

## SEATTLE-ANCHORAGE

# Harned Announces New Ship Planned For Route

In making his pitch for vo-figures in the (port's own) ter approval of \$2.5 million in bonds for the expansion of the city port, Director A. E. Harned told the Greater Anchorage Chamber of Commerce yesterday that Sea-Land Service, Inc., is planning to add a third ship to its Seattle-Anchorage run.

AND THE water carrier is planning to build a \$750,000 truck terminal in the port's industrial park, Harned said. The port is negotiating for five additional acres for the facility, he added.

The third ship is expected to begin operation the middle of this month, Harned told the group.

To meet increased use of the municipal dock for petroleum products and cargo, Harned said, the bond authorization is needed.

HE OFFERED statistics showing the upswing in petroleum business in Anchorage since the quake. It has increased 290 per cent, and the oil firms employ 562 persons with a payroll of \$5.2 million yearly, he said. Present facilities represent a capital investment of \$24.5 million, he said.

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McKee claimed that for the year 1962, the city's annual financial report showed a port profit of \$474, but the port brochure showed a loss of \$301,177 and the 1964 annual report, a gain of \$47,333.

For the year 1963, McKee claimed, the three documents showed, respectively, losses of \$127,403, \$162,403 and \$100,000.

For 1964, the annual financial report has not been published, but the port brochure shows a profit of \$170,193, while the 1963 annual report shows a profit of \$218,115, the accountant said.

"I am not here to oppose the port bond issue," McKee said. "But why do I have three different sets of figures and which set of figures am I supposed to believe?"

Saying he was not an accountant, Harned observed the showing the upswing in petroleum business in Anchorage since the quake. It has increased 290 per cent, and the oil firms employ 562 persons with a payroll of \$5.2 million yearly, he said. Present facilities represent a capital investment of \$24.5 million, he said.

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## Local Firms May Design

The door has been opened to employing a local engineering firm to design the port of Anchorage north extension and supervise its construction and that of the proposed petroleum dock, according to City Manager Robert Oldland.

Construction of both facilities is dependent upon voter approval Tuesday of two port bond issues.

Oldland met recently in Seattle with the port's trust officer.

The upcoming bond issue, a general obligation bonding, does not affect the city's port trust agreement, Oldland reported.

This will allow the city to select a local firm for engineering and supervision work.

Oldland said the city would negotiate with two local firms which had expressed an interest.

The firms are Fryck, Nyman and Hayes and Lounsbury, Sleavin and Kelly.

## Port Repairs Study Started

A review of earthquake repairs to the Port of Anchorage's municipal terminal is under way, according to City Manager Robert Oldland.

Oldland, who met earlier this week with representatives of firms which insure the port, said reviews were requested by these agencies.

He said engineers for these firms, which question some of the port repair expenditures, have been in Anchorage to inspect the port.

Oldland said a possible partial settlement of the city's insurance claims may be forthcoming upon completion of the reviews. The remainder of the claims may have to be negotiated or litigated, he said.

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## TUSTUMENA MAY NOT GET SPACE AT PORT

The Port of Anchorage cannot assure berthing for the Tustumena this summer, state officials have been informed.

The Tustumena used the Port of Anchorage municipal terminal for its Anchorage operation last summer.

In a letter to state ferry officials, a port spokesman asked if the Tustumena could be operated into Anchorage on a flexible schedule which would allow some juggling of vessels at the port dock.

The large number of ships expected in Anchorage this summer was cited by port officials.

With three Sea-Land vessels serving Anchorage from mid-March, the port terminal is likely to be tied up from Sunday night through Thursday afternoon, according to Don Walter, port operations manager.

In addition to cargo vessels, the port dock must be used to unload petroleum. The temporary petroleum dock, which served that purpose last summer, was destroyed by ice this winter.

The port has requested voter approval of a bonding program to build a new petroleum dock and extend the present dock to the north.

## 3rd Sea-Land Vessel Slated

Sea-Land Services, Inc., will put a third vessel on the Anchorage - Seattle run this spring and build a \$750,000 truck terminal in the Port of Anchorage industrial park, it was announced today.

Capt. A. E. Harned, head of the port operations, disclosed the shipping firm's expansion plans in announcing Sea-Land would lease an additional five acres of industrial park land for the truck terminal.

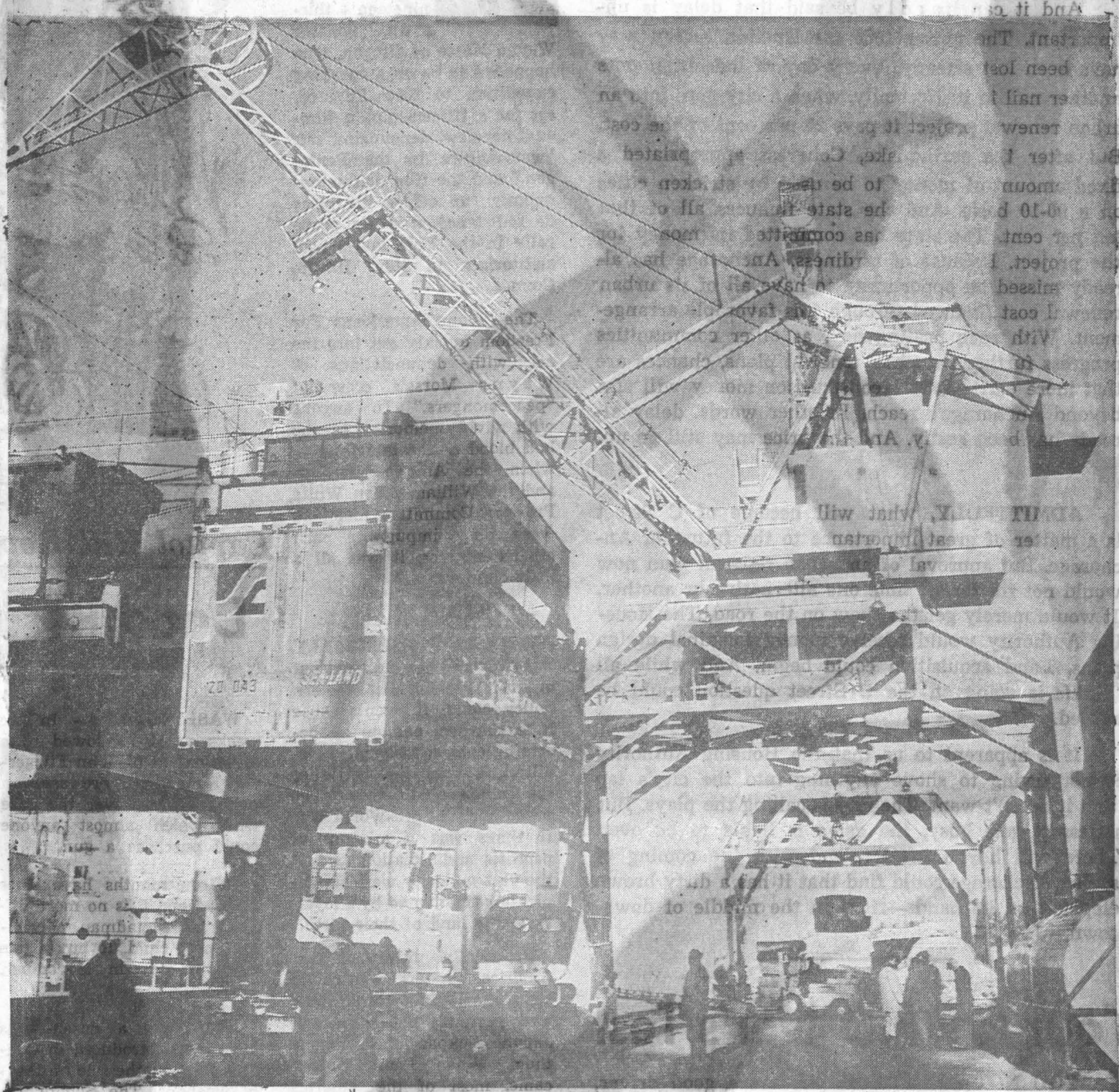
Harned said Sea-Land had authorized his announcement of the expanded service at today's Greater Anchorage Chamber of Commerce luncheon.

The port director spoke at the lunch in a talk plugging for approval of the scheduled March 9 vote on a \$2.5 million bond issue to finance additions to the Port of Anchorage.

Harned said negotiations already have begun with Sea-Land for the lease of the additional land.

# THE PORT of ANCHORAGE

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ROLLER COASTER or petroleum dock is the question. It used to be the Port of Anchorage's temporary petroleum dock, but tides and ice pressure forced it out of shape this winter. Port officials hope to replace it with

a new concrete and steel permanent facility, if city voters approve a \$1.75 million bond measure to finance the project. The proposition will appear on the ballot in Tuesday's special bond election. (Daily News photo)