

State budget includes Cook Inlet ferry study

From Our Juneau Bureau

JUNEAU — A \$300,000 general fund appropriation included in the proposed budget would fund a study to determine the feasibility of a ferry system in Anchorage across Knik Arm and Turnagain Arm.

Public Works Commissioner George Easley said the study might lead to a request next year for funds to start a ferry system in Upper Cook Inlet.

Easley said the study would recommend routes and terminal locations, consider traffic projections and decide the

economic feasibility of a ferry system and study soil conditions and winds, tide and ice conditions in the inlet.

EASLEY, who is leaving his post at the end of February to join Burgess Construction Co. in Anchorage, said the ferry system probably would use boats similar to those operated by the state of Washington in Puget Sound.

"It would be a simple roll-on, roll-off affair. The boats would have to have specially designed hulls because of the ice and tides and also be extremely maneuverable," he said.

Easley said the final answer for transportation across Cook Inlet was a bridge across Knik Arm. But he noted the

estimated cost of a bridge was about \$200 million and said, "There is considerable question of funding that much at one time."

REP. HELEN FISCHER, D-Dist. 8, whose State Affairs Committee will consider the ferry study proposal, said ferries could be used on Knik Arm until the crossing was built and then be used on Turnagain Arm.

Fischer sponsored a bill last year, presently in her committee, to spend about \$830,000 for engineering and design of a Knik Arm crossing. A survey in 1971 studied several sites for the bridge and recommended one.

Fischer said the study would take two years. Construction would take seven years, she said, "with the heaviest manpower coming in the fourth year of building, which would be just at the end of pipeline construction."

She said a ferry system could be under way in three years, leaving at least four years for operation before the bridge was completed. "The ferry could then be taken and used across Turnagain Arm," she said.

Fischer said her committee would hold a hearing on transportation needs across Cook Inlet on Feb. 11.

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BARGE SERVICE OPENS GATEWAY TO ALASKA

VANCOUVER, B.C. — A new gateway to Alaska has been opened by Jean Associates, Inc. of Anchorage with the start of an ocean-going tug and barge service from the Fraser-Surrey terminal on the Fraser river, across from New Westminster.

Headed by John E. Nittinger of Anchorage, the new company has brought together an interline freight capability in co-operation with B.C. Hydro Railway, operators of the Fraser-Surrey dock and various local service organizations.

The service was inaugurated in late November with the departure of the 8,600-ton barge *Marine Flasher* towed by the new 110-foot tug *MV N. Joseph Guidry*.

Cargo included 20 mobile homes, dimension lumber and structural steel fabricated in B.C.

"In starting this new tug and barge link between Greater Vancouver and Anchorage, we are anticipating an upsurge of western Canadian interest in Alaska as a new market for many products, particularly construction materials, manufactured in this area," Nittinger said.

"Construction of the trans-Alaska pipeline and the Prudhoe Bay developments have stimulated Alaska's imports to the extent that last year one and one-half million tons of freight were shipped from Seattle by air and sea.

"Although most of the shipments of material to Alaska are directly connected with the petroleum industry, the pipeline has generated rapid growth generally and the development of support or service industries.

"For example, the structural steel and lumber in our first shipment yesterday are for general construction and the mobile homes are going to a dealer, not specifically to an oil or pipeline customer," he said.

Nittinger, who is president of

Jean Associates Inc., said pre-fabricated and modular housing is in great demand throughout Alaska and this is attracting the attention of Canadian manufacturers.

Immediate plans call for a regular service about every six weeks with large ocean-going barges.

Executive vice-president of Jean Associates is Bruce E. Webb, a veteran long associated with coastal shipping interests. Patricia J. Borer is treasurer and Garry Long is assistant vice-president, administration.

Plans Vancouver Office
Headquartered at Anchorage, the firm plans to open a Vancouver office shortly.

The 285-by-72-foot *Marine Flasher* is a converted C-4 tanker barge with two decks below the main deck. Built this year, the *N. Joseph Guidry* is 110 feet long, has 31.5 foot beam, 17 foot draft and is rated at 4,200 horsepower.

Nittinger said he was extremely impressed by the Fraser-Surrey Terminal facilities. With six deep-sea berths and two 46-ton container cranes, the dock area includes 100 acres of blacktopped storage and assembly area.

B.C. Hydro Railway's one-mile spur line, completed last June, can handle interline freight from all over Canada and the United States, he said.

"B.C. Hydro has been particularly co-operative and helpful in arranging test runs so that loading and unloading procedures could be perfected in preparation for the first shipment."

The Alaskan businessman noted that a growing volume of commodities from Greater Vancouver have had to go south to Seattle for trans-shipment to Alaskan ports.

"We believe our direct service will provide these shippers with a convenient facility offering economies and considerable saving of time."

Anchorage, Alaska, Saturday, April 19, 1975

Natives Seek Support

Cook Inlet Region Inc. is trying to get Anchorage Borough support for its bill to change the Alaska Native Claims Settlement Act and authorize native ownership of Anchorage area land instead of sites previously set aside for the natives far from the city.

The president of the corporation, Andy Johnson, is expected to ask the Borough Assembly Monday for its backing.

He will present arguments for a bill in Congress, sponsored by Sen. Ted Stevens, R-Alaska, that seeks for the natives Kenai Moose Range land and about 6,230 acres in the city and the borough of Anchorage including part of the Campbell Airstrip tract. The bill is scheduled for introduction May 16.

Other nearby acreage called for in the bill includes the 4,200-acre Fire Island west of Anchorage in Cook Inlet,

550 acres south of the Pt. Woronzoff sewage treatment plant, 41 acres north from the border of Kincaid Park on Pt. Campbell, two small tracts in the tank farm of the Anchorage port area, 46 acres on Ft. Richardson and about 20 acres along the south boundary of Goose Lake Park.

The most controversial request, according to borough spokesman, is the 1,365 acres of the Campbell tract east of Lake Otis Parkway. Opposition by the local governments already has been expressed against the whole measure.

The tracts are sought by Cook Inlet instead of areas it has said are not "similar" to natives' traditional lands. These regions, termed by the natives uninhabitable, inaccessible and useless, were set aside for their selection under the Alaska Native Claims Settlement Act because most land near Cook Inlet villages was already in private or state ownership or in special federal status when the act was signed.

These "deficiency" areas include Merrill Pass, Mt. Redoubt and Mt. Iliamna. Most of the deficiency acreage is west of Cook Inlet and 1,500 feet or more above sea level, according to Johnson.

A recent federal court decision disappointed the natives by ruling those tracts were appropriate for native selection.

The bill reportedly has earned the support of Sen. Mike (See Page 2, Col. 1)

FOR LAND CLAIM BILL

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Gravel, D-Alaska, and Sen. Henry Jackson, D-Wash.

It also seeks 15 townships in the Kenai National Moose Range, 6 1/2 townships in the Lake Clark area and various Alaska Railroad storage yards plus other more distant sites.

In a memorandum to the borough director of planning, attorney Tom Meecham already has listed possible conflicts to local governments native ownership of local land might bring. This indicates a buildup of local government opposition to the plan before it reaches Congress.

Of the Campbell Airstrip tract, the memo said plans already exist for the Far North Bicentennial Park there. However, Johnson has said the natives would probably be willing to trade that land for other less controversial acreage near the city.

The document said a portion of the Pt. Woronzoff site probably will go for the proposed north-south runway at Anchorage International Airport, and also is planned for use as a ski-run to Kincaid Park.

Also criticized is the native request for the acreage north of Kincaid Park. The memorandum said it should be used only for commercial or recreational use, and its commercialization would conflict with park land use.

The memo also said the property next to Goose Lake Park should go for additional parkland, not private development.

Last week Johnson asked for Anchorage Chamber of Commerce support of the bill. He said it included exactly the same areas the Interior Department had offered the natives in an out-of-court settlement before the court decided for the agency.

The natives' suit is being appealed, but Johnson said he was told that would take at least two years. The deadline for regional land selection is Dec. 18 of this year, so "we are taking alternate measures," he said.

Borough attorneys already have questioned the legality of the natives selecting land from any but uncommitted public domain outside a two-mile perimeter of the city limits. Objections were also voiced by officials because of the potential loss of parklands further aggravated by loss of revenue if they go into native hands. The natives are exempt from property taxes for 20 years if their land is undeveloped.

Wednesday, April 23, 1975

Natives Seek Borough Help To Get Claims

The Cook Inlet Region Inc. didn't win support from the Anchorage Borough Assembly Monday night in the native corporation's effort to change the Alaska Native Claims Settlement Act to authorize native ownership of Anchorage area land.

The assembly delayed action for two weeks.

Andy Johnson, president of the corporation, seeks the assembly's support of a bill that is to be introduced in the U.S. House of Representatives May 13 or 14.

Among the requests of the corporation are 4,200-acre Fire Island west of Anchorage in Cook Inlet, 550 acres south of Pt. Woronzoff sewage treatment plant, 41 acres north of the border of Kincaid Park on Pt. Campbell, two small tracts in the tank farm of the Anchorage port area, 46 acres on Ft. Richardson and 20 acres along the south boundary of Goose Lake Park.

The most controversial request is the 1,365-acre piece of the Campbell tract east of Lake Otis Parkway.

"There just isn't any land left for village selection," Johnson told the assembly following a slide show of current Cook Inlet village holdings.

"We hope the borough will help us get some moose land. We feel we are entitled to make just as good a living as the moose."

Municipal port is state's busiest

The Anchorage municipal port is one of the largest and the busiest in the state, despite its location at the head of Cook Inlet and miles from the coast. It handles an estimated 50 per cent or more of all dry cargo shipments into the state, and nearly all inbound petroleum products.

The port provides year-round container ship service and this past year it gained additional service from a second line, which offers roll-on, roll-off shipment of truck trailers and other wheeled vehicles. In addition the port provides service to a large amount of tanker traffic and tug and barge traffic.

Anchorage is also served by rail from two other modern ports located at Seward and Whittier. Seward has a large-capacity dock which was completely rebuilt following the 1964 earthquake and seismic waves, which destroyed the original Seward port facilities. The Port of Whittier, originally built by the Army as an alternate port to Seward in World War II, is served by a short spur of the Alaska Railroad and is equipped to handle roll-on, roll-off railroad car service by ship and barge from the Seattle-Vancouver area and from Prince Rupert, B.C.

In spite of these more established alternates, the Anchorage municipality's own port has shown astonishing growth. The port opened for business in 1961 and in that first year handled only 38,259 tons of cargo. The big jump came with the start of year-round service by vanships direct to the Anchorage port following the earthquake which destroyed or badly damaged port facilities in other area cities. By 1969 the Anchorage port was handling a total of 1,592,742 tons of cargo and this past year that had increased to 2,851,820 tons. •

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TAMS

WEDNESDAY, MAY 12, 1976

TOTE vote set on Seattle dock

SEATTLE (AP) — Seattle Longshoremen are to reconsider on Friday whether to accept a manpower-training program proposed by Totem Ocean Trailer Express, (TOTE) which has threatened to leave the city otherwise.

Longshoremen had rejected the program last week, but a union official said that might have resulted from a misunderstanding about the meaning of their vote.

The vote Tuesday to reconsider the earlier election result was estimated to be about 240 to 10 for reconsideration.

The vote against the training program was 90 to 79, but the wording of the ballot made a yes vote a vote against TOTE's proposal.

TOTE operates a trailership between Seattle and Anchorage. The company says it has lost more than \$1 million in eight months.

Tuesday, February 10, 1976

Sea-Land appeals on port

Sea-Land Service, Inc., has appealed a Federal Maritime Commission order which temporarily denied it preferential berthing rights at Terminal No. 1 at the Anchorage port.

The preferential berthing rights for Sea-Land ships calling at Anchorage were supposed to be reinstituted Feb. 1. But, in response to a request by Totem Ocean Trailer Express, the FMC suspended Sea-Land's berthing rights from Feb. 5 through April.

TOTE had complained to the FMC that icing conditions at Terminals No. 2 and 3 created hazards for its ship Great Land. The Great Land, one of the longest ships to call at Anchorage, prefers to berth at Terminal No. 1 where it has special equipment designed for loading and unloading the ship.

In its appeal to the federal Court of Appeals in Washington, D.C., Sea-Land said the FMC order was arbitrary, capricious and without support in the records. The effect of the appeal is to make all berthing at the port available on a first come — first served basis.