

July 2, 1960 Vol. 38
Marine Digest

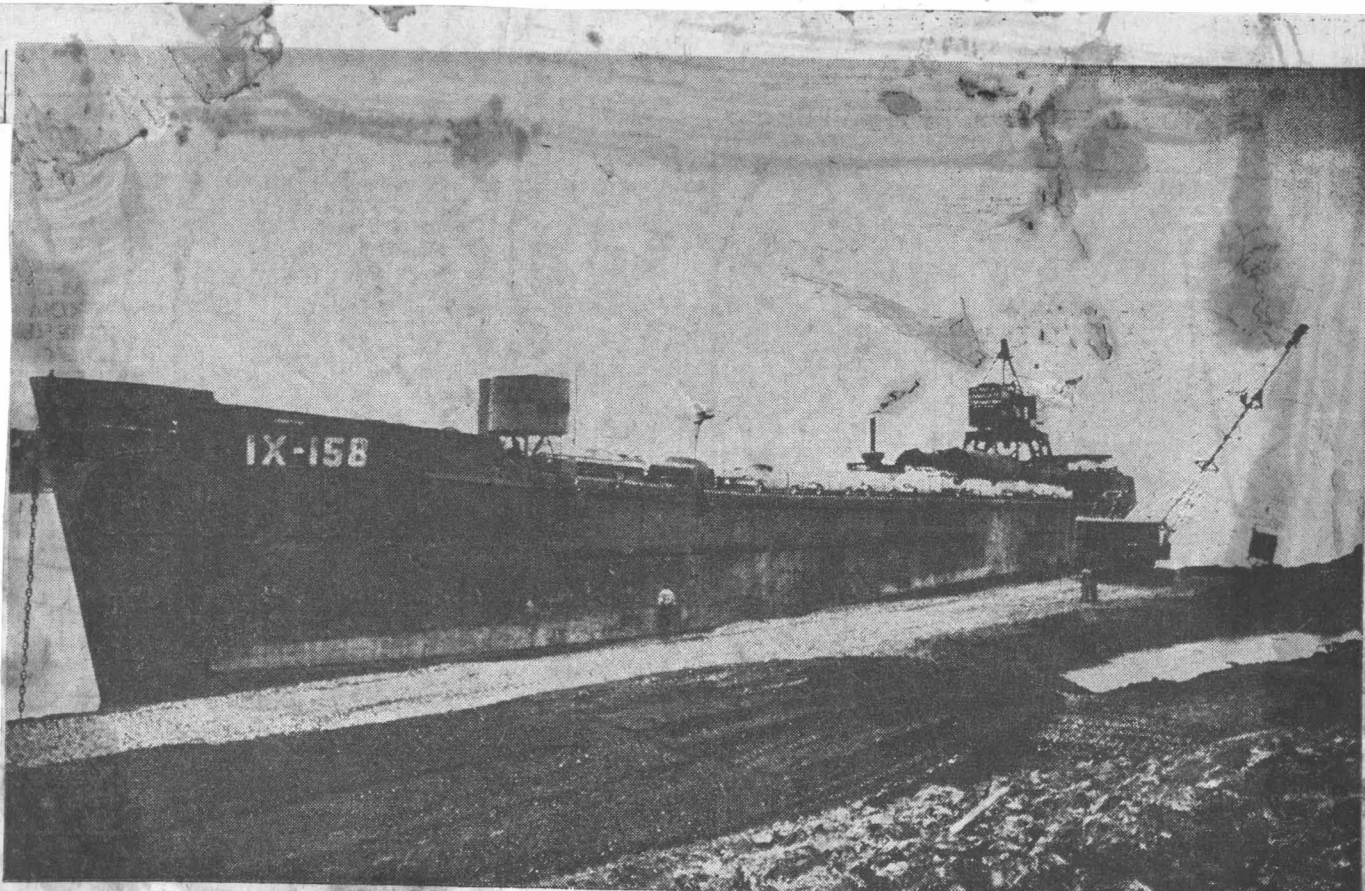
Anchorage Portmen Adopt 1960 Budget

ANCHORAGE — Commissioners of the Port of Anchorage, Alaska, have adopted a \$77,713 budget for operations through the fiscal year ending Dec. 31, 1960.

Construction of the port's new \$8 million terminal facility is underway with completion scheduled for November of this year.

Henry Roloff, recently named as port director, announced that the new budget will provide funds for setting up the administration of the port office and, additionally, includes the necessary salary reserves for new staff personnel to be selected some time this fall.

The new terminal will be equipped with two 40-ton and two eight-ton high-speed level luffing cranes. Efficient, fast operating cranes are essential to the Port of Anchorage because of tides that range from minus four to plus 35.



SHIP BECOMES DOCK — A former concrete ship has become a dock and bulk cement storage warehouse at the mouth of Ship Creek. The huge shipyard crane which has been mounted on the top to handle

cargo can lift 40 tons. It travels on tracks for a distance of 215 feet along the deck of the dock. The dock will be used for general cargo in addition to cement handling.

CITY IS PREPARING TO TAKE OVER TIDELANDS

Anchorage Has Three Years To Establish Claims To The Lands Along Its Waterfront

(Editor's note: The following article is the first of a series dealing with the problems involved in determining the city's seaward limits.)

By CLARKE WARD
Times Staff Writer

The City of Anchorage is preparing to take over tidelands along its waterfront from the state under provisions of Alaska's tideland regulations which become effective next Wednesday, state and city officials reported.

But it may be some time before actual transfer of title to the property takes place, some officials said. Under the regulations, the city has three years to establish its claim.

INVISIBLE lines paralleling the shore marking to inner and seaward limits of the tideland must be established before the city can become the owner.

"The questions what tidelands are and who gets rights to their use are difficult to answer," one official said.

Wherever the boundaries are established, the lands included are certain to be valuable to the city and to present and future occupants—especially on the Ship Creek delta.

INVOLVED IN the problem of setting the lines of ownership are the U.S. Corps of Engineers, Alaska District, the state Division of Lands, and the city.

The first organization has scheduled a meeting of the three on July 28 to consider a harbor line it has proposed which would set the outer limit of the tidelands.

The Corps gets into the act under Federal and state laws which first deeded the lands to the state and make it possible to transfer them to municipalities in Alaska.

Recurring frequently are the terms tidelands, submerged lands, pierhead lines, harbor lines, low mean and high mean tide lines, director's lines, and meander lines, any of which can figure in establishing the boundaries of the property to be transferred.

The U.S. Submerged Lands Act of 1953 granted to the states—and to Alaska when it became one Jan. 3, 1959—the tidelands and submerged lands of their coastlines, according to Kirk Stanley, tideland supervisor for the state lands division.

The "tidelands" are defined as those periodically cov-

ered between the elevation of mean high and mean low tides; "submerged" lands are those between mean low tide and a parallel line three miles seaward, Stanley said.

BEFORE ALASKA received this grant, on Sept. 7, 1957, Congress had passed the Inner Harbor Bill which granted to the territory such lands seaward of all surveyed townsites. But the law had a joker. Before the territory could manage or dispose of tidelands to individuals or cities, the federal government must first establish a pierhead line, which it never did. Thus the status of the lands did not change with the passage of the bill.

A "pierhead" line is one fixed by the Corps of Engineers parallel to mean low tide which would encompass all fixed offshore structures, except breakwaters, bridges or piers used for dockage that extend beyond the other structures.

So under the older Submerged Lands Act, the state Legislature proceeded to provide for management of the state's tidelands in the Alaska Lands Act of 1959. The commissioner of natural resources adopted the Tideland Regulations based on its provisions.

THE DIVISION will administer the transfer of lands outside the boundaries of municipal corporations to individuals and require the cities to similarly administer tidelands granted them.

A schedule of "preference rights" of occupants of the lands when Alaska became a state are outlined in the regulations. Municipalities are required to recognize these rights.

Among the regulations is a provision allowing the lands division director to set a "director's line" seaward of cities if an harbor line has not been established.

EITHER line would become the outer limit of the tidelands to be transferred.

In addition, they require the city to reestablish the original "meander line" surveyed by the federal government in founding the townsite. This would constitute the shoreward tideland boundary.

The meander line follows the mean high tide line at the time of survey but need not coincide exactly with it.

THE CITY has directed its port engineer, Tippetts-Abbett-McCarthy-Stratton, to survey the meander line.

Meanwhile, the city's right-of-way agent, Gene Hock, and City Attorney Richard Gantz, aided by a legal consulting firm, are examining the regulations if a harbor line has ululations and rights of occupancies so the city will get its just share of the lands.

Whether the city will legally contest a recent ruling by Attorney General Ralph Moody regarding the regulations has not yet been decided, Gantz said. In Moody's opinion only those tidelands lying seaward of the city as its boundaries existed at the time Alaska became a state can be conveyed to Anchorage.

This would rule out lands off the annexed portions of Spenard and Fairview.

NEW SUPPLY BUSINESS TO DISTRIBUTE CEMENT

Nearly a decade of working and planning has produced a new corporation and supply business here, the aim of which is to help put Alaska's future on a solid footing.

Ken Hinchey, Alaska Aggregate Corp. president who did the working and planning, said the new company, Ideal-ska, will distribute bulk cement throughout the railbelt area, from a 9,000-ton storage facility on Ship Creek.

A COMPLEX marriage of six business firms has given birth to the new business, approximately nine years after Hinchey first conceived the idea.

Keystone of the distribution structure is the Alago concrete vessel which Hinchey set up as a permanent dock and warehouse at the mouth of Ship Creek. After converting it for handling and storing bulk cement via an air and electrically powered conveyor system, he entered an agreement with Ideal Cement Co. to supply the cement.

Next, Hinchey acquired a barge, designed it for hauling

the cement and general cargo, then made arrangements with the Alaska Freight Lines to tow the barge between Portland and Anchorage in exchange for use of a portion of the freight space on the 5,000-ton barge.

THE BARGE will make one round trip a month with a 3,000-ton cement cargo, Hinchey said. Plans call for year-round operation of the barge, as the mouth of the creek normally remains ice free.

The next step was an agreement Hinchey reached with Anderson Terminal and North Star Terminal and Stevedoring Co. to handle and store general cargo carried aboard the cement barge.

Finally, a deal was made with the Alaska Railroad to get two rail spurs, each with a six-car capacity, installed alongside the dock to facilitate railbelt service.

FUTURE PLANS call for transit sheds and warehouses to be built on a five-acre tract surrounding the ship dock. Meanwhile, Hinchey said, a bulk storage plant will be ready soon in Fairbanks.

The first shipment of cement is scheduled to arrive at the port of Anchorage next Wednesday or Thursday. Alago, as agent for Ideal-ska, will distribute Ideal cement throughout Alaska and, in addition, will inaugurate wholesale distribution of other building supplies when the barge begins operation, Hinchey said.

In addition to benefitting the six companies involved, the new service will provide work for 5 to 15 more people in the new firm. Also, Portland will benefit as previous shipping from the port had been so small as to endanger regular service, there, Hinchey explained.

Although his concrete ship—turned wharf and warehouse—is the second bulk cement storage facility in the area, it is the only one of its kind in the world and a fitting symbol for a product that has welded six companies into a new venture to serve Alaska, Hinchey concluded.

Port Director Welcomes Family To Home Ready

When the six Roloff children and their mother Barbara arrived at their new home here Wednesday all they had to do was "sit down and cook."

Father Roloff, H. Henry Roloff, director of the Port of Anchorage had not only purchased and fixed up their new residence at 2409 Lord Baranof Boulevard, but had unpacked and put away all the family furnishings which had been sent ahead.

"EVEN THE vases and pans," reported Roloff, who went to San Diego to bring his family to Anchorage at the close of the school year there.

The children include Lea Rene, 15, Cathleen, 12, John Henry, 9, Rex, 7, Seth, 5, and Kirk Carl ("Casey"), 3. John Henry, known as Jack, is looking eagerly for a Little League team. In California he was an all-star player and had hit a home run just before he left.

New Tidelands Regulation Now Effective In Alaska

The new State Tideland regulation became effective July 20. Thereafter, persons intending to use or develop tidelands or claiming a preference right to such lands may obtain the appropriate application from the Alaska Division of Lands.

These rules and regulations governing the management and disposal of state owned tidelands were discussed earlier this year at public hearings at 11 coastal cities. Many of the suggestions received at the public hearings have been incorporated in the regulation.

The 1959 Legislature provided tidelands prior to January 3, 1959. Such persons, upon sufficient proof of qualifications, shall have the right to the grant or purchase of the tidelands occupied.

The two important dates determining the type of preference right granted, whether Class I, II, or III, are September 7, 1957 and January 3, 1959.

Any person showing proof of occupancy of the tidelands on and before September 7, 1957 shall be eligible for a Class I or Class II preference right to the lands occupied and shall receive such lands for a cost not to exceed that of surveying and transferring of title.

Those persons who occupied and developed tidelands after September 7, 1957 and on or before January 3, 1959 are eligible to purchase such lands at the ap-

praised value plus the cost of survey and transferring of title.

Persons who have occupied and developed the tidelands not seaward of a municipal corporation before Statehood are invited to make application to the Division of Lands in order that they might qualify for a preference right to the grant or purchase of the tidelands they occupied. Such applications must be received within two years or the preference right will be forfeited.

Those persons who before Statehood occupied and developed tidelands seaward of an incorporated city shall make their application to that city. Such occupants shall be granted the same rights to acquire the tidelands they occupied from the city as others do from the state. In the case of a municipality the respective cities shall determine when and for how long they will accept applications.

Persons not eligible for preference rights may apply to the Division of Lands for leases or permits. Leases will be by competitive bid and may be issued for a term not to exceed 55 years.

The detailed requirements are set forth in the Tideland Regulations which, along with application forms, may be obtained upon request from the Alaska Division of Lands, 333 D Street, Anchorage, Alaska.

State Chamber To Hear Gates

October 6, 1960
FAIRBANKS (AP)—Secretary of Defense Thomas S. Gates has accepted an invitation to be a speaker at the Alaska State Chamber of Commerce convention here Oct. 27-29.

The announcement was made by Don Dickey, state Chamber manager, before he left Fairbanks for his Juneau headquarters today.

Other speakers scheduled for the convention include Alaska's three congressmen, Sen. E. L. Bartlett, Sen. Ernest Gruening and Rep. Ralph Rivers.

HEADS OF state departments who will address the convention include A. H. Romic, commerce; Richard A. Downing, public works; Phil Holdsworth, natural resources; Clarence Pautzke, fish and game and Dr. Theo Norby, education.

Other Alaska leaders who will speak include Dr. William R. Wood, president of the University of Alaska; Pete Hansen of the U.S. Forest Service in Juneau; Donald J. Smith, general manager of the Alaska Railroad; Henry Roloff, Anchorage port commissioner; Robert Atwood, publisher of the Anchorage Daily Times and Dale Teel, president of the Anchorage Natural Gas Co.

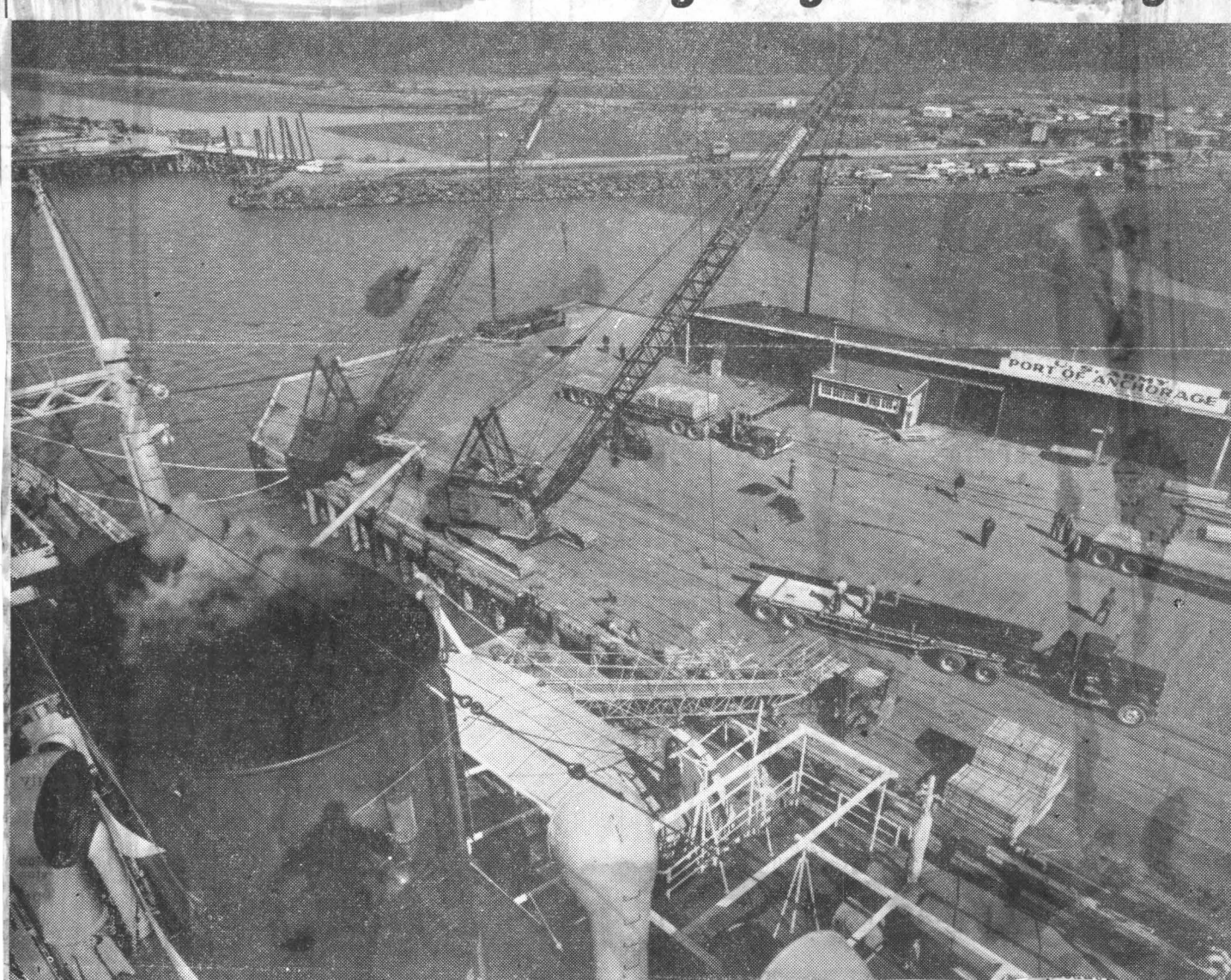
Seattle speakers include Wheeler Gray of the Seattle Chamber of Commerce; Roy H. Wensberg of Bozell and Jacobs and William Flood of the U.S. Department of Commerce.

THOSE scheduled to arrive from San Francisco will be Multon Brooding of the California Packing Corp. and Christian J. Matthew of Arthur D. Little, Inc.

Tadau Sasayama, president of the Alaska Lumber and Pulp Co. of Tokyo, will address a luncheon session during the convention.

SHIPPING & TRADE NEWS, FRIDAY, JUNE 24, 1960

'Kazukawa Maru' Unloading Cargo at Anchorage



Kawasaki Kisen's first Japan/Alaska liner "Kazukawa Maru" (8,946 tons D/W) is shown discharging construction materials at the Port of Anchorage last May 18. She arrived at the port from Japan with about 5,000 tons of cargoes altogether.

Traffic Starting to Get Heavier

Alaska Services Active

Japan/Alaska cargoliner services by various Japanese operators continue showing brisk activity.

First, Kawasaki Kisen is expected to allocate its second ship on the Japan/Alaska direct service in July. In August, Mitsubishi Shipping starts its own Japan/Alaska direct service.

Nihonkai Kisen and Toho Kaiun which conduct a joint service from the Pacific side of North America to Japan under the

name Pacific Ocean Line, consider opening their Japan/Alaska route.

However, because neither of these two operators is a member of the Trans-Pacific Freight Conference of Japan, it is believed to be difficult for them to start their services as a regular run.

Since the Pacific Ocean Line secures Leonia Pulp in Canada as a base cargo for homeward ships, they are interested in the Alaska route. Kobe Maru, of Nihonkai Kisen in April of this year loaded about 3,500 tons of rolled steel for Alaska from Japan.

Nihonkai Kisen wishes to load rolled steel if it allocates ships on the Alaska route and thereby to avoid coming into competition with the TPOC of Japan vessels.

It is from April through October that the Japan/Alaska route is active. In other months of the year, ship allocations are dangerous due to floating ice.

12 Anchorage Daily Times Tuesday, Aug. 23, 1960

City Workers Honor Departing Manager

City Manager George Shannon reversed procedures last night at a farewell dinner honoring him and Mrs. Shannon, and used the occasion to pay tribute to city employees with whom he has worked during the past eight years.

More than 40 city supervisors and department heads and their wives gathered in

the Commodore Room of the Anchorage - Westward Hotel for the banquet. Jerry Holsa, Airport Manager, was master of ceremonies.

WHEN CALLED upon to speak, Shannon made verbal rounds of department and division officials, commenting humorously on some special aspect of their mannerisms and emphasizing the unique contribution each had made to the city's government.

A resolution commending Shannon for "his constant and devoted service to the development of the Port of Anchorage" was presented to the departing manager by Port Director Henry Roloff.

An oil painting of the Chugach range was given to Shannon by the employees. Harvey Goodale was commissioned to paint the picture because of Shannon's frequent reference to his love for the mountains which he could view both from his office window and his home on G Street.

Port Tariff Study Made

C. E. Jacobson, president of Associated Traffic Services, Inc., is in Anchorage to conduct a survey in preparation for establishing tariff and terminal charges at the new \$8,000,000 Port of Anchorage.

His firm has been retained by the city to prepare recommended charges which will be presented to the port commission for approval and later filed with the Federal Maritime board.

Jacobson was in Seattle, Wash., last week with port director H. Henry Roloff and city attorney Richard Gantz to attend the FBI hearing on the proposed 10 per cent increase in freight rates to Alaska.

He will also be present when the rate hearing reconvenes here Thursday morning in the Federal building. Jacobson will return to his Los Angeles, Calif., home in about two weeks.