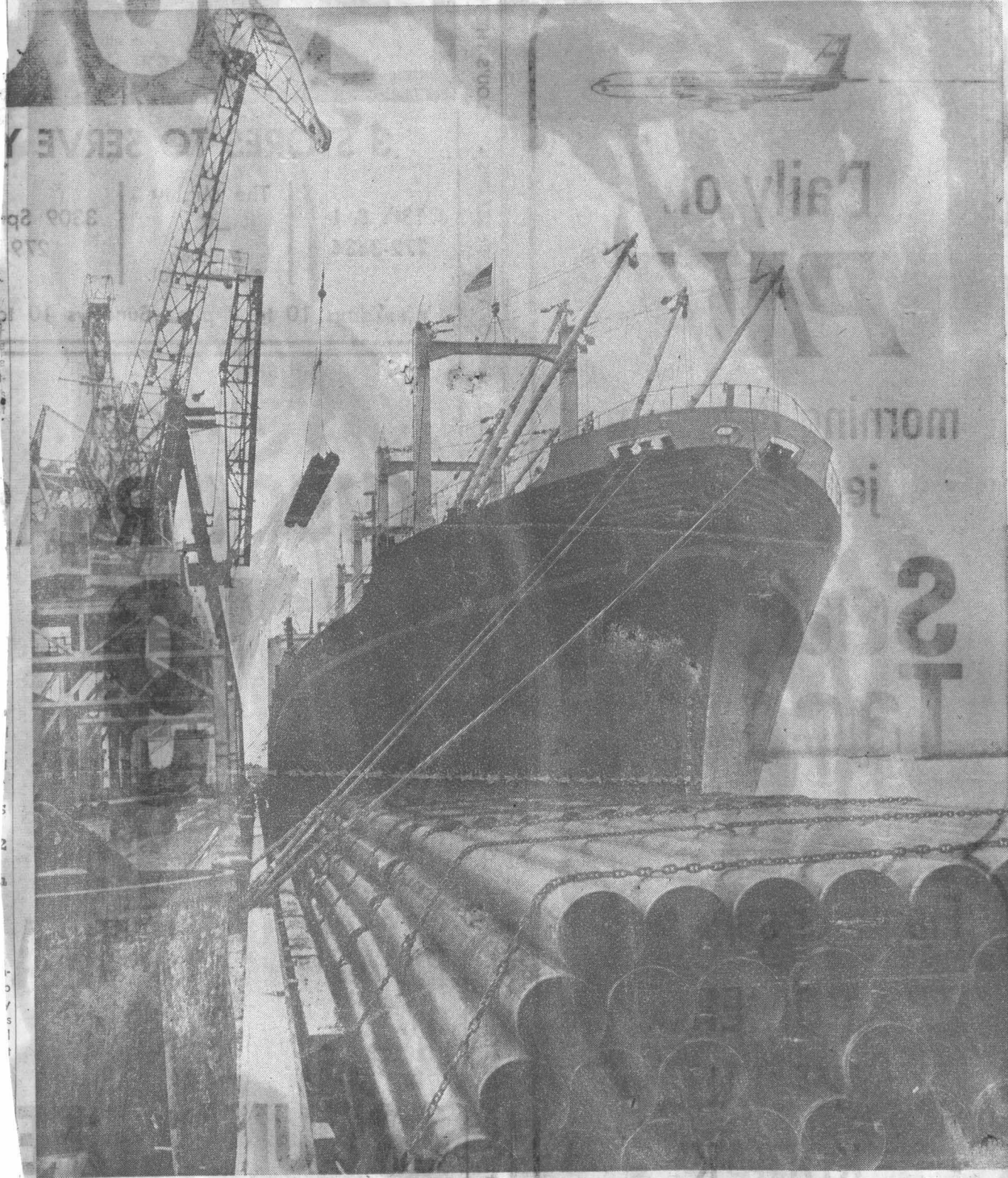


Business Review and Forecast



PIPE FROM JAPAN, a whole shipload, is being transferred to lighters for use along Cook Inlet. The Liberian freighter "Maxim" berthed at the Port of Anchorage municipal dock Saturday. (Daily Newsphoto)

Anchorage Daily News, Tuesday, October 25, 1966

ASKS JUDGMENT

U.S. Makes Bid For Tidelands

By ALLAN ADASIAK

A stretch of tidelands between Ship Creek and the southern boundary of the military reservation should be judged to belong to the United States, not the City of Anchorage, according to a motion filed yesterday in U.S. District Court here.

The motion, by U.S. Attorney Richard McVeigh, seeks to have the court enter a summary judgment for the United States on tidelands that have been in controversy since May of 1965.

Both the City of Anchorage and the United States claim ownership of the land. Much of the tideland area has been filled in and built up, and is under lease.

McVEIGH requested the court to enter a judgment for it on the ground that there is "no genuine issue as to any material fact in this action" and the United States is entitled to a judgment as a matter of law.

The city claims that 4 1/2 acres of land in question was deeded to it by the state on Dec. 22, 1960 along with other tidelands extending roughly from 111 Avenue to the Port of Anchorage.

The state, it contends, acquired those lands under the Statehood Act, and could properly transfer them.

MUCH OF the land in question has been leased by the Alaska Railroad, then top-leased again by the city after it acquired the land. Leases have been for a nominal amount.

The United States filed suit against the city and the lessors on May 21, 1965 to establish the validity of its claim to the lands in question and to extinguish the claim of the city.

According to the United States position, the state never acquired the tidelands being contested, so that it could never give to the city what it never had.

THE SUBMERGED Lands Act, which was applied here, gave to the new state of Alaska, as a part of its sovereignty, the tidelands adjacent to its shore, with certain exceptions.

The tidelands involved in the suit fall within those exceptions, according to the United States; they have been built up by accretion, filled in or

dredged. McVeigh acknowledged that there may be a question of fact as to the extent and precise location of the lands claimed by the United States. But what "we are here concerned with is ascertaining in general the ownership" of the lands, he wrote.

Anchorage Daily Times Wednesday, Oct. 26, 1966

Double Duty In City Jobs Poses Question

Will he or won't he?

That was the question Tuesday night at the City Council meeting when Councilman Joe Yesenski raised the question of whether Councilman Bill Besser plans on resigning his Port Commission seat.

In the past it has been customary for a member of the Port Commission to resign his position if and when he is elected to the City Council. There is no rule on the matter and the decision is left up to the individual's discretion.

Besser replied that if the council wanted him to resign from the Port Commission, he would do so. The council made no such request.

And Besser didn't indicate what he plans to do.

Anchorage Daily News, Wednesday, October 19, 1966

Port Rate Reduction Is Sought

Anchorage's Port Commission will ask that foreign freight rates and handling costs into the Port of Anchorage be reduced to come into line with those charged to other Pacific Coast ports.

Wallace Martens, commission chairman, said Trans-Pacific Conference rates to Alaska ports are about 10 per cent higher than to other West Coast facilities.

In addition, according to Martens, part of the handling charges are billed to the shipper or consignee.

THE TRANS-PACIFIC Conference represents shipping interests of North Pacific Rim nations, according to the port commission chairman.

Any difference in rates to Alaska "would have to be removed by action of the conference," he said.

With commission approval, Martens said he plans to request a conference hearing on the port's request for lower rates and charges.

Anchorage Daily Times 3 Wednesday, Oct. 5, 1966

Port Officials Meet Saturday

The president and other representatives of the Seattle Port Commission will be here Saturday to meet with the Anchorage Port Commission, City Manager Ben Marsh said today.

Robert W. Norquist, president of the Seattle commission, and seven other representatives will meet at the council chambers with Port Director A. E. Harned, members of the Port Commission and the city manager.

Purpose of the session is to discuss port operation procedures, regulations and tariffs.

Anchorage Daily News, September 7, 1966

Port Commission to Study Waterfront Development

Anchorage's Port Commission will consider the first phase of a waterfront development study of an area lying between Ship and Chester Creeks when it meets at 7:30 p.m. today.

The initial stage of the program deals with providing access roads, water, sanitary and storm sewers and land fill to an area including city tidelands and land about the proposed small boat harbor from Ship Creek to Seventh Avenue extended.

This section generally lies

Anchorage Daily Times Monday, Oct. 17, 1966

City's Water Not For Ships

Health Officers Limit Use For System Fault

U. S. Public Health Service officials declared the Anchorage water supply unacceptable for interstate commerce last April and the prohibitive ruling is still in effect, the Times learned today.

Port officials, however, said today they were not informed of the ruling and had been selling water to any of the ships that had requested it.

Bruce Adams, sanitarian for the Southcentral region of the state Department of Health and Welfare, said if the port had been selling water as usual, "I am not aware of it."

The ruling means simply that boats coming to the Anchorage dock cannot take on water from the city's supply without treating the water themselves. They risk loss of their permission to operate if the Interstate Carriers Service or the federal health authorities find them in violation of the ruling.

The ruling on city water was made when the health officials discovered a "cross-connection" system at the water treatment plant between the raw water supply and treated water. Such a connection violates health regulations.

A cross-connection system is designed to allow water to bypass the treatment plant when necessary as in the case of a major fire where untreated water can be used by the firemen.

All treatment plants have such provisions, but the standard method, according to one public health official, is to have a removable section of pipe which is used to interrupt the bypass line. With such a system, there is no direct connection between the raw water and the treated water.

Adams said today, "The problem is more of a technical nature than it is a health hazard."

William Duynslager, municipal water utility manager, said the deficiency will be corrected "before the first of November" when the plant closes down for routine maintenance on the Ship Creek dam.

At that time, the workmen will remove the cross-connection valve and plug both ends of the T-shaped pipe. From then until 1968, when major revamping is planned at the plant, the plant will have no method whereby the water can bypass the treatment plant.

Adams said as soon as the cross-connection is plugged, he will recommend the ruling be lifted and that the water supply be given public health approval.

Duynslager said the deficiency would have been corrected sooner except that it would be more economical and wiser to make the change at a time when the plant would be closed anyway.

Plans for 1968 call for enlarging the capacity of the plant from eight to 12 million gallons per day to at least 21.6 million gallons per day, Duynslager said.

"No structural changes are necessary," he said. "The changes include only new pipes and filters."

Anchorage Daily News, Thursday, September 8, 1966

Waterfront Plan Wins Approval

The \$4.8 million first phase of a waterfront development proposal has been accepted for planning purposes by the Anchorage Port Commission.

Commission members meeting last night unanimously ap-

proved the first stage of a program designed to add more port and industrial use lands to those now available. The first stage deals with tidelands lying between Ship Creek and Seventh Avenue extended.

With Commissioner Robert Logan in opposition, the commission agreed to a lease with Trans-World Alaska for 2.5 acres in the port industrial area.

LOGAN urged that the land be withheld in hopes that it can be leased to a firm which would employ a larger number of people than would Trans-World.

The 21-year lease calls for a lease rental of one cent per square foot for the first year while the land, now swamp, is being filled and a six cent per square foot lease fee thereafter with regular appraisals being made of the land.

Acting City Manager Karl Walter had recommended to the commission that a long term lease not be approved.

Walter, in a memo to the commission, said that the land in question could be "premium" in the future and called the long-term lease "not in the best interests of the port."

LOGAN also urged more rigid control over vessels entering the harbor in light of two ship accidents off the port.

Port Director A. E. Harned said he was told that the Coast Guard board of inquiry that investigated the Santa Maria-Pathfinder collision had included some recommendations for safer port operation in its report but that these recommendations are "classified" at present.

Commissioner Robert Baum urged that the commission commend members William Besser and Wally Martens, commission chairman, for taking upon themselves the cost of a trip to Japan which apparently will bring additional benefits to the port. The Anchorage City Council earlier had turned down a request that the city finance the trip.

While on their trip, Martens and Besser met with the port trustees in Seattle to discuss earthquake insurance, port dredging, construction problems and future operations and development of the port.

IN JAPAN, the two met with officials of the K Line. Vessels operated by this Japanese shipping firm visit the port several times each year on an unscheduled basis. The firm agreed to at least three scheduled visits during 1967.

"Many more thousands of tons of Japanese freight should be coming through the Port of Anchorage starting in 1967 because of our success in obtaining scheduled service. This in turn will produce many extra thousands of revenue dollars for the port. This one item alone more than justifies the expense of our trip and could never have been accomplished through other than personal contacts with the Japanese people," Martens said.

THE TWO also discussed a proposal which could see Anchorage's port part of a new routing from Japan to the central and eastern United States which would make use of ships, railroad and trainships.

Martens and Besser met with representatives of the Trans Pacific Freight Conference of Japan to discuss elimination of what are considered discriminatory tariffs to Alaska ports above those to other West Coast ports.

Anchorage Daily News, Tuesday, September 20, 1966

Port Commission Gives Approval to New Budget

The Anchorage Port Commission last night approved a proposed port budget for 1967 of \$310,473.

The suggested figure for operation of the Port of Anchorage was higher than in the three most recent years, and was up from \$293,551 in 1966. Revenues, however, are expected to exceed all years since 1964.

The budget document lists anticipated revenues at \$785,450.

ANTICIPATED gross income for 1967 thus, is \$474,977. The proposed fiscal docu-

ment also must be approved by the city manager and the city council, in that order.

Approval by the commission came in less than a hour last night.

A. E. HARNED, port director, said the budget indicates healthy financial condition of the facility.

He said the port is expected to realize a net income next year of \$73,977, after payment of debt requirements.

Retained earnings, or accumulated income, is expected to reach \$224,636, with the addition of the 1967 anticipated net income.

GREATEST expense for the year is expected to be \$111,891 for administrative costs. That figure is up from \$103,733 in 1966.

Most of the increase is for insurance and employee benefits, however.

Greatest revenue is expected from the petroleum dock, at \$390,750, and from the city dock, at \$344,700.

MAJOR salary proposals in the budget include \$17,760 for Harned; \$14,041 for the assistant port director, H. Russell Painter; \$12,972 for the port business manager; and \$12,204 for the port maintenance supervisor.

The industrial park adjacent to the port is expected to show a net profit of \$4,427, after revenues of \$74,503 and expenses of \$70,076.

The largest expense of the industrial park is expected to be \$23,361 for salaries.

The commission also heard a report on dredging operations at the port. Harned said he would meet with the city manager today to ensure completion of the dredging this year.

Anchorage Daily Times Thursday, Sept. 8, 1966

Port Panel Favors Land Leasing Plan

Members of the Anchorage Port Commission overrode a city manager's recommendation at a special meeting Wednesday night and decided to lease 2.5 acres of port industrial park land to Trans-World Alaska.

The lease of the property, now primarily swamp land, will stand for 21 years with an option for an additional 30 years. Rental fees are listed as one cent per square foot for the first year, and six cents per square foot thereafter, unless appraised at a higher amount.

During the first year Trans-World Alaska will fill in and fence the property, and a spokesman said that the company intends to construct a warehouse for U.S. Customs open storage.

A memorandum from Acting City Manager Karl Walter stated that a long-term lease is not advisable at the present time. A shorter lease, about five years with a five-year option, Walter said, would give the commission the opportunity to lease the land to a larger developer in the near future.

Commissioner Bob Logan agreed with the memorandum, saying, "Why gamble on something you can do better with later on? The city can afford to hold the land at least another year."

Logan suggested the land be held under the possibility that a larger firm employing more men may want the land later on.

Figuring on the basis that no other prospects for lease of the land are in sight, and no more could be charged for the land to another company, commissioners Wally Martens, William Besser, Robert Baum and Virgil Dean voted to lease the land. Logan opposed the proposition.

In other action, commissioners approved for planning purposes a \$4.8 million first phase of a waterfront development proposals prepared by Tryck, Nyman and Hayes, former port consulting engineers.

The program was designed to allow greater use of the tidelands between Ship Creek and Ship Creek Roads, harbors and other developments are proposed in the program.

News, Thursday, September 29, 1966

First Tanker Docks at Port

Texaco's tanker Florida drew up alongside the Port of Anchorage's petroleum dock last night to become the first vessel to use the new facility as it was designed to be used.

Dredging alongside the face of the dock has been sufficiently completed to allow its use by tankers.

Previously tankers unloading at the dock had to be held out in deep water by a breasting barge alongside the dock face.

MARINE DIGEST OCTOBER 1, 1966

K Line Alaska Run

SAN FRANCISCO—Kerr Steamship Co. (K Line's agent) sources here said recently that K Line will establish a scheduled service to Anchorage next spring. Ships of the line presently make unscheduled calls at the port.