

REBUILDING ADVICE GIVEN

Whittier Closure, New Inlet Port, Causeway Eyed

WASHINGTON (AP) — A committee of construction specialists appointed to advise the federal Alaska Reconstruction Commission on ways of rebuilding the earthquake-devastated 49th state recommended today that the Port of Whittier be abandoned when the Alaska Railroad is restored to Seward and establishment of a deep sea port near Kenai and a Turnagain Arm causeway be considered.

The committee, headed by B. B. Armstrong, Roswell, N.M., contractor, recommended that as little money as possible be spent in restoring the port of Whittier and that the Turnagain causeway handle both vehicular traffic and railroad trains.

The specialists' recommendations were contained in a report submitted to Sen. Clinton P. Anderson, chairman of the reconstruction commission. The group toured damaged areas of Alaska last month.

The group in its report estimated Alaska has sufficient labor, equipment and construction firms to restore earthquake damage in three or four years.

The port on Cook Inlet is needed to relieve the shortage of ice-free ports in Alaska, it said. A Turnagain Arm causeway should be studied but construction is not recommended for five or six years.

"The only items which the committee believes must be done on a crash basis at this time," its report said, "are the geological studies now in progress and the replacement or repair of utilities in the various areas."

The committee made these other findings and recommendations:

Reconstruction of Alaska should be handled on a competitive bid basis with the President's commission establishing a clearing house for approval of contracts to avoid duplication.

A special study should be made of the financial condition of utility firms, which are likely to need financial assistance due both to damage and loss of revenue.

A sewage treatment plant should be considered for the Anchorage area. There is evidence of pollution in the Knik Arm area. A possible solution is extending the outfall lines further into the bay.

No additional money should be spent on harbor facilities at Anchorage until geological studies confirm the stability of the existing area.

The replacement of petroleum storage facilities and the fishing and canning industries should be encouraged.

The Homer Spit area should be studied to insure subsidence will not cause eventual erosion of the spit.

Subsidence at Seldovia should be studied before federal funds

Akers Claims Leasing Fees Set Too Low

Property Manager Says City Stands To Lose Thousands

Merle Akers, property management officer for the City of Anchorage, claims the city stands to lose many thousands of dollars under its present policy for leasing lands in its Port Industrial Park.

Land values have increased as much as five to 10 per cent per year in the Anchorage area, Akers said. But the city uses a three-year-old appraisal in setting its initial lease fees, the property management official said.

In addition, a contract now being written sets a limit of three per cent per year allowable increase, he said, rather than the five to 10 per cent he feels is more realistic.

Akers wants the initial lease fee to be set after a current appraisal. And he wants the increase value factor to be more than three per cent which he feels is too low.

He pointed out that under present leasing methods, the city can never recover true value if the port lands increase greatly in worth.

The Anchorage City Council recently set up the port industrial area as a separate entity under the city's general fund. As a general fund activity, the industrial park comes under Akers' monetary eye.

He can't convince other city departments of the problem he sees developing.

Akers' concern was brought to a head by the lease the city now is considering with Texaco, Inc.

The 30-year lease is for approximately 10 acres of land just to the north of the Shel tank farm. Texaco is seeking the land for the same use.

The Anchorage Port Commission, which approved the present lease last Saturday without public discussion, had asked Akers to outline his concern to them.

"Then they didn't give me a chance to explain," he said.

In a memorandum from the city manager's office, Akers is advised to follow present city policy in dealing with the Texaco and future leases.

On Tuesday, the Anchorage City Council approved the present Texaco lease, pending its acceptance by Texaco, and authorized the city manager to execute it.

Some of the councilmen claim (Continued to Page 2, Col. 1)

of the Texaco lease at the time. The city is eager to bring additional lessors into the port industrial park.

But Akers fears it may be too eager.

"The city can be taking too great a loss," he said. Akers feels space in the port industrial park will be at a premium in the near future.

And he doesn't want to see the city sold short.

Akers said the city will originally obtain about \$12,000 a year from the Texaco lease.

Regular adjustments are built into the contract. Appraisals will be made prior to each adjustment.

But Akers also wants an appraisal before the initial price is set.

He said he had contacted more than a dozen port authorities on the Pacific Coast. Unlike the Port of Anchorage, most of these authorities appraise the land to be leased before setting an initial lease price, he said.

Adjustments, up to 15 per cent, may be made each five years in the Texaco contract, Akers said.

This will allow for a maximum three per cent increase per year, Akers said.

An annual increase of from five to 10 per cent is more in line with what Akers feels is realistic in Anchorage.

He cited a memorandum received from the port director.

The 1961 appraisal of port lands had set a \$9,000 per acre value on undeveloped land. Developed land was valued at \$34,500 to \$39,000 per acre, the property management officer said.

But, in 1964, the port commission estimates the land value at \$10,000 an acre for undeveloped and \$40,000 an acre for developed land.

Akers maintains the land's value has gone up more than \$1,000 an acre since 1961.

And he feels that only by setting the initial lease fee following a current appraisal can the city obtain the maximum return he feels is possible from its valuable port industrial park lands.

10 Anchorage Daily Times Saturday, May 9, 1964



SHIPPING FIRM OFFICIALS IN ANCHORAGE

Representatives of Sea-Land Services, Inc., New Jersey shipping firm which will provide weekly steamship cargo service into Anchorage, are here to inaugurate the service. Shown here, left, Michael R. McEvoy, Sea-Land president, and M. P. McLean, Sea-Land board chairman, right, are introduced to Alaska King Crab by A. E. Harned, Anchorage Port director, center.

New Sea-Land Service Opens; Ship Is Renamed 'Anchorage'

Sea-Land Service, Inc., which today began weekly year-round water carrier service into Anchorage from Seattle, will rename vessels on the run for the communities the route will serve.

Michael R. McEvoy, president of Sea-Land, said the SS New Orleans, in port today to inaugurate the service, will be renamed the SS Anchorage. Her sister ship, the SS Mobile will be renamed the SS Seattle.

Harold Strandberg, chairman of Anchorage's Port Commission, today hailed the beginning of direct scheduled carrier service between Anchorage and Seattle.

Strandberg said Sea-Land's operation "represents the result of long efforts on the part of the city to bring regular, weekly scheduled schedules by deep draft vessels to the port."

"The Sea-Land development brings to the people of Anchorage and this area service to the East Coast and all major Pacific Coast ports," he added.

Strandberg said the city has been seeking such service ever since it determined to operate a deep water port.

Sea-Land's inaugural run into Anchorage was made by the New Orleans.

This 525-foot vessel can carry 166 cargo trailers and loose cargo in the 425,000 cubic feet of space set aside for this type of cargo.

Both the New Orleans and the Mobile formerly were assigned to Sea-Land's Baltimore, New York and Puerto Rico run.

The firm combines the flexibility of trucking service with efficiency and low cost of water shipping, a Sea-Land official said today.

Sea-Land Sales of Alaska will be the firm's branch in the state. It will have offices at the Anchorage port terminal.

Russel F. Hoehn, is president of Sea-Land Sales of Alaska.

Marine Digest May 9, 1964

The Port of Anchorage - - - A Survivor

As Viewed By Port Director, Capt. A. E. Harned, USCG (Ret.).

ANCHORAGE — Good Friday, 1964 — and in less than five minutes the earth had heaved and buckled in a way seldom seen by man and had wreaked utter destruction upon a sizable portion of Alaskan businesses, homes and lives.

Battered by the quake, but still surviving is the Port of Anchorage, until recently the only Alaskan port remaining capable of serving Southwestern and interior Alaska. Although damage to the Municipal Terminal was in excess of three million dollars, the port, with the cooperation of George Treadwell of TAMS, the Corps of Engineers and various federal, city and state agencies was ready to accept freight only a miraculous four days after the disastrous holocaust shook the area.

Cranes Knocked Out

All four of the port's level-luffing gantry cranes were knocked out of commission by the quake

and on first view it appeared that a giant hand had played jackstraws with them. The tremendous combined efforts of Louis Bianchi of Washington Iron Works and local electrical and construction companies have resulted in three of the four cranes being made operational in a week.

In view of the existing emergency, Alaska Freight Lines relinquished its preferential berthing privilege and Alaska Steam's Tonsina making her maiden voyage as a van ship was diverted from Seward and was the first vessel berthed at the port following the big quake. Barges and ships loaded with groceries, building supplies and fuel and representing Alaska Freight Lines, Alaska Steam and Standard Oil have moved their cargoes across the Anchorage dock and in the very near future are scheduled additional vessels representing Foss Launch & Tug, Pacific Western Lines, PSAVL and Shell Oil.

Much credit should be given the Anchorage SIU longshoremen who have worked around the clock under adverse conditions although many have had severe damage to their own homes.

Timely and most welcome was the aid received from the USCG cutters Sorrell and Storis of the 17th U. S. Coast Guard District. The crews of these ships have done a tremendous job in providing standby service for the vessels which now make their way up Cook Inlet bringing much needed supplies to Anchorage and connecting railbelt areas.

Port Director Capt. A. E. Harned, extends his personal thanks along with the thanks of the entire quake-stricken population for help received from and help offered by those both inside and outside. The response has been very gratifying and is truly appreciated.

Only those who have seen for themselves can fully realize all that has been accomplished in this short time and, in keeping with Alaskan tradition, it might be well said, "Never have so few done so much."

2 — Anchorage Daily News, Tuesday, May 12, 1964



GREETED Alaska style, Captain John Winterling (left) of the SS New Orleans is given an Eskimo yo-yo and a crest of the Port of Anchorage Municipal Terminal insignia by Captain A. E. Harned, port director. The New Orleans put in here the first time last weekend on Sea-Land Service's new schedule of weekly runs to Anchorage as the city's contract carrier.

22 — Anchorage Daily Times Wednesday, May 13, 1964

Tanker, Barge Due In Port During Week

A Standard Oil tanker and a barge of the Foss Launch and Tug Co. are both due to arrive at the Port of Anchorage Friday, Capt. A. E. Harned, port director, said today.

The SS New Orleans of Sea-Land Service Inc., which arrived here last Saturday on its maiden voyage, is scheduled to arrive back in port May 20. The vessel, which is to be renamed Anchorage, departed here only Monday.

Harned said Sea-Land's second ship, SS Mobile, is due here May 25 when the new shipping firm will start its weekly schedule of Monday arrivals.