

CITY PORT SOLUTION SOUGHT

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Sharrock Gives Year's Program To City Council

An all-out effort to meet deficits facing the hard-pressed city port has been urged by Mayor George Sharrock in a 10-point high-priority list of problems confronting the City Council this year.

In the same message to the new council—which was organized Monday with two new members and a reelected councilman—the mayor proposed a city electric commis-

2 The Anchorage Daily News
Friday, November 16, 1962

Chamber Directors Seek Help of Congressmen for Solving of Port Problems

The directors of the Greater Anchorage Chamber of Commerce decided this morning to solicit help from Alaska's congressional delegation in attempting to solve port and shipping problems here.

After George Jackson, port committee chairman, reported that Washington consistently is a bottleneck in port projects, the directors voted to write letters to the congressmen to ask their help in keeping the projects alive and moving after they are referred to Washington.

JACKSON SAID Mayor George Sharrock is writing similar letters to the congressmen.

As an example of the perpetual bottleneck, Jackson said, agreement had been reached here a year ago on using the Army dock as a "back-up facility" for the Port of Anchorage and then was referred to Washington for final approval.

"It's been hung up in Washington since then," he said. "The various department heads dealing with these problems there are dragging their feet, and we think many of the problems could be solved if the congressmen get together and push the department heads."

JACK ANDERSON, chamber president, read a letter from the Coast Guard department confirming earlier information that no ice-breaker would be available for Cook Inlet in 1963 or 1964.

In other business, the directors voted to skip the board meeting next Friday and replace it with a trip to Palmer the following day to meet with the chamber there.

Nov. 29 was set as the date for this year's Pal Day banquet, in which businessmen sponsor 50 enlisted men from each military base at a dinner and a show afterward. The event will begin at 7 p.m. in the Alaska Room of the Anchorage Westward Hotel.

HERB HILSCHER, program chairman, told the directors that

Joseph Gandy, president of the Seattle chamber of commerce and a main organizer of Century 21, had agreed to speak at the Dec. 10 chamber luncheon.

On Hilscher's suggestion, the directors agreed to raise the luncheon price from \$2.50 to \$3 for that luncheon and periodically on later ones, with the increase being used to pay travel expenses for out-of-town speakers.

At Monday's luncheon, Father John A. O'Brien of Notre Dame University will speak. He is here to speak tonight at the United Churchmen Laymen's Conference at the opening dinner at Central Junior High School.

City Offers Port Position

Coast Guard Captain Is Selected For Post

The post of Anchorage port director has been offered to Capt. A. E. Harned, U.S. Coast Guard, City Manager Robert Oldland said today.

March 1 has been set as a tentative date for Captain Harned to take over the position. He now is taking steps to retire from the Coast Guard, Oldland said.

Captain Harned is chief of staff for Rear Adm. W. D. Shields, commander of the 17th Coast Guard District, and is stationed in Juneau.

The Coast Guard officer, 51, is a native of Virginia. He graduated from the Coast Guard Academy in New London, Conn., in 1933; has seen duty in the Southeastern United States, in the South Pacific and in Alaska.

HE BECAME operations officer of the 17th Coast Guard District in 1961 and chief of staff last year.

In this assignment, he coordinated all activities covered by a \$10 million operations budget, Oldland said.

His military experience includes participation in a number of Army, Navy and Department of Defense schools, service on several Coast Guard vessels, aviation training, search and rescue activities.

In 1940, Captain Harned was commended for taking part in what was, at that time, the longest (1,100 miles) Coast Guard mercy flight to date.

IN 1950-1951, Captain Harned was commanding officer of the Coast Guard Air Station in St. Petersburg, Fla. In 1953-1961, he was commanding officer of the Elizabeth City, N.C., Coast Guard Air Station which is the largest and most active of such stations.

He will receive \$15,180 per year as a starting salary in his new position.

Captain Harned will be accompanied to Anchorage by his wife and two of the couple's four children.

2 Anchorage Daily Times Friday, Nov. 16, 1962

City, Railroad Ask Title To Port Land

The City of Anchorage has asked an Alaska Railroad request for 3.2 acres of land in the Port of Anchorage area which it long has sought to add to port holdings.

City and railroad spokesmen, in a public hearing held yesterday, stressed reasons each felt the parcel should go to the agency they represented.

The railroad wants the parcel to lease to Standard Oil Company of California; the city seeks to add the 3.2 acres to its Port of Anchorage holdings.

Robert J. Coffman, chief of the Division of Lands and Mineral Management of the Bureau of Land Management, presided at the hearing, held in the Z. J. Loussac Library.

Representing Alaska Railroad, Attorney J. Glen Cassidy pointed out that the parcel once was part of the original nine square mile railroad terminal reserve.

IT WAS relinquished to the military in 1939.

James A. Morrison, Alaska Railroad engineer who testified for the railroad, said the land in question is located adjacent to the railroad reserve and separated from the present Port of Anchorage holdings by military right of way for a rail spur and road leading into the base.

ONE PURPOSE of setting up the Alaska Railroad, under the present jurisdiction of the Department of the Interior, was to aid in the development of the state, according to Harold F. Brue, real estate and contract agent for the railroad.

It has been the policy of the railroad to lease reserve lands to industrial firms which will serve the community and state, he said.

In April of last year, Standard Oil Company of California requested additional land be added to that which it already leased in the railroad reserve, according to Brue.

NO LAND was available, he added. The railroad then asked the Army to release the land in question. On June 5 of this year, the Army did release the land and requested it be reserved for railroad use.

City Attorney Richard Gantz said the city had not been informed of the land relinquishment. He held the city had sought acreage in the area for several years and had been given numerous assurances from the Army that it would receive first consideration if the land were released.

Terming himself "surprised at the departure from past procedures", Harold Strandberg said the port had been advised to acquire all possible lands in the port area.

HE WOULD recommend that Standard Oil be permitted use of the land if the port should obtain it, Strandberg said.

Strandberg is chairman of the port commission.

Answering Cassidy's stand that transfer of lands among federal agencies for public use is legal, Gantz said the private industry, not the public, benefits from this transfer.

HE HELD the railroad sought to give public lands to a private agency so that the Alaska Railroad could continue to build its empire in Alaska.

Transcript of the hearing will go to the Secretary of the Interior for final determination.

2 Anchorage Daily Times Monday, Oct. 22, 1962

City Gives Protest Over Land At Port

The City of Anchorage has issued a formal statement of protest regarding 3.2 acres of land in the Port of Anchorage area which it long has sought to add to port holdings.

City Attorney Richard Gantz, in a statement made public today, termed "irregular" Alaska Railroad's application, made early in August 1962, for the land which was released by the Department of the Army on June 5 of this year.

The Bureau of Land Management will hold a public hearing at 1:30 p.m. Nov. 15 in the Z. J. Loussac Library to consider the land question.

The railroad plans to lease the land to Standard Oil Co. of California for a private facility, according to correspondence between ARR General Manager John Manley and John A. Carver, Assistant Secretary of the Interior.

AS EARLY AS 1957, the city negotiated with the Army for 90 acres of land in the port area. In exchange, the city offered to release its rights to approximately 610 acres on Ship Creek.

The city released its rights and received in return 51.08 acres in the port for port development.

Although correspondence between parties at that time indicated the remainder of the 90 acres asked was needed for military use, it also indicated the City of Anchorage would receive first consideration if the Army relinquished any additional land in the port area, Gantz said.

CLAIMING a serious breach of faith has occurred, the City of Anchorage asks that the railroad's application for the 3.2 acres be withdrawn.

The land was released without notice to the city, Gantz said. He claimed the release was arranged specifically for the railroad's benefit. "The Army has agreed to release the area to the Bureau of Land Management in order that the Railroad may apply for the same," a letter from Manley to Carver reads.

"The City cannot understand such action where the

Railroad already owns hundreds of tax free acres within the City and receives all the benefits of corporate citizenship, yet seeks to gobble up more land for leasing to private corporation," Gantz statement said.

"There is something inherently evil in using the might and power of the Federal government to stifle the initiative and enterprise of a city which is trying with its own taxpayers' money to develop a better port facility," the statement continued.

Port Bonding Payment Made

Payment of interest on Port of Anchorage bonds has been made on schedule. The \$136,000 in interest due this month was made Feb. 15, according to James Bell, city finance officer.

The sum of \$221,000, interest and principal, is due in August.

Chairman Comments

Regular Service Said Paramount Issue For Port

Harold Strandberg, chairman of the Port of Anchorage commission, has termed "a paramount issue" the obtaining of regular scheduled water service between Seattle and Anchorage.

The chairman was commenting on a nine-point report dealing with the port which has approved unanimously by the Greater Anchorage Chamber of Commerce board of directors yesterday.

Such regular carrier service is one of the nine points proposed. Strandberg pointed out that regular service had been provided the Port of Anchorage from Seattle by Northland Freight Lines in 1961.

THIS SERVICE was halted in 1962 by the Federal Maritime Commission when the Puget Sound - Alaska Van Lines and Weaver Brothers protested rates charged by Northland were too low.

Federal Maritime Commission hearings were held earlier this year and a decision in the case was expected by this fall, Strandberg said.

As yet, no decision has been forthcoming. STRANDBERG said there is now the possibility that the decision may now be delayed until next summer.

The port was thus denied the services of this Seattle-Anchorage carrier this past summer. It is possible the service will not be resumed next summer.

Strandberg said trade with Japan is up and that quantities of oil drilling equipment and petroleum products moving across the dock are higher than previously expected.

Only one of the nine proposals which the port commission has not been actively considering and working on is the one which calls for city negotiation aimed at taking over and operating the Port of Whittier, Strandberg said.

CARGO DIVERSION?

Port Solution Still Sought

Plans to solve the problems of the Port of Anchorage are being studied by the port commission, including a proposed diversion of petroleum products carriers from the Army dock to the Anchorage dock.

At a meeting yesterday afternoon, the commission decided to arrange a meeting with military representatives to discuss a transfer of the ships carrying petroleum products bound for the civilian market.

THE COMMISSION decided to ask Mayor George Sharrock to contact the Alaskan Command in an attempt to set up a meeting soon.

Another possible solution to the port's headaches involved obtaining regular carrier service to the port. Another letter from the mayor was the suggestion. The letter will be directed to West Coast carriers and will be "an invitation to come up and discuss the whole problem."

The port is expected to have trouble meeting the annual payments of about \$406,000. The payments are made in two installments each year, with one due in February and the other in August.

COMMISSION chairman Harold Strandberg said this morning, "We feel that with the petroleum products carriers diverted to the city dock and with regular carrier service, we would have no trouble meeting the payments."

Minor improvements to the dock are under study, as is the port's long-range financial forecast. Commission members were given a copy of the forecast and will present it to the city council after the next commission meeting.

Harned Accepts Post With City As Port Director

Capt. A. E. Harned, U.S. Coast Guard, has accepted the position of director for the Port of Anchorage.

The City of Anchorage, which has been without a director for its port since last summer, had offered the job to Harned.

He will retire from the Coast Guard and take up his port duties on March 1.

Ship Creek Harbor Site Is Backed

Ship Creek has been recommended as the site of a small boat harbor for Anchorage by the State Division of Waters and Harbors.

Harold Strandberg, chairman of the Anchorage Port Commission, said he had been informed of the recommendation yesterday.

Accessibility of Ship Creek and its location adjacent to other water front developments was reason for the recommendation, Strandberg was informed.

Both Chester Creek and Ship Creek sites were studied by the state division. No detailed surveys, problems or cost estimates were made by the state division since this work had been done at that time by the Corps of Engineers, Strandberg was told.

The Corps of Engineers' report and the Division of Waters and Harbors' recommendation are now in Washington, D.C.

Strandberg said he was told a meeting will be set in Anchorage by the Corps of Engineers as soon as the report is released.



CAPT. A. E. HARNED