect deep draft traffic include inadequate water depths over the mid-channel shoal and the apparent encroachment of soft shoals on either side of it since the earthquake of 1964, Mathews said.

Shoaling is also taking place along a portion of channel off West Point on Fire Island.

Mathews said the most likely solution to the problem is dredging.

He indicated that the public hearing will provide additional information on several matters critical to the study, including user vessels, future operations, alternative freight routes, channel sizing and general statistics.

Dock Construction



Daily News: Henry Peck

Construction workers piece together wooden sections of the Port of Anchorage's new multi-million-dollar docking facility.