

# Retires from Coast Guard



**FINAL INSPECTION** — Coast Guard Capt. Albert E. Harned, who retired from the Coast Guard to become director of the Port of Anchorage, is shown inspecting officers and men of the 17th Coast Guard District in ceremonies at Juneau yesterday. Capt. Harned will take over his new job March 15 after a short trip back east to visit relatives. Mrs. Harned and their two sons will continue to live in Juneau until the end of the school year. Capt. Harned has been chief of staff of the Coast Guard district. (Coast Guard photo)

# WELL DRILLING BARGE IS EN ROUTE TO ALASKA

SEATTLE (AP) — A strange-looking sea-going craft, with something like a penthouse looming topside, left in tow last night for Anchorage, Alaska, up the Inside Passage route.

The 200-foot oil drilling barge to be used in the Cook

Inlet area this summer by Western Offshore Drilling Co., Los Angeles, was in tow of the tug Martha Foss, under Capt. Stanley Thurston. The trip will take about 14 days.

The top deck, a former heliport, has been rebuilt here into complete living quarters for a drilling crew of 38 men.

"We've called it a 'seatel,' as a counterpart to a motel," E. G. Peterson, partner in Olympic Prefabricators, Seattle construction firm, said.

The quarters include sleeping accommodations, mess hall and banks of showers, all on steel I beams which are welded to the deck, but which can be removed for use ashore on land drilling operations. They are in the form of a hollow square, with an open court inside for leisure activities.

"There's no grass to cut," Peterson said. "The deck is steel."

# Sale Of Land Given Okay

Sale of 5.51 acres of surplus government land to the City of Anchorage has been approved by the General Services Administration.

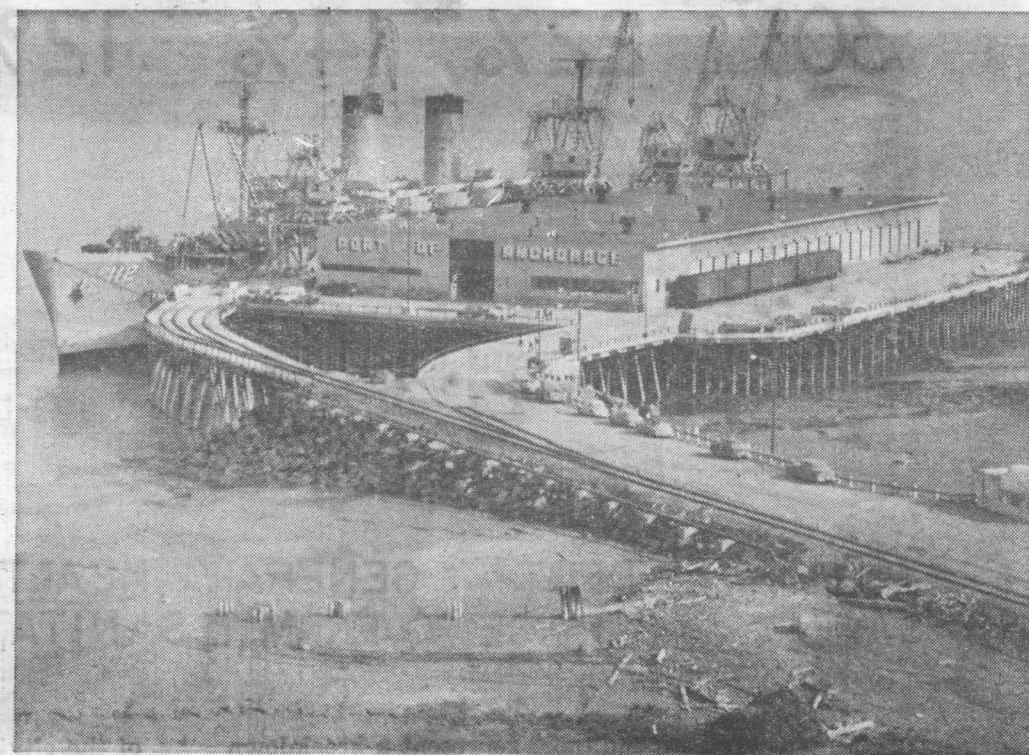
The five-acre parcel, sought by the Port of Anchorage as a back-up area for future development, will cost \$32,800. Its purchase was approved by the city council.

# City Port Grows Fast

Vessels flying the flags of Norway, Denmark, Canada, Japan, and the United States called at the Port of Anchorage last year. During the year, 591 vessels used the port of Anchorage. They handled a total of 97,464 tons of cargo with an estimated value of \$1,000,000 during that period. 1962, our second year of operation, ship arrivals increased 193 per cent, tonnage increased 153 per cent and gross revenues increased 35 per cent.

The port commission and city council during 1962 took positive steps to improve the financial picture and are confident a common carrier will be attracted to this facility during 1963.

During 1962 Shell Oil Company completed construction of its \$1,500,000 tank farm and moved 356,567 barrels of bulk fuels across the Port of Anchorage terminal. It is anticipated that during 1963 additional leases will be signed, continuing the growth of the Anchorage waterfront, creating more jobs, a broader tax base and a more stable economy for the Anchorage area.



# TRANSPORTS USE PORT OF ANCHORAGE

Military Sea Transport Service troop transports such as the USS Mann used the Port of Anchorage facilities numerous times during 1962. The wharf is 600 feet long and 271 feet wide. The transit shed is 150 by 350. There are four dockside traveling cranes, with railroad tracks and an access roadway. The construction is concrete on steel piling. Depth of water at the face of the wharf is 35 feet below mean low water.

# Alaska Freight Agrees To Use Anchorage Dock

Alaska Freight Lines has tentatively agreed to serve as common carrier through the Port of Anchorage on a regular weekly basis—a development officials feel will bring more than 100,000 tons of cargo across the dock annually and boost sailing port finances \$50,000 a year.

**IN RESPONSE** to a telegram from AFL president M. W. Odom that he was satisfied with

preliminary negotiations, the City Council last night directed the city attorney to proceed with final contract arrangements.

The city and AFL have agreed to a van rate of \$2.20 a ton until the end of 1963 when the rate will be increased to \$2.28. The tariff rates are subject to the approval of the Federal Maritime Commission and holders of port bonds.

One of the items agreed to in negotiations is that the city would provide some \$36,000 in capital improvements at the port facility, including office space, an open storage area and a truck scale.

**THE CITY HAS** also agreed to provide preferential berthing for five years with a five-year renewal. The city would provide a night watchman, also.

The tentative agreement between AFL and the city follows three months of negotiations.

Port Director A. E. Harned said today the \$36,000 needed for the required capital im-

provements would come from "any place we can get it." He indicated that the city contemplates lending the port the necessary funds, but said it was not specifically determined which city fund they would be drawn from. Harned said the money would be paid back from increased port revenues.

# Harbor Users, New Director Hold Meeting

New Anchorage Port Director A. E. Harned met with several major users of the port area Saturday in what he termed a "splendid atmosphere of cooperation," and agreed to several matters of mooring and anchorage.

Harned said the operators expressed the unanimous view that designated anchorages are not necessary at this time but that buoys for barge mooring areas would be helpful. Foss Tug and Barge Co. volunteered to put in buoys which other operators could also use, Harned reported.

The matter will be referred to the U.S. Corps of Engineers for approval.

The meeting was attended by representatives from the Coast Guard, Corps of Engineers, Military Sea Transportation Service and Shell Oil Co., as well as the commercial water transporters.

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# Port Director Is Long-Time Mariner

The benefits of many years of executive and supervisory experience, working knowledge of Pacific and Alaskan ports and navigation problems, and familiarity with ocean shipping concerns, come to the City with the appointment on March first of Albert E. Harned to the position of Anchorage Port Director.

Retiring this month as a Captain of the U.S. Coast Guard after more than 30 years of uniformed service, Harned, wife Harriet, and two sons age 11 and 14, are expected here early in March. They have a married daughter residing in Kentucky; another daughter attending the University of North Carolina. Harned was born in Roanoke, Virginia, in 1911.

Most recently serving as Chief of Staff of the 17th Coast Guard District, with headquarters in Juneau, the new Port Director received his BS degree at the Coast Guard Academy some 30 years earlier. He has been a Naval and Coast Guard aviator since 1938; obtained his CAA commercial pilot license (single and multi-engine, land and sea) in 1951. He was on an Arctic cruise aboard the NORTHLAND in



Capt. Albert E. Harned

1935-36 and with Charlie Brower at Point Barrow when Will Rogers and Wiley Post crashed nearby. In 1938 he was commended for his part in the, then, longest mercy flight in Coast Guard history, in which a hazardous landing at night in heavy seas was made to aid a stricken merchant seaman. Other honors came to him over the years, including the Bronze Star during World War II.

At different duty station areas, Captain Harned has been active in fraternal organization and community affairs, including PTA groups, Rotary, the President's Cup Regatta Committee, Chambers of Commerce, Investment Clubs, Boy Scouts, and the Elks Club.

Anchorage Daily Times 13  
Tuesday, April 9, 1963

# Seaman Hurt In A Tumble At City Port

A seaman fell from a ladder at the Port of Anchorage late Sunday while trying to reach the dock and fasten a mooring line. He fractured both arms and both wrists.

Burt Shannon, 33, 1417 F Street, first mate of the Foss Launch and Tug Co. vessel Roughneck, fell 30 to 40 feet, striking a camel log and then the water. The accident occurred about 10:45 p.m., according to Don Wagner, local representative for the firm.

Wagner said the tide was at low stage and the ladder was too short to reach the dock. Fellow seamen were trying to hold it for Shannon to ascend. It slipped and the victim fell. The other men pulled him from the water and issued a call for help.

A crane operator was called out by the port authorities and Shannon was lifted to the dock by crane. An Alaska Native Hospital ambulance was waiting and rushed him to the hospital.

Wagner said he was told that Shannon will be in casts for about three months. A doctor at the hospital said the victim is in satisfactory condition.

Shannon, an American seaman, is entitled to treatment at the government-operated hospital.

# City Criticizes Railroad

The City of Anchorage has prepared a sharply-worded protest to be presented at a hearing next week in a complicated hassle with the Alaska Railroad over a plot of ground adjacent to the port.

**THE ARR APPLIED** for the withdrawal of the 3.2-acre plot from military use last August and the city announced immediately it would protest the turnover of the land to the railroad.

Standard Oil Co. of California, in an agreement with the ARR, is presently constructing a \$50,000 equipment garage on the site. A company spokesman said today Standard is a "disinterested party in the contest," since the lease terms have city approval. "It's only a question of to whom we will pay the lease money after it is settled," the spokesman said.

**THE MATTER** will come up at a Bureau of Land Management hearing scheduled in Anchorage Nov. 15.

The railroad contends that the land originally belonged to the Alaska Engineering Corpora-

tion, builder of the railroad, and that it was to be turned back to the railroad when the military had no more use for it. The city contends that the land was originally withdrawn for townsite purposes in the early years of settlement in the Anchorage area.

The city further contends it was assured by the Army that the city would get first priority on any land released by the military. Release of the land by the Army last June without notice to the city was a "violation of previous commitments," the city contends in its protest.

"This action is particularly irritating to the city because this release was arranged specifically for the benefit of the Alaska Railroad," the city says in its protest.

The protest cites the present ARR application as "irregular," and objects the railroad using the land to lease out to private industry.

"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," it is stated in the protest.

"The city realizes this protest may be futile," the protest reads, calling the city a "poor country cousin," in relation to the three other agencies involved — the Army, Interior Department and Bureau of Land Management.

Anchorage Daily News  
Tuesday, April 30, 1963

# Port Requests Storage Area

The Anchorage Port Commission has called for an additional 5 acres of open storage in the back-up area at the city port facility, mainly for rental to oil exploration firms.

Cost of the necessary fill of the area is estimated at \$20,000, which the commission suggests should come as a loan from the city (2 per cent interest) to be paid back out of rental revenues within five years.

The recommendation will be presented to City Council for action tonight.

Anchorage Daily Times 19  
Thursday, April 25, 1963

# Harbor Site Move Asked

Ship Creek Location Said Too Expensive

The Port of Anchorage commission has been asked to change its views on supporting the Ship Creek location for a small boat harbor.

Studies made by the U.S. Corps of Engineers indicate the site would involve considerable expense to the city both in initial dredging and in continued maintenance due to silting, the commission was told at its meeting this week.

With the report on the harbor scheduled to go into Washington, D.C., next month, the commission agreed yesterday to set up a luncheon meeting with Col. Kenneth Sawyer of the Corps of Engineers to discuss his recommendations.

The commission also directed Port Director Capt. A. H. Harned to negotiate with Northern Gas Supply Co. on a long-term lease on a triangle of land as requested by the company.

As the land is in an area to which the military and Alaska Railroad also claim possession, Harned was also told to start negotiations on all the controversial land near the port.

Northern Gas wants to lease one acre and receive an option on a second for tanks and a warehouse, the commission was told. The firm would use the Anchorage dock to move about 8,000 tons a year.

# 2 Shipping Firms Okayed To Serve Anchorage Port

But Officials Not Sure One Will Resume Service to Here

The Federal Maritime Commission in Washington has approved common carrier service to Anchorage by Northland Freight Co. and Wagner Tugboat Co., Port of Anchorage of-

ficials said today they have been advised.

A port spokesman said that it is not known whether Northland—which was stopped from serving the port in the summer of 1961—would resume service. The Wagner firm has continued to provide limited common carrier service over the past year, though handicapped by the loss of Northland.

**THE FMC HELD** in a decision Feb. 12, but learned here only today, that the Northland agreement "envisages additional direct water service to the port of Anchorage, and at a cost to shippers, which is apparently less than the combination water-rail rate to Anchorage by the port of Seward."

Northland had provided common carrier service to the city port during the summer of 1961 but were ordered by the FMC to discontinue after Puget Sound-Alaska Van Line complained that Northland's rates were "unreasonably low." The City of Anchorage had intervened in behalf of Northland.

The FMC decision, a port spokesman said, now permits the mixing of common carrier cargo of any water and land carrier on the same barge or tow.