

Port Director Will Address Officers Club

The Alaskan Chapter of Defense Supply Association will meet Thursday at noon in the Ft. Richardson Officers Club for luncheon.

GUEST SPEAKER will be Capt. A. E. Harned, director of the Port of Anchorage, who served with the Coast Guard for more than 30 years.

A graduate of the Coast Guard Academy, he is a pioneer in the true Alaskan tradition, having participated in the famous Arctic cruise of the USS Northland in 1935-36.

Capt. Harned retired in March 1963 after completing a tour as chief of staff of the 17th Coast Guard District, with headquarters in Juneau. Later appointed to his present position, he was named to the board of directors of the American Association of Port Authorities last month.

RESERVATIONS for the luncheon may be made through Phil Hanton, BR7-5062 or Maj. Andresen at Ft. Richardson, 862-7100 or 863-3193.

New officers of the Alaskan Chapter, DSA, are Capt. Carl E. Johnson, USN, president; Hanton, first vice president; Lt. Col. Alex Showalter, USAF, second vice president; Capt. Edward H. Bundick, USA, secretary; and Capt. William W. Fortnes, USA, treasurer.

Comprising the board of managers are Charles R. Barger, Maj. Peter N. Audie and Robert Courtney.

Military To Withdraw Port Protest

The Military Sea Transport Service, which had opposed the city's preferential berthing agreement with Sea-Land Service, Inc., has agreed to withdraw its protest under certain conditions, city officials have been informed.

The military will ask instead that the city's contract with Sea-Land be amended so that the shipping firm's preference will not apply against military tankers should the city's petroleum dock be unseizable because of damage.

The Anchorage Port Commission is expected to act on the contract change when it meets tonight. The matter will come to the City Council Wednesday in special session.

The military's withdrawal of its protest will be based on the city and the shipping firm's agreeing to this addition to the contract.

City officials were informed of the military's move in a letter from the Sea-Land's attorney. Copies of the proposed contract change, which has been approved by the Navy, accompanied the letter.

Sea-Land's attorney said the firm had received "an indication from the Federal Maritime Commission that the original agreement and amendment promptly will be approved as soon as the addendum has been executed and filed for approval."

The contract could go into effect by the first of December if the city approved the change, the attorney said.

Commission approval of the city's agreement with Sea-Land, which provides weekly service into the Port of Anchorage, had been held up because of the military's objection to the port.

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AAPA Directors Named

Special to Journal of Commerce

NEW ORLEANS, Nov. 8.—Directors representing eight different ranges of ports have been elected by the American Association of Port Authorities, whose 53rd annual convention concluded here last week.

They include:

U. S. North Atlantic—Edward J. King, executive director, Massachusetts Port Authority; John Frazier, director of port development, Delaware River Port Authority; Clifford B. O'Hara, director of port commerce, the Port of New York Authority; Michael M. Mora, general manager, Norfolk Port and Industrial Authority.

U. S. South Atlantic—Milton A. Pearlstone, secretary, South Carolina State Ports Authority; John L. Raulerson, general manager, Brunswick Port Authority; John C. Wilcox, port director, Port of Palm Beach District.

U. S. Gulf—Houston Feaster, director, Alabama State Docks; Jan Oenes, Curacao Harbour Department; C. S. Devoy, general manager of Galveston Port; Wharves; A. S. Johnson, port director, Pascagoula Port Commission, and Richard B. Swenson, general manager, Brazos River Harbor Navigation District.

U. S. South Pacific—Ben Nutter, executive director, Port of Oakland; M. E. Lepine, manager, harbors division, Department of Transportation, Hawaii. U. S. and Canada North Pacific—A. E. Harned, port director, Port of Anchorage, Alaska; K. M. Engerbreiten, director, Port of Vancouver, Wash.

Great Lakes—J. V. Cook, port director, Muskegon Board of Harbor Commissioners; Col. Earle B. Butler, commissioner, Division of Harbors, Cleveland; C. W. Morgan, general manager, Hamilton (Canada) Harbour Commissioners.

Latin American ports—Edmundo Rostran, Autoridad Portuaria de Cojima, Nicaragua; D. M. Schaffner, Administracion Nacional de Puertos, Uruguay; U. S. Gulf—Houston Feaster, director, Alabama State Docks; Jan Oenes, Curacao Harbour Department; C. S. Devoy, general manager of Galveston Port; Wharves; A. S. Johnson, port director, Pascagoula Port Commission, and Richard B. Swenson, general manager, Brazos River Harbor Navigation District.

BOARD AGREES TO CUT MILITARY'S DOCK FEES

The Anchorage Port Commission reluctantly agreed Monday night to a reduction in its petroleum handling rates to military shippers.

In exchange for the reduced rates, the commission asks the north 100 feet of Army Dock.

Army and Air Force representatives at Monday's port commission meeting also had an ace up their sleeve.

If the military's request for rate reductions is not met, fuel may be carried here from Whittier via pipeline, rather than being unloaded at the city's petroleum dock.

Col. John Bowen, staff judge advocate of the Alaskan Command and the Alaskan Air Command, told the commission that the pipeline would cost \$6 million to build.

In addition, facilities for unloading at Whittier may have to be obtained.

The present tariff charged to all petroleum shippers at the dock is six cents a barrel.

This is the same rate the Alaska Railroad charged prior to the earthquake and the rate which private shippers were charged to unload fuel at Army Dock before the earthquake put it out of commission, port officials said.

Bowen told the commission Monday night that anything over three cents a barrel would

not be satisfactory to the military.

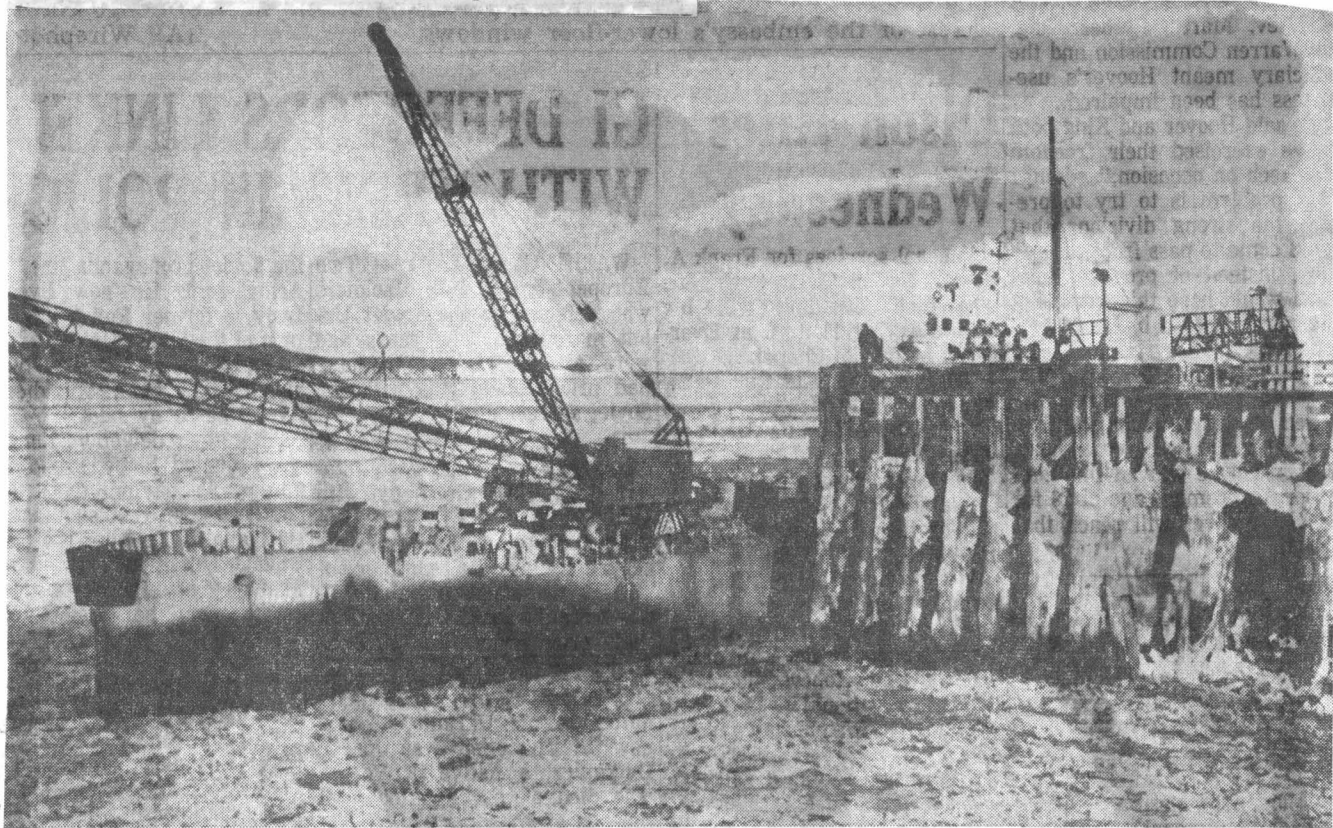
The commission agreed to the following rates: Four cents a barrel for the first million barrels, 3.5 cents for the next 500,000 barrels, three cents for the next 500,000 barrels, two cents for two to four million barrels, one cent for anything over four million barrels per year.

Commissioners were told the military plans to ship 1,200,000 barrels of petroleum in 1965. This is slightly more than the total fuel the military will bring into Anchorage this year.

Under the new rate, this would bring \$49,800 in revenue to the port. This compares to \$76,800 under the existing rate.

By 1963, military shipments of petroleum are expected to be in excess of two million barrels, the commission was told.

A port spokesman said today that it costs more than three cents a barrel to handle petroleum.



WINTER ICE DAMAGES PORT FACILITIES

Crew of the Milton II raise the south walkway of the port's petroleum dock, damaged Sunday when tides and ice carried away supporting dolphins and a log raft designed to divert ice from the petroleum unloading facility. A second raft, designed to protect

the stern of cargo vessels berthed at the terminal from drifting ice, was carried away Friday. The north dolphins and walkway, which were not damaged, are shown in the right of the photograph.

Ice Carries Away Port's Protectors

Winter ice is gnawing away at protection placed to divert it from the Port of Anchorage's municipal terminal and petroleum dock.

A log fender, designed to protect Sea-Land vessels from ice carried on the outgoing tide, washed away Friday. A log raft, designed to divert ice on incoming tides from the petroleum dock, was torn free Sunday morning, port officials said.

"It just pulled a couple of pilings off the Ocean Dock and took off," Don Walter, port operations manager, said today.

Dolphins supporting the south walkway of the petroleum dock were carried off and the walkway dropped into the water.

The Milton II icebreaker recovered the walkway this morning.

Walter said the Milton II will

search for both log rafts. He said the petroleum dock raft had been sighted off Turnagain this morning.

Both protecting rafts had been placed in the water last week, Walter said. Neither had been completely secured in place because of the shortness of time, he said.

The \$500,000 petroleum dock was built this summer as a temporary structure after the March 27 earthquake destroyed the Ocean Dock petroleum unloading facilities.

Engineers warned at the time that the temporary dock would not weather winter ice.

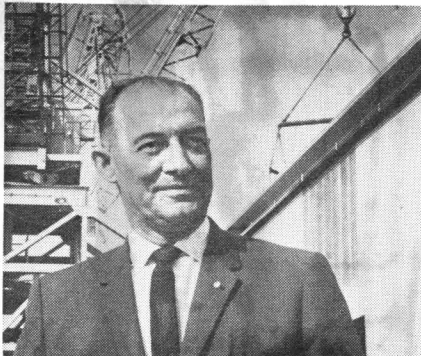
A number of tankers are scheduled to use the temporary dock in December.

log rafts would be recovered and secured back into place.

alaska construction/november, december, 1963

New Port Director Enthusiastic About Port Growth

A. E. Harned, new Director of the Port of Anchorage brings 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 to the position of Anchorage Port Director. Recently retired as Captain of the U. S. Coast



Guard after more than 30 years of uniform service. Harned, wife Harriet and two boys, 12 and 15, now make their home in Anchorage.

The new Port Director is not new to Alaska, most recently serving as Chief of Staff of the 17th Coast Guard District in Juneau. He was on the Arctic cruise aboard the Northland in 1935 and 1936 with Charley Brower at Point Barrow when Wiley Rogers and Wiley Post crashed nearby.

Harned is very enthusiastic about the future of the Municipal Terminal, which has made tremendous strides forward since its official dedication in 1961, particularly with the recently obtained scheduled carrier service to the Municipal Terminal.

Port Plans Guided Tours On Tuesdays

The Anchorage Port Commission will sponsor tours of the city's port facilities each Tuesday.

Visitors will have the opportunity to observe a Sea-Land cargo vessel unloading at the terminal, longshoremen stowing freight in the transit shed and, at certain times, operations involved in unloading oil tankers at the petroleum dock.

The Tuesday tours will begin at 2 p.m. Visitors, either individuals or civic groups, are asked to park their cars in the public parking lot located south of the dock.

Persons wishing to take part in one of the Tuesday tours are asked to call the Port of Anchorage for an appointment.

Kodiak Ferry To Make Final Call At Port

Tustumena Service Is Suspended Here For Winter Months

The state ferry Tustumena was due to dock in Anchorage this afternoon on its last voyage here until next May.

The vessel, now on its winter schedule, will leave Seward on Mondays stopping at Kodiak three times and Seldovia and Homer twice before returning to its home port of Seward Fridays, where it will tie up for two days.

Robert Urquhart, area manager for the state Division of Marine Transportation, said the Tustumena is scheduled to resume trips into Anchorage on May 17.

Urquhart said the winter schedule which eliminates stops at Anchorage is necessary because of ice conditions in Cook Inlet which make this leg of the journey impossible.

The Tustumena also is due to sail for Seattle Jan. 15 for its annual overhaul which is expected to take about a month. Although the vessel just went into operation Aug. 8, ferry system officials plan on scheduling the annual overhaul before the date required by the Coast Guard, so the Tustumena will be able to put in a full operational season during the peak of tourist travel.

Urquhart said that through Oct. 15 — the latest figures available — 1,220 passengers and 300 vehicles were carried between the Kenai Peninsula ports, Anchorage and Kodiak despite a month's shutdown due to mechanical failure.

He also said he was pleased with the service the system has been able to provide in hauling equipment to needed sites for earthquake reconstruction work. He said numerous pieces of heavy equipment have been transferred between the various ports with the ship's crew loading and unloading the equipment in the absence of a driver.

Urquhart pointed out that operators or vehicle owners wishing to transfer equipment to Kodiak while the winter schedule is in effect can do so by driving to Homer or Seward. He said further information can be obtained from the Port of Anchorage or the state Division of Marine Transportation office in Seward.

Military And City Continue Port Battle

Anchorage and the military continued their game of "give a little-get a little" as the city was informed new petroleum handling rates for military cargoes at the Port of Anchorage seemed acceptable to the Alaskan Command.

The Port Commission Monday recommended a rate which basically trims two cents from the present six cent per barrel handling charge for military fuel.

The military rate "appears to be an acceptable interim solution," according to a letter to the commission from Lt. Gen. R. J. Reeves, commander in chief of the Alaskan Command.

The commission held that the rate change would depend upon the city's obtaining the north 100 feet of Ocean Dock, a military facility.

Reeves said he would instruct the Army to continue action on the commission's request for release of this portion of the dock.

He suggested the rate structure be reconsidered upon completion of a proposed permanent petroleum dock at the port.

"Since the military rate tariffs at most United States ports are considerably beneath your rate structure, it would appear that a sliding rate structure based upon not more than three cents per barrel for the first one million barrels would be more realistic for both parties," the general's letter said.

Reeves' letter went to the Anchorage City Council Tuesday night.

In other action, the council approved a military trunk telephone tariff, agreeable to the Air Force and the telephone utility.

Instructed the city manager to prepare a report on transfer of some city services to the borough.

Turned down a proposal that the Parks and Recreation Board be instructed to aid the Sons of Norway in locating city parkland which could be leased for a commercial ice skating rink.