Anchorage Daily Times Tuesday, Oct. 25, 1966 Tidelands Decision Requested Of Court

A summary judgment to settle disagree on the material facts, once and for all just who owns only as to law and an interpreabout 'wo miles of tidelands tation of it, was filed Monday running along the inlet near An- by McVeigh in U.S. District chorage - the city or the fed- Court here. eral government - is being ask- The federal government in a

ed by U.S. Atty. Richard Mc- suit filed last year has claimed it owns certain tidelands run-A motion requesting judgment ning roughly from the mouth of in the case on grounds that Campbell Creek north to a point neither the city nor government slightly beyond Ocean Dock at

the Port of Anchorage. The lands were given by the state by quit claim deed to the city of Anchorage following statehood. The federal govern-INTERNATIONAL NEWS LETTER ment claims the lands were not the state's to give away.

The federal government contends that under provisions of the submerged lands act, the government retains patent on eveloped tidelands or at least to portions of revenue accruing from the lands.

The lands in dispute, according to McVeigh, were developed partially under lease from the ederal government. Whether with the arrival of Texaco's tanker the government had a direct hand in their development or not is beside the point, he main-

The fact the lands were developed while the government still owned them is the crux of the issue, the attorney said. The original suit filed in May, last year, named the city, the state, and several lease holders

fendants in the case.

in the disputed areas as de-

JANUARY, 1967

U.S.A.:

Almost Year-Round Anchorage, Alaska, December 27:-Tanker vessels operating on a year-round basis at the Port of Anchorage was one step closer

TEXACO CALIFORNIA on December 21st. Arrivals and departures at the Port have grown closer to allwinter operations with each passing year. Interesting enough there have been no real revisions in the type of vessels serving An-

chorage in the winter, but is due rather to developing added experience built up during previous The TEXACO CALIFORNIA presently holds all the tanker records. Wednesday's arrival was the latest in the year that a vessel of this type has berthed in An-

chorage! She also holds the other

end of the record, having arrived in Port March 9th, this year. Captain Bill Johnson, long time Alaska pilot made the following comments after his arrival on the CALIFORNIA, "We found the Inlet ice conditions very favorable for passage this late in the year and experienced no difficulties in

route or berthing." When asked to comment on the Port's predictions, Johnson had this to say, "With a vessel as large as the TEXACO CALIFORNIA (12,789 tons and 15,000 horsepower) I feel that winter-time operations in the Inlet are entirely possible. He qualified himself only to this extent, "You would have to take your time and watch wind and

tide." "I think a vessel should be required to have 2 radar units and at least one electrically heated window in the pilot house." "It should be emphasized however," Captain Johnson stated, "that this is not an operation for older tankers with limited horsepower."

The TEXACO CALIFORNIA discharged approximately 150,000 barrels of petroleum. She sailed for her home port December 22nd. (Port of Anchorage)

Anchorage Daily News, Wednesday, November 30, 1966-**City Council Hammers** At New Port Budget

By CAMERON EDMONDSON also said he is certain the dock travel to conventions. Port Dicranes will not be able to rector A. E. Harned replied The Port of Anchorage climb the grade to the second that all his staff is new to port was the star attraction at terminal which is about three work and could learn from asboth a special meeting of the feet higher to accommodate sociation with more experienc-City Council and the work earthquake subsidence. ed people from older ports.

session that followed in the During the course of his COUNCILMAN George Sulcouncil chambers last night. presentation Yesenski engaged livan asked Harned for exam-During the special meeting in a brief shouting match with ples of what he had personally Councilman Joe Yesenski once Port Commission Chairman gained in knowledge from more challenged the workman- Wallace Martens who was in three previous trips. ship and esthetic qualities of the audience.

Harned replied that he learnthe wharf extension known as Consulting engineer Loren ed he needed a tariff expert on

Lounsbury assured Yesenski his staff. In the work session that that the dock will be sound, Mayor Elmer Rasmuson considered the proposed 1967 will look better when complet-commented that he has found budget for the port, most of ed and that the cranes will so "little value to conventions the council members challeng- indeed be able to make their that I don't go to them." He ed sums allocated for travel way up the ramp to the new also questioned the value of

and trade promotion.

YESENSKI complained of crocked piling earlier and this prompted letters from engineers and consultants on the check on the work when it is resumed next swing. job acknowledging some probel and promotion be used to lems but adding that they The travel and promotion employ a professional sales-

were not serious. These letters phase of the port budget was man. were presented to councilmen hammered from all sides by COUNCILMAN William Besat the meeting. councilmen in the work ses- ser said a trip by him and In rebuttal, Yesenski sketch- sion that followed the regular Martens to Japan at their own ed on a blackboard a method meeting. expense had borne fruit in the

he said would have caused the Again, Yesenski led off by form of scheduled Japanese piling to go down straight. He challenging the need for staff ships to the port.



Tanker Texaco California braves Anchorage ice.

ANCHORAGE - Tanker vessels operating on a year-round basis at the Port of Anchorage was one step closer with the arrival of Texaco's tanker Texaco California

on Dec. 21.

Arrivals and departures at the port have grown closer to all-winter operations with each passing year. Interesting enough there have been no real revisions in the type of vessels serving Anchorage in the winter, but is due rather to developing added experience built up during previous ice operations.

The Texaco California presently holds all the tanker records. Wednesday's arrival was the latest in the year that a vessel of this type has berthed in Anchorage. She also holds the other end of the record, having arrived in port March 9, this year.

Capt. Bill Johnson, long-time Alaskan pilot made the following comments after his arrival on the California, "We found the inlet ice conditions very favorable for passage this late in the year and experienced no difficulties en route or berthing."

When asked to comment on the port's predictions, Johnson had this to say, "With a vessel as large as the Texaco California (12,789 tons and 15,000 hp), I feel that wintertime operations in the Inlet are entirely possible. He qualified himself only to this extent, "You would have to take your time and watch wind and tide." "I think a vessel should be required to have two radar units and at least one electrically heated window in the pilot house." "It should be emphasized however," Captain Johnson stated. "that this is not an operation for older tankers with limited horsepower."

The Texaco California discharged approximately 150.000 barrels of petroleum. She sailed for her homeport Dec. 22.

U.S. Labor Board Gives Longshoremen Jurisdiction Over Dockside Cranes

- The National Labor Relations Board ruled in a decision announced today that longshoremen rather than members of the operating engineers' union should run dockside cranes of the Albin Stevedore Co. at Anchorage.

ALBIN HAD assigned the operation of the machines, called hammerhead cranes, to the engineers. The Anchorage longshore unit, affiliated with the Seafarers' International Union, demanded the work.

A hearing in the dispute was conducted at Anchorage July 6, 1966, by Howard L. Mc-Intyre, an NLRB official.

The Board decision favoring longshoremen was signed by members John H. Fanning, Gerald A. Brown and Sam 'Zagoria.

HOWEVER, the board specified it was deciding only that this was properly longshore work, but it was not awarding the work to a specific longshore union or its members.

"In making this determination," the board said, "we rely particularly upon the factors of economy and efficiency of operations, industry practice, and upon the consensus in the maritime industry that assignments of stevedoring work to longshoremen will in the long run be of benefit to the industry as a whole."

Anchorage Daily Times Thursday, Jan. 19, 1967 SHIPPING RATES CUT ON FAR EAST GOODS

An ocean freight rate reduc-today by Wallace E. Martens, tion that puts Anchorage on an chairman of the Port Commis equal basis with West Coast sion, who received the word ports has been granted by the through Claude Bentz of North Trans Pacific Conference of Star Terminal and Stevedore Japan to be effective Wednes- Co., agent for the "K" Line. "The importance of this re-

The long-sought reduction af-duction in rates to Anchorage fects only the Port of Anchorage and is not applicable on a Martens said, "It can have a

15 per cent.

The reduction means, sim- tremendous impact on the overply, that it will cost less to send all economy of the state." certain products from the Far Local and state officials have East to the Port of Anchorage: sought the reduction since the On shipments of building prod-beginning of the port's municiucts, novelties and toys, the repal terminal. Officials have said duction in freight rates is about the reduction will result in more import traffic to Alaska from The announcement was made the Far East and Japan.

MIX SHE EAST FORELAS COOK INLET, ALASKA SHIPPING SAFETY FAIRWAY ARCHOR PT.

Anchorage Daily News, Monday, January 30, 1967

THROUGH OIL FIELDS

Shipping Fairway Looms for Inlet

Navigation interests have northern portion of Cook Inlet, West Point Light on Fire Is asked the U.S. Army Corps of according to Col. Clare F. Far-1 nd (see chart). Engineers to establish a ship-ley, Alaska District Engineer. The fairway can be modiping safety fairway in the

A proposed regulation would establish the fairway 1.5 nautical miles wide centered on the alinement beginning at a point six miles west of Anchor Point Light, set course to pass Point Light, set course to pass five miles east of Kalgin Island Light, then to a point five tion of structures in the area

FROM USC & GS CHART #502

miles 302 degrees from East designated as a fairway be-cause any structure located within these limits would constitute an obstruction to naviAnchorage Daily News, Tuesday, January 31, 1967 -

Port Commission Wins More Legal Advice Only

More legal advice from the the council rejected the com city attorney's office was the mission's request that it be only concession drawn from given permission to retain its the city council by the An- own legal counsel. chorage Port Commission in

a work session yesterday. THE commission which apparently seeks a greater degree of autonomy than the city administration is willing to grant was, in effect, told to accept the council's decision or take its case to the people with a petition for a charter change that would grant independence to the commission. But councilman C. A. Hostetler raised the point that there

is serious question whether an independent body would be in violation of the state constitu-

Unhappiness of the commission partly stems from long delays in the settling of two contracts for land leases in the port area. To solve this problem, the council agreed to provide additional legal assistance to the commission as it is needed.

CITY Manager Bernard Marsh said arrangements are being made to hire a second assistant city attorney to handle the growing work load of that office.

Port commission chairman Wallace E. Martens, although agreeing that such assistance should "solve 90 per cent of the problems," reiterated his belief that the port authority should be autonomous and free of any political influence. In reaching the agreement,