

## Federal Maritime Commission Head Here to Discuss Transport

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The chairman of the Federal Maritime Commission today is scheduled to begin a week-long visit with Alaska business and government leaders to discuss the state's sea transportation problems.

Rear Adm. John Harlee, who arrived in Anchorage yesterday, will meet with local transportation and business personnel this morning. He will go to Whittier later today to inspect the Alaska Railroad dock facilities.

"I'M HERE to find problems of water transportation as it affects the economy of Alaska," Harlee said. He explained the information would be used to complete a comprehensive report on the subject that the Federal Maritime Commission would release in February.

The study will be geared toward recommendations on how to improve ocean transportation development, Admiral Harlee said.

He indicated that it could be the basis of a federal improvement program for Alaska, and could mean federal aid for added terminal facilities and dredging operations.

IN ADDITION to his Anchorage area visits, Admiral Harlee will fly to Seward and Valdez on Tuesday and will visit Kodiak on Wednesday. He is scheduled to meet with Gov. William A. Egan in Juneau, Thursday.

Harlee will address the State Chamber of Commerce, meeting in Ketchikan, Saturday.

The retired U.S. Navy admiral was the late President Kennedy's first appointment to the Federal Maritime Commission in 1961. Earlier this year, President Johnson re-named Harlee to his second term as chairman.



ADMIRAL LOOKS OVER PORT

Rear Adm. John Harlee, right, Federal Maritime Commission chairman, looks over port facilities here with Wally Martens, Port Commission chairman, left, and Don Walter, port operations manager. Adm. Harlee will be in Alaska one week in conjunction with a comprehensive study on the effect of water transportation on the state's economy. He also will visit Seward, Whittier, Valdez, Kodiak and Ketchikan.

## Ferry Tustumena Not Expected To Make Stop Here

The state ferry Tustumena apparently will not make stops at the Port of Anchorage in 1966, a member of the port staff said today.

Don Walter, operations sales manager, said today that a letter received from Richard A. Downing, state Department of

Public Works Commissioner, put the handwriting on the wall.

Downing's letter came in reply to a request from the Port Commission that the Tustumena return to Anchorage next year. In the letter, Downing said that a ferry stop at Anchorage "can cause vehicular traffic to bypass the Anchorage market cities of Kenai, Soldotna, Niplichik, etc."

Downing said that the Valdez-Cordova run "has been beneficial and popular and has contributed materially to the economic recovery of the Prince William Sound area."

If the Tustumena were to come to Anchorage, that run would probably be eliminated, Walter said.

In addition, the letter cited the "difficulties of operating over 40 hours a week," causing crews to be paid overtime.

Downing's letter concluded saying that his department "will attempt to operate on routes most beneficial to all concerned."

"Downing didn't really say no," Walter commented, "but he put the handwriting on the wall."

The Port Commission had pointed out in its letter to Downing that new berthing facilities could accommodate the ferry, and that anticipated large tourist crowds and an excursion into the inlet oil fields would "fill the ferry to capacity."

## OLDLAND ASKS DELAY IN PORT FENDER WORK

Fender pilings for the city's petroleum dock may not be in place until next spring, City Manager Robert Oldland said today.

Oldland said he will recommend that the Port Commission delete the \$39,000 fender piling requirement from the Manson-Osberg estimate of \$80,000 to install the re-designed system is too high, he said.

"The job can be re-bid in the spring along with the north dock extension or as a separate job," he said.

Fender pilings are used as a buffer to protect a dock from the impact of vessels using it. Oldland said the port consult-

ing engineer from the firm of Tippet-Abbott-McCarthy-Stratton had re-designed the fender pile system to better withstand the stresses of ice and tidal action.

Both the engineer and the Port Commission felt that the Manson-Osberg estimate of \$80,000 to install the re-designed system is too high, he said.

# Port Backs New Bid For Ferry Service Resumption

## Cites Need For Tourist Service Runs

The Anchorage Port Commission renewed its effort Monday night to bring the ferry Tustumena to the Port of Anchorage during the 1966 season.

Commissioners decided to send a letter to Alaska Public Works Commissioner Richard A. Downing stating their arguments in favor of the ferry stopping here. The move would be in direct response to a letter received from Commissioner Downing early in October which indicated that chances were poor that the ferry would stop in Anchorage.

Although the state ferry made regular stops to Anchorage during the summer of 1964, berthing for the boat could not be guaranteed this year because of increased cargo and petroleum activity at the dock. The completion of the new petroleum dock this year, however, would again make berthing space available.

The port commission chairman, Wallace E. Martens, said that although Valdez and Cordova need ferry service, tourist markets "should not be siphoned from the Anchorage area."

In other action, Commissioners tentatively approved a capital improvement program which would provide additional berthing and improved services at the port through 1971, financed by its general obligation bonds. The program also calls for the surfacing of the Port Road, development of the park and tidelands, paving Ocean Dock Road and the purchase of land adjacent to the Industrial Park is released by the military.

The commission also agreed to attempt to lure a gas liquefaction plant, in the works by the Union and Marathon oil companies, to Anchorage. The Kenai Peninsula and Tyonek also have been listed as proposed sites for the plant. In addition, commissioners will write to Sen. Bob Bartlett in an attempt to stall the laying of an oil pipeline from Whittier to Anchorage.

## Port Board Again Asks Ferry Stop

The Anchorage Port Commission is making a new bid to the State Department of Public Works for a return of ferry service to Anchorage during the 1966 summer season.

Commission chairman Wallace E. Martens, has written State Commissioner Richard A. Downing, noting "I cannot conceive the state denying Alaska's largest and most modern city the services of the Tustumena."

Anchorage citizens gave full support to the state in instituting the Ferry system for both Southeastern and Southwestern Alaska, and Anchorage pays its proportional share of the bond costs to support the state-wide ferry operation," Martens added.

The port commission letter was in response to a letter from Commissioner Downing early in October which indicated that chances were poor that the ferry would stop in Anchorage in 1966.

Using statistics taken from the records of service to Anchorage during 1964, Martens said that the fact that the ferry came to Anchorage "did not work any economic hardship on the Kenai Peninsula."

"Undoubtedly the Tustumena has fulfilled the much needed mission in serving Valdez and Cordova," said Martens, "however transportation to this area is now substantially improved for commercial freight with vessels of Alaska Steamship Company and Hydro-train barges providing direct services to Valdez."

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## Port Commission Urges Ferry Stop Here for 1966 Season

The Anchorage Port Commission last night took steps to head off a possible adverse decision which would keep the state ferry Tustumena away from Anchorage another year.

THE COMMISSION agreed to send a letter to state Commissioner of Public Works Richard A. Downing arguing the case of Anchorage as a regular stop on the Tustumena's route.

During the 1965 season, the Tustumena was excluded from calling at the City Dock because of combined heavy traffic of cargo and petroleum vessels.

The port's new petroleum dock is scheduled to be in operation during the 1966 season, making a weekly call at Anchorage by the state ferry possible.

IN A LETTER to Port Director A. E. Harned, Downing had indicated that there was a possibility the ferry would not call at Anchorage next season.

He said that many factors had to be considered in scheduling the ferry including "the effect upon the cities of the Kenai Peninsula should the Tustumena operate into Anchorage."

Downing also said the Val-

dez-Cordova route which the ferry ran this summer "has proven very beneficial and popular, and has contributed materially to the economic recovery of the Prince William Sound area."

THE STATE commissioner further mentioned service to Port Lions and the cost of operating the ferry "in excess of 40 hours per week."

Although Downing did not shut the door on Anchorage as a port of call, he started it swinging.

Port Commission chairman Wallace E. Martens said he felt that Valdez and Cordova needed ferry service, but that Anchorage should also have service.

CITY MANAGER Robert H. Oldland said, "If the Alaska Marine Highway is not going to call at the largest city in the state, we're missing the boat." The Commission unanimously endorsed the position that Anchorage should be served by the Tustumena.

In other commission action, three change orders for the petroleum dock were rejected. They concerned a fender pile system for the dock. The fender pile contract will be let in the spring as a separate contract.

THE COMMISSION also turned down a recommendation by Loren Lounsbury which would have allowed his firm to arrange for the driv-

ing of test piles for the Terminal No. 2, approved by the voters at the recent municipal election.

Lounsbury, who heads the engineering firm on the job, proposed that the test pile contract be negotiated in order to speed up the project. He requested authority to spend up to \$60,000. The request was rejected on advice of city attorney Karl Walter, who said the procedure would violate provisions of the City Charter.

The commission endorsed the City Council's action in taking steps to gain the proposed gas liquefaction plant for Anchorage. The plant is being considered by Union and Marathon oil companies. The Kenai Peninsula and the Village of Tyonek have been mentioned as proposed sites.



Port Worker Lifted To Dock From Icy Water

## Port Worker Gets Icy Dunking In Fall From Wooden Walkway

A worker at the Port of Anchorage was injured early this morning as he fell into the icy waters from a wooden walkway while working at the new petroleum dock site.

Ray E. Troseth, 47, Spenard, was taken to Providence Hospital after being picked up by a motor boat from the water a few minutes after the accident.

A spokesman from the Manson-Osberg Company, of which Troseth is an employee, said the accident occurred "while two bridge girders which will carry the oil pipeline to the new terminal tipped sideways."

The impact of the girders hitting against a concrete abutment knocked Troseth from the wooden walkway leading to the abutment.

Troseth was picked out of the

water minutes later by a motor boat. The dock crane then plucked the boat from the water and lifted it onto the dock.

Early reports indicate that Troseth was not seriously injured. One spokesman said he complained of a "sore neck" as he was taken from the boat.