

TIDELANDS FACE COURT TEST

City Port Area In U.S. Challenge

U.S. Attorney for Alaska Richard McVeigh said last night that the federal government would file suit within the next few days, challenging the city's title to substantial tideland area.

Appearing before the City Council "as a courtesy," McVeigh said he could not specifically label the tidelands under dispute, but said they included the 3.2 acre parcel the city was preparing to lease to the Union Oil Co. of California.

McVeigh said he was filing the suit at the direction of the Justice Department in behalf of the U.S. Army Corps of Engineers, the Interior Department and the Alaska Railroad.

McVEIGH SAID the government's position is that the "city does not have the right to lease these particular tidelands."

The city received patent to the tidelands from the state.

McVeigh said the government's position was that the state had never acquired the tidelands to patent to the city.

ALTHOUGH the exact location and acreage involved was not disclosed, it was understood that this action could affect development in the Port of Anchorage industrial park, the location of tidelands Union Oil wanted to lease.

Nevertheless, the council last night, approved unanimously a lease agreement covering the 3.2 acres for Union Oil. A provision of the agreement says the city will pay legal costs of clearing title, in case there is a question.

McVeigh indicated he would seek a temporary injunction this week. He said the case had been "hanging fire" for a long time, but was held up because of concern in Washington about possible shifting of tidelands in the March 27, 1964 earthquake.

AT ONE point in the exchange with council, McVeigh said, "I'm directed to protect the interest of the United States in these lands." "A pretty big job," said Councilman George Byer.

Anchorage Daily News, Tuesday, June 1, 1965
A LOOK AT THE FUTURE

Maritime Commission's Blueprint for Export Trade

A SURVEY of the ports of Alaska by the U. S. Maritime Administration concluded the state must start planning now to reserve sites for modern, general purpose dock facilities away from existing downtown locations.

The Maritime Administration urged the state to construct port facilities designed to handle Alaska export items efficiently.

Senator E. L. Bartlett commenting on the findings, said: "I agree that planning for modern port facilities by 1980 is the minimum we can do to meet demands of a growing population."

The survey was a result of a study the Maritime Administration made to determine damage caused by the 1964 earthquake. Damage from the earthquake was covered in a previous report.

Maritime officials found that sparsely populated coastal cities and towns offered great potential for growth and suggested that modern dock facilities be established away from congested areas to encourage industry to locate near the docks.

"The development of modern dock and industrial sites in a concentrated area away from the city congestion has great merit. With efficient machinery and short distances between plant and port, exporting costs would be cut accordingly," Senator Bartlett pointed out.

NOTING THAT Alaska ports, because of the nature of the land and state of development, assumed an importance out of proportion to their size, the administration stressed:

1. Federal assistance to aid American water carriers serving Alaska to acquire suitable vessels to meet needs of state.
2. Federal assistance to expand and modernize Alaska ports.
3. Moving cargo in unitized form, particularly in vans or rail cars, so cargo could be more easily distributed in land.
4. Study of state ferry as distribution system, utilizing smaller, high-speed craft (such as suitable hydrofoil or surface-effect vessels) to carry goods from main ports.
5. Government action at all levels to keep Port of Anchorage open year round.
6. Serious consideration of a fleet of nuclear-powered submarine tankers to transport oil under the polar ice pack to eastern seaboard.
7. The Maritime Administration warned that within five years such ports as Sitka, Wrangell and Petersburg and others would have to be expanded to handle large vans and bulky cargo items.

THE REPORT contained maps and charts of Alaska resources, ship traffic and sea routes.

"The survey can be the foundation of sound federal-state-private cooperation in developing the ports of Alaska. The ability to get our products to the market quickly and cheaply is vital to a vigorous economy and a cheaper cost of living in our state," Bartlett said.

Copies of the full report are available by writing to the Senator's office, he said.

Anchorage Daily Times 3
Tuesday, June 1, 1965

'Mystery' Barge Cuts City Power

Most of Anchorage was without power for about an hour Monday evening when the tall mast of a barge shorted out six high-voltage and distribution lines near the mouth of Ship Creek.

City power customers on Government Hill were not affected by the outage, although the rest of the city was without power.

The lines carried Eklutna and municipal power. A spokesman for the city power department said today the lines were not broken by the mast.

City officials today are trying to run down the vessel which was reportedly involved.

Don Walter, port business manager, said he does not know of anyone who actually saw the accident. He said two vessels

Anchorage Daily Times
Wednesday, June 2, 1965



Capt. Milan T. Pazin Commands Santa Maria

Paint Hides Santa Maria's Fire Scars As Tanker Returns With A New Captain

The Santa Maria which most Anchorage residents remember aflame in Cook Inlet last October is back.

Bright paint and \$2.5 million in repairs hide scars from the Union Oil tanker's last trip into Anchorage. The vessel also has a new captain.

Santa Maria, which tied up at the Port of Anchorage municipal terminal at dawn today, made headlines Oct. 19 when she was involved in a collision with the

tanker Sirrah just off Anchorage.

Both the Santa Maria and her new captain have made news. Capt. Milan T. Pazin, 51, is in command of the tanker.

A native of Yugoslavia, Pazin took the submarine on which he served during the World War II away from the threat of German capture to form the nucleus of his country's fighting force in exile.

In 1941, Pazin was second in command of the 27-year old submarine Nebojsa, which translated from Yugoslavian, means "without fear."

German and Italian forces threatened to overwhelm his country. Pazin wanted to join the English and fight, his commanding officer did not.

At gun point, the commander was driven from the ship and Pazin and his fellow officers collected enough loyal crewmen to man the craft. With 75 military and civilian persons aboard the Nebojsa, and only state biscuits, beans and sardines in the galley, Pazin took command and

headed for the safety of a Greek port. En route, they obtained food from two Italian fishing boats which they halted and sank.

Safe in Greece, Pazin contacted the English Mediterranean fleet and was instructed to go to Crete and thence to Alexandria.

Yugoslavia's King Peter made Pazin a full commander and for the remainder of the war the submarine operated in the Mediterranean as part of the British Navy.

The Nebojsa's crew carried commandos to Italy and Greece and waited off shore for their return. Her crew delivered food underseas to bomb-racked Malta.

As the war drew to a close, Tito became supreme of Yugoslavia and Pazin was ordered to return the submarine home.

He refused. Pazin and his crew were put into a concentration camp in Egypt. He was later allowed to join the crew of

an American Liberty ship and came to the United States.

In New York, the captain asked that his wife, a French girl he had married in Egypt, and crew be allowed to join him. Within 24 hours his wife was with him. The 65-man crew came to the United States within six months and all became citizens, according to Pazin.

Over the years, Pazin continued to serve in American ships. He came into Anchorage frequently, the first time about eight years ago. This visit is Pazin's first into Anchorage as captain.

The Santa Maria, severely damaged last October, was in a Seattle shipyard until May 14. On May 18, Pazin took command of her.

The 14-year old tanker, carrying 135,000 barrels of petroleum, is making her first return trip to Alaska. She delivered 20,000 barrels at Ketchikan and the remainder to Anchorage. She will pick up a cargo of crude oil at Nikiski on her return trip south to Long Beach.

Anchorage Daily News, Tuesday, June 1, 1965

Tall Mast Breaks Power

A high-masted ship or barge sailing up Ship Creek yesterday at high tide was responsible for the 55-minute power outage throughout Anchorage about 6 p.m., according to a spokesman for the Municipal Light and Power Department.

The mast clipped clipped 35 lines bridging the creek, shorting out the turbine and opening the oil circuit breakers connecting the city with the Eklutna power plant.

The spokesman said the delay in restoring the city's power was due to the excessive amount of power loss at the creek. Line crews opened feeder lines so the power from the turbine could be put on the line.

Line crews will continue working on the downed lines until they can be restored the spokesman said.

Anchorage Daily News, Saturday, June 5, 1965

ON FILED MOTION

Tideland Dispute in Court

A motion filed by the federal government for a preliminary injunction to block development of two miles of tidelands claimed by the City of Anchorage was taken under advisement in U. S. District Court yesterday.

Judge Raymond J. Palmer ordered the attorneys in the case to meet in an effort to work out a "mutually acceptable" agreement.

THE GOVERNMENT claims title to the tidelands, so does the city.

The disputed area, which begins at the Port of Anchorage and runs south along Cook Inlet to an area approximately 11th Avenue on Bootleg-

ger's Cove, is claimed by the city under a patent from the state in 1961. The government claims the tidelands were not the state's to issue the patent.

U. S. Atty. Richard L. McVeigh is representing the government in the case. City Atty. Harland Davis is acting for the city.

Anchorage Daily Times
Saturday, June 5, 1965

Decision On Land Delayed

A decision on an injunction sought by the federal government against the City of Anchorage on ownership of about two miles of Cook Inlet shoreline has been reserved, following an all-day hearing Friday.

"A great deal could be accomplished if the city attorney and the U.S. attorney could meet and make certain stipulations so hardships would not be worked on anyone in the court's order," said U. S. District Judge Raymond E. Plummer.

The injunction would prevent the city from granting further leases on the disputed land. It would also stop the present leaseholders from occupying or using the land under city leases.

"If enjoining further leases is too strong, then we ask for an order requiring the city to consult with federal government on any anticipated leases," said Richard McVeigh, U.S. attorney.