

October Port Business High

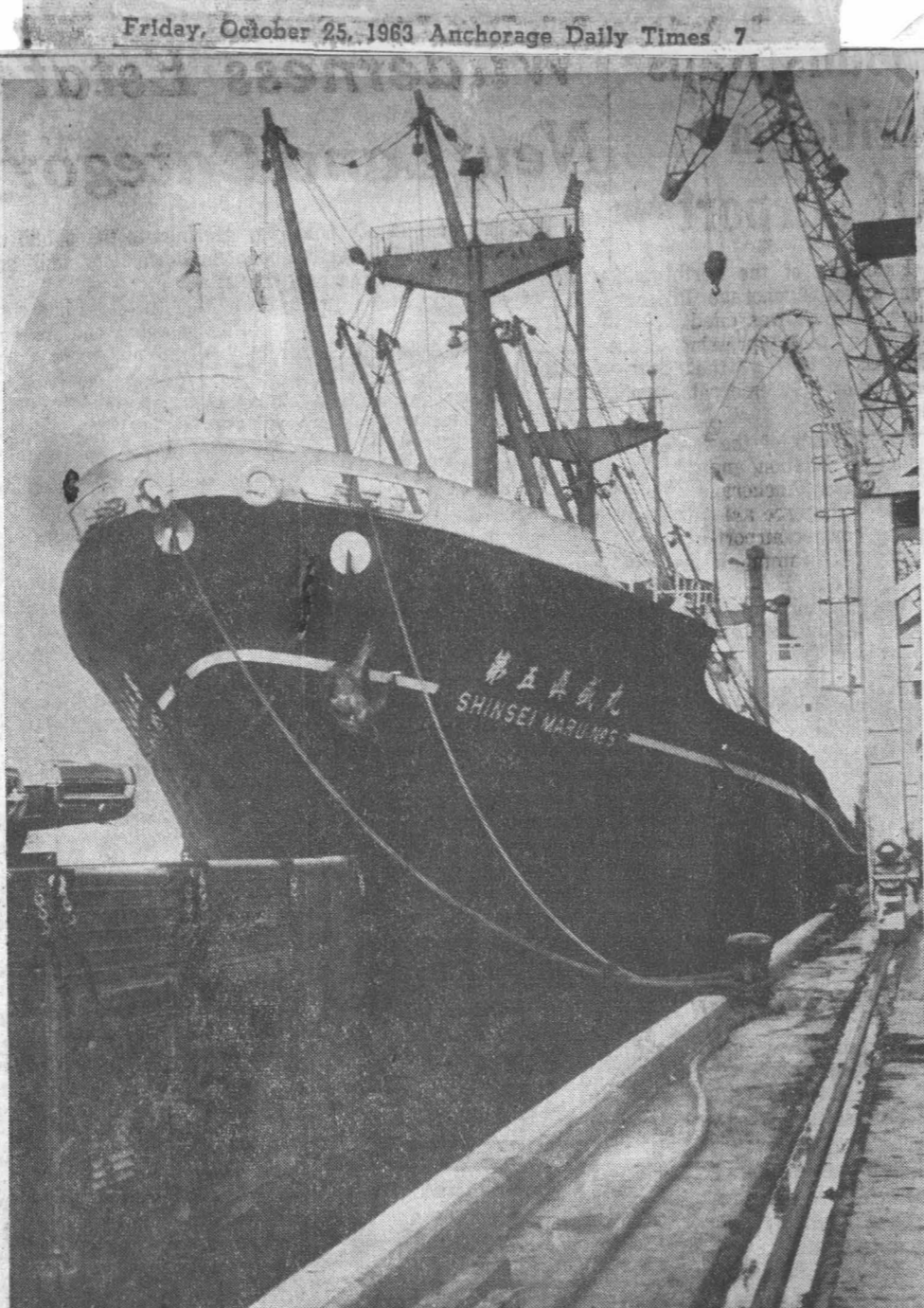
October, again this year, has proved to be a red-letter month in the operation of the Port of Anchorage municipal terminal.

A. E. Harned, port director, said today the past month is the best the port has experienced to date.

Total revenue for the month was \$76,404, Harned said. This compares to \$52,558 in total revenue for October of last year, the prior top month.

Dry cargo tonnage for this October almost doubled that for October, 1962, with 13,109 tons crossing the dock in this past month compared to a tonnage total of 7,431 for last October.

Tonnage total for the year through October is 181,836 for 1963 as compared to 94,430 tons for last year.



JAPANESE SHIP VISITS PORT

The "K" Line's Shinsei Maru departed the Port of Anchorage municipal terminal at noon today after delivering pipe and other general cargo. The Japanese ship, which arrived in Anchorage Thursday, is bound for Sitka and Wrangell. In the foreground, an Alaska Freight Lines barge unloads a cargo from Seattle.



A BIG BEAM makes a lot more than a carload in this shipment of bridge steel being hauled up the Alaska Railroad from the Port of Anchorage Municipal Terminal. The steel will be used in construction of a bridge across the Susitna River on

the new Anchorage to Fairbanks Highway. The bridge is being built about five miles west of Sunshine.

(Daily News photo)

City Not Told Of Land Award

The Department of the Interior has awarded 3.2 acres of land in the Port of Anchorage area to Alaska Railroad.

The City of Anchorage previously had requested the parcel for port uses.

As late as April of this year, city officials were assured they would be informed of the department's decision on the city's request that the railroad with draw its application for the land.

City Backs Port Area Development

The Anchorage City Council Tuesday approved a resolution calling for development of city owned property in the Port of Anchorage area but urged the port commission to provide justification for its request for development funds.

The resolution, general in nature, asked an economic and engineering study be made of port property and that the council provide physical improvements needed to develop an industrial subdivision in the port complex.

Port facilities and backup area both would be considered in the engineering study, port commission chairman Harold Strandberg told the council.

"We are not stressing any particular method of financing improvements at this time," Strandberg said. "We just want to come out with the facts."

Cost of the engineering study would depend on its scope, according to port director A. E. Harned.

Harned said the study should determine what the port needs, what it can afford and what revenues could be expected from these improvements.

Carl Brady and Claire Banks, representing the Greater Anchorage Chamber of Commerce, appeared to press development of a centennial site in the port area.

"The city needs a show place as well as a port," Dick Rand said the council. Rand said a centennial development would be compatible with the city's plan for such development and would be considered by backers.

Other action, the council recommended to the city name a park for Anchorage pioneer Oscar Gill. The council also recommended that the city name a park for Anchorage pioneer Oscar Gill. The council also recommended that the city name a park for Anchorage pioneer Oscar Gill.

the 3.2 acres parcel was awarded to the railroad on July 9 of this year.

City Manager Robert Oldland said today that no city department had been informed of the Secretary of the Interior's final decision on the award of the port area land.

In a letter to Oldland, dated April 24 of this year, George R. Schmidt, chief of the Interior Department's Branch of Lands and Minerals Operation, wrote: "Such decision . . . will be furnished each interested party or agency by registered mail."

The city learned unofficially on Nov. 27 that the department had awarded the parcel to Alaska Railroad and that the railroad, on Sept. 1 of this year, had leased the land to Standard Oil Co. of California.

Oldland said he had been advised by the city attorney that no legal recourse remains open to the city.

"We are disappointed in the result and in the manner in which the decision was made known," he said.

"I think it would be in the city's interest to advise our Congressional delegation through the port commission of what has taken place," he added.

The railroad filed an application for the land on Aug. 9 of last year. As early as April, 1957, the city had negotiated for the land which was then held in a military withdrawal.

On June 5 of last year, the Department of the Army released the 3.2 acres without notice to the city.

The city protested the railroad's application for the parcel and a public hearing was held by the Bureau of Land Management on Nov. 15.

Alaska Railroad and the Bureau of Land Management are divisions of the Department of the Interior.

"The city realizes this protest may well be futile," the then City Attorney Richard Gantz said at the time of the November hearing which was held in Anchorage.

Gantz said the area including the parcel in question had originally been withdrawn for township purposes. The parcel is part of the corporate area of the City of Anchorage, he said.

In mid-1962, Gantz told the hearing, it was "reasonably clear" that the parcel had been withdrawn for military use for several years.

He said correspondence between the military and the city at that time of the city's application and later "reflects a clear understanding between the City and the military authorities that the City would receive first consideration if the Army relinquished any additional land in the Port area."

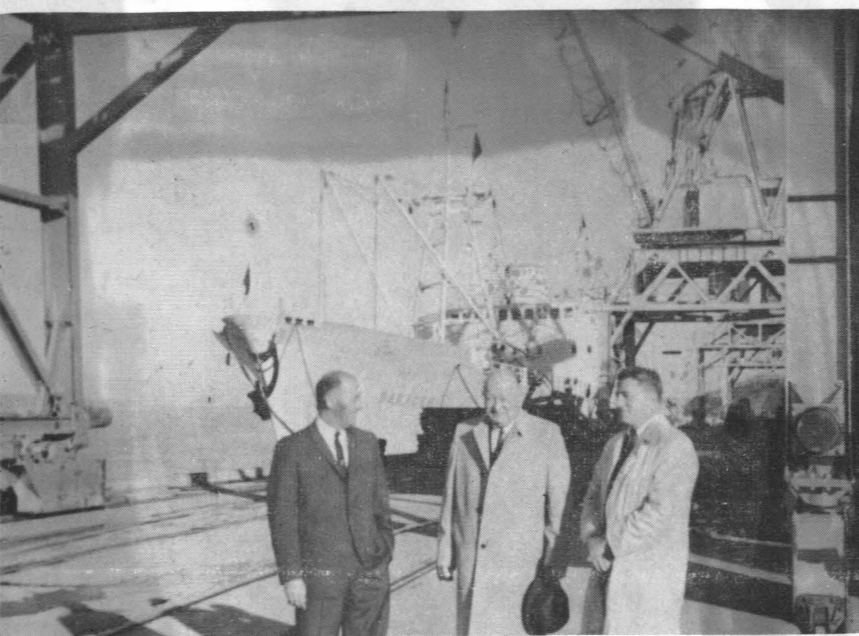
He termed release of the land to allow for the railroad's application "a serious, if unintentional, breach of faith" and asked AR's request be withdrawn. John Manley, AR's general manager, informed John A. Carver, Jr., Assistant Secretary of the Interior, on June 13 of last year that "the Army has agreed to release the following described area (the 3.2 acres) to

the Bureau of Land Management in order that the Railroad may apply for the same." The application was for "industrial purposes."

Gantz said the city could not understand why the railroad, which "already owns hundreds of tax-free acres within the city and receives all the benefits of corporate citizenship . . . seeks to gobble up more land for leasing to private corporations."

"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 . . .," he said.

"How long will Washington allow one of its instrumentalities to continue to build an empire at the expense of the state it was created to serve," the then city attorney asked.



Port Of Anchorage Humming With Activity

A. E. Harned (left) director of the Port of Anchorage, shows dock activity to Commissioner Robert Norquist and Alaska Representative Henry Levinger, both of the Port of Seattle. With four gantry cranes on the dock, Harned said the port was ready to handle almost any type of cargo. During the Seattle men's visit, they inspected the unloading of Anchorage's first cargo of frozen meat from New Zealand. It was discharged by Crusader Line's Saracen. Harned said the dock had been extremely busy handling supplies and equipment used by major oil companies in their oil exploration programs in Alaska. (Staff photo).

Port Facility Study Grant Is Approved

The Port of Anchorage municipal terminal faced with having to spend money to make money, got a boost Tuesday night from the Anchorage City Council.

The council approved spending up to \$8,500 to conduct an engineering study of the feasibility of a POL (petroleum, oil, lubricants) facility at the port and added berthing facilities at the dock's north end.

The port commission originally asked for \$25,000 for studies but trimmed its latest request.

The port's project does not qualify for a city department grant which port commissioners had hoped to obtain.

Although council tabled a request to provide strip paving for the port access road pending a report from the administration, councilmen agreed to starting design work on the road.

Cost of strip paving the mile-long access road from Loop Road to the port dock is estimated at about \$40,000.

This road is included in the city's primary roads program which the state Department of Highways has approved. Date for beginning preliminary engineering for the road is estimated to be 1967. City officials feel this is too late.

City Dock Needs Study Being Sought

An engineering study to determine need for additional city dock facilities is being sought by the Anchorage Port Commission.

City Port Director E. A. Harned said the city hopes the study will "nail down the need" for a petroleum tanker loading facility and an inner berth to serve oil exploration vessels.

The commission Wednesday appointed George Treadwell, engineering consultant with Tip-Pettis - Abbott - McCarthy-Stratton, to conduct the study. Cost of the job is not to exceed \$25,000. Financing will be sought in a planning grant from the federal Housing and Home Finance Agency, Harned said.

Harned said the facilities will be needed next year.

The Commission Wednesday also ordered the director to call for bids for drainage of an open storage area at the port. Estimated cost is \$16,000. Bids will be opened prior to Jan. 1.

Port Pressed for Berthing Space

The city port stands to lose business if it doesn't get more berthing and storage space soon, Harold Strandberg, port commission chairman, said last night.

He said the port is "not getting the percentage of the business Anchorage should get."

STRANDBERG made his comments at a joint meeting of the commission and the City

Council. He listed the port's prime needs as berthing extension and dredging, construction of a petroleum-oil-lubrication facility, additional fill on port lands to create storage space, and improvement of the port access road.

The council-commission meeting was called primarily to bring the three new councilmen up to date on the port operation. But none of the new councilmen

showed up, so the port commission used the meeting to outline the port's most pressing needs.

Strandberg said long-range port planning must be based on "careful analysis. We can't do it all tomorrow." But he said the needs he listed are evident.

THE LONG-RANGE planning Strandberg referred to already has been started, with recent council authorization of money for an overall port study.

In the meantime, the port chairman said, the sooner the critical needs are met the better.

Strandberg and Capt. A. E. Harned, port director, said increased oil exploration and other activity is fast pushing the port beyond its capabilities.

"BUSINESS IS rapidly expanding and there's every indication it is going to continue to expand," Strandberg said.

He especially urged the council to give the port access road higher priority in the primary system. "It's much too far down the list," he said.

On the petroleum-oil-lubrication facility, Strandberg said the commission had received conflicting reports on the chance of federal matching funds being granted to build it.

SEN. ERNEST Gruening, he said, wrote the commission he had been assured the application would get prompt processing. But Sen. E. L. Bartlett notified the city that all available funds for such projects already had been allocated for the area Alaska is in.

Standard and Shell oil companies have put up a total of \$200,000 for the facility. The city then applied for the matching funds.

Three Projects Get Top Port Priority

Top priority has been given three projects at the Port of Anchorage's municipal terminal. The priority was set Monday night at a joint port commission-city council meeting.

"These (projects) should be done immediately if the port is to continue to provide service. It has more business than it can handle now with the facility as it is," said Harold Strandberg, port chairman.

A facility to handle oil and petroleum products, termed POL; construction of a half-tide berth at the north end of the dock, and fill and grading of a backup area are priority items, according to the chairman.

Shell Oil Co. and Standard Oil Company of California have agreed to advance half the \$400,000 cost of the POL. The city is required to produce the remainder. An Accelerated Public Works grant application for \$200,000 has been made.

No federal authorization for the grant has yet been received. Port commissioners urged that the POL be constructed as soon as possible. Income from this facility is estimated at about \$100,000 annually.

The half-tide berth, useable by small vessels, would relieve competition for the port's main berth. It can be built by dredg-

ing out an area at the north end of the present dock. Port officials fear if space is not available at the port to service oil vessels, they will go elsewhere.

Planned dredging at the dock face will produce about 100,000 cubic yards of material which the port wants to use as fill for its backup area. Approximately two acres now available for storage is termed insufficient by port officials. Use of the dredged material for fill would partially reclaim about 80 additional acres.

Post officials want the City Council's aid in moving these three priority items ahead.

Other projects of importance for the future are an expansion of the present dock, increased attempts to settle the tideland question, an attempt to arrive at an agreement with the military in the handling of storm drainage which floods the port area from Ft. Richardson, paving of the port access road, meeting the Feb. 15 port payment of bond interest, a planned tariff revision this winter.

The Monday meeting also was planned to orient the new city councilmen in port operation and problems, however, none of the new councilmen attended.

Port Reports Best Month Since Opening

October was the city port's best month in tonnage and revenue since it opened, Capt. A. E. Harned, port director, said today.

The total revenue for October was \$76,404 and dry cargo totaled 13,109 tons. Those figures for last October — the best month up to that time — were \$52,558 in revenue and 7,433 in tonnage.

Harned said cargo through October this year totaled 181,836 tons. During the same period last year, 94,430 tons came across the port.

Port Area Land Given To Railroad

Port Director A. E. Harned said today he has been informed 3.2 acres of land in the port area sought by the City of Anchorage has been awarded to the Alaska Railroad.

The award was made by a Department of Interior public land order in July of this year, Harned said he was told.

To date, no city or port official has been informed of the status of the land, Harned said.

The city, in a public hearing held Nov. 15 of last year, asked that the land be made available for port use. This is one of several applications for the land which the city made.

The railroad also requested the land, once part of the terminal reserve. Railroad spokesmen said they planned to lease the land to Standard Oil.

The railroad made application for the land when it was released by the Army.

Harned pointed out that city officials were told they would be kept advised of any action following the hearing. This, he said, was not done.