

Alyeska Administrators, Advisors Testify at Hearings

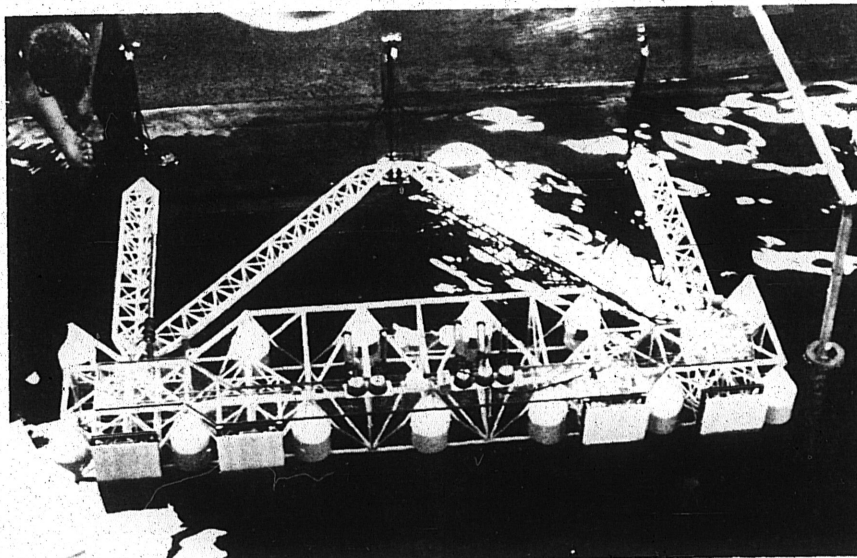
(Pictures of Camp, Road, Construction Models Shown)



MODEL SHOWS BENT construction which would be used by Alyeska Pipeline Service Company on above-ground stretches of the 800-mile trans Alaska pipeline. The line would be elevated by bents supported by piles, or on gravel berms, where prediction of differential settlement based on unstable soils and thawing exceeds allowable limits. These elevated sections would be insulated and, to protect against expansion and contraction, would be laid out in a trapezoidal zig-zag fashion.



THE LIVENGOOD to Yukon River haul road, constructed in 1969 and 1970 by Alyeska Pipeline Service Company, is bordered by quick growing annual plants shown here near full growth in the autumn of 1970. Also included in the planting for erosion control were perennial seeds to provide a holding cover until native plants gradually revegetate the area. Reseeding of the 405 acres of road border was done by the DNH Corporation, an enterprise of the Tanana Chiefs association under contract with Alyeska. The road contractor was Burgess Construction Company.



MODEL STUDIES were conducted to determine design of a floating dock at the proposed Valdez, Alaska terminal. The dock will take tankers of up to 120,000 deadweight tons and fixed docks at the site will accommodate tankers of up to 250,000 deadweight tons. Tests were performed

with the vessel in various loaded conditions and with waves acting perpendicular to and at 45 degrees to the face of the dock. The floating dock will be the most easterly berth at the Valdez terminal of the 800-mile trans Alaska pipeline.

A series of Alyeska Pipeline Service Company administrators, technical advisors and consultants testified at the pipeline hearings in Anchorage concerning the environmental safety of the trans-Alaska pipeline.

The Anchorage hearings on environmental impacts of the pipeline continued testimony begun in Washington, D.C. by the Interior Department of February 17.

Company testimony was led off by the president of Alyeska Pipeline, Edward L. Patton, who testified on several of the issues involved in the project.

"We have long been aware of the potential this project has for the employment of Native Alaskans and we are committed to their training and employment as a matter of policy," Patton testified.

He told the hearings audience Alyeska has established a Minority Enterprise Small Business Investment Company with an initial capital of one million dollars. Along with federal funds, he said, this will provide several millions of dollars for investment in Native owned enterprises.

"It is hoped that this will provide a model for local Alaska-owned investment companies to provide the means for independent local development here in the State."

Patton also explained the extensive preparatory work Alyeska has done on various pipeline alternatives and designs. Besides explaining some of the engineering work done on the pipeline, he examined several of the alternative transportation suggestions which have been advanced. He defended the use of the mid Alaska pipeline connected to tanker transport as providing maximum flexibility in delivery of the crude oil.

The president of Alyeska was supported by several pipeline company witnesses who testified on specific aspects of the environmental safety of the pipeline and its tanker terminus at the port of Valdez.

Several consultants testified as to the unprecedented geological studies done concerning the pipeline and the engineering design which has been utilized to minimize danger in case of earthquake or tsunami.

Ralph R. Migliaccio, a partner in R & M Engineering and Geological Consultants who has been involved in geological studies for

the pipeline for the past 21 years told the hearings the route selection resulting from these studies would avoid "long term adverse environmental impact and assure a secure pipeline system."

Among the effects the geological consultants had examined, he testified, were the removal of gravel for construction. Adverse effects of gravel removal, he said, can be avoided by "careful control of pit locations, removal operations and cleanup and restoration procedures."

Another Alyeska consultant testified at the hearings that "earthquake engineering studies for the trans-Alaska pipeline are more extensive than any ever undertaken for a petroleum pipeline in the U.S."

Robert D. Darragh, a partner in Dames and Moore Consulting Engineers and Geologists, said earthquake studies have excluded a route following the Alaska Railroad. Also, alternate terminal sites to Valdez "would be in areas of equal or greater seismicity than the selected site at Port Valdez," he said.

At the point where the pipeline crosses the Denali Fault in

the Alaska Range, Darragh said, remotely controlled valves will be installed to isolate the affected section of the line and a monitoring system will be established. All pipeline and storage facilities at Valdez, he said, are far above the sea level of the 1964 tsunami.

Among the Alyeska exhibits were pictures of plans and models of pipeline features designed to minimize environmental damage and the possibility of oil spills.

A specialist in permafrost problems testified that the arctic pipeline route was chosen to minimize problems from "bad permafrost" soil which will not support a hot pipeline.

Harold R. Peyton, an environmentalist for Atlantic Richfield company, said he has been an Arctic engineering consultant on the pipeline since August 1968 and has been engaged in permafrost study for 17 years.

He explained that ecological problems arising from permafrost melting depends on specific conditions. Whether extensive erosion will occur depends upon the kind of soil in the permafrost and the amount of ice in the frozen soil.



CONSTRUCTION CAMPS located along the proposed right-of-way will house workers when construction of the trans Alaska pipeline begins. The camps include mobile modular housing units, modern utilities (including sewage treatment plants) and microwave communication. Heavy equipment can be seen stored at the camp awaiting commencement of road construction.



ABOVE-GROUND SECTIONS of the proposed 800-mile trans Alaska pipeline to be constructed by Alyeska Pipeline Service Company, would include gravel berms, shown here on a model, and pile supported bents. The elevated portions of the pipeline would be laid out in trapezoidal zig-zag fashion to protect against expansion and contraction and would be insulated to maintain pumpability of the oil after extended periods of shutdown in the extremes of Arctic cold.