

SUNDAY'S DAYLIGHT
11 hours, 27 minutes
Sunrise 6:27 a.m., Sunset 5:54 p.m.
SUNDAY'S TIDES
High Tide — 7:18 a.m. 28.2 ft., 7:18 p.m. 27.7 ft.
Low Tide — 1:24 a.m. 0.2 ft., 1:48 p.m. 1.4 ft.

Anchorage Daily Times

SUNDAY'S FORECAST

Fair
High Temperature 30
Low Tonight 10

51ST YEAR — 20 PAGES

ANCHORAGE, ALASKA, SATURDAY, MARCH 11, 1967

PRICE 10 CENTS

IN ANCHORAGE
AND VICINITY

FERRY SERVICE SCRATCHED HERE

LETTERS TO THE EDITORS



Editor, Marine Digest:

The commissioners have asked me to express to you, their appreciation of the excellent story and cover photo concerning the opening of our new terminal Four facility.

We think the quality of your presentation matches that of our new facility. We hope to see you on Grays Harbor one of these days.

Respectfully,

E. W. Clocksin, Mgr.
Port of Grays Harbor
Aberdeen, Wash.

Editor, Marine Digest:

I read with great interest every issue of Marine Digest and was particularly pleased with the View From Duwamish Head in the Feb. 4 issue. That trip must have been an eye-opener to some in regard to the ferry system and your views on the trip were enlightening.

I must say that a recent article published in your Jan. 21 issue concerning the exploits of Captain Heineg and his trip to Anchorage in 1915 has me somewhat confused. I was raised in Seward and my dad sailed out of Seward on the old mail boat Dora and had also put in time on the steamer Star and several others before becoming a land-lubber and managing the railroad dock in Seward in the 1920's. He subsequently purchased City Express, a local Seward dray firm and operated this until 1942, at which time I purchased it and operated this firm until 1960. So much for background material. Now, at the time my dad sailed out of Seward my uncle, Ed Culbertson, was purser on the Dora. He had a brother, Jim Culbertson, who resided in Anchorage from about 1913 for a number of years. In recalling early-day conversation and seeing some pictures, I am sure that in 1915 there was quite a bustling community here in Anchorage. I am also quite sure that there was considerable shipping, as I recall hearing of schooners the size of the San Ramon journeying up Turnagain Arm to dock facilities at Rainbow, Alaska, where supplies were lightered across to Hope for what was then a mining town of several thousand hardy souls.

I am by no means a historian, but wanted to point out that the article did have some points that I felt ought to be cleared. Hanging in the city manager's outer office is a picture taken of Anchorage in 1915 and it depicts a very busy and solidly growing Fourth Avenue with many buildings of what could be described as "permanent." In

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Wednesday, March 29, 1967
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Ice Damages Dock Pilings

Grinding ice at the Port of Anchorage has been blamed for damaging the partially completed extension to the city dock, but engineers have not yet been able to determine the extent of damages.

Cracked pilings and shattered pile caps were discovered Tuesday afternoon and engineers immediately began assessing the damages. A report is to be given the City Council as soon as the extent of damages is known.

Representatives of Lounsbury, Slavin and Kelly, the engineering firm that designed the dock and is now serving as consultant to the city, said the damage had been done by ice action.

Councilman Joe Yesenski, who in the past has criticized the aesthetic value of the new dock, reiterated his criticisms after the council was informed of the damage Tuesday night. Engineers who have defended the dock in the face of Yesenski's criticism in the past came in for a jibe as soon as Yesenski found out about the latest development.

"Evidently the dock isn't holding up according to the engineering theory," he said. He called for city officials to watch the developments closely and report to council as soon as possible.

fact the earthquake of 1964 and several recent fires have removed all but a few of these structures. This is my first attempt at a "letter to the editor," but couldn't resist this one due to my present position.

Sincerely yours,
Russ Painter
Acting Port Director
Port of Anchorage

Editor's Note: Our information came directly from Captain Heineg. Inasmuch as we were not around at the birth of Anchorage we are in no position to cast an opinion—one way or the other.

Anchorage Daily News, Monday, March 13, 1967

Year's First Fuel Tanker Docks Here

Spring came to the Port of Anchorage about 8 p.m. yesterday with the arrival of the first fuel tanker of the year, the Texaco California.

Port Director Russ Painter said the vessel reported no serious difficulty with floe ice. The Texaco California carries about 150,000 barrels of fuel that will require about 30 hours to discharge.

PAINTER SAID another tanker, the Evje, is waiting off Homer with a load of bonded jet fuel and will follow the California into the tanker berth.

The regular Sea Land vessel arrived in the port early Sunday, giving the city dock a full house for the first time since last December. Next Saturday, Sea Land will begin its summer schedule of a docking here every five days, Painter said.

Two more tankers are due to arrive in Anchorage March 19 and 23 the port director concluded.

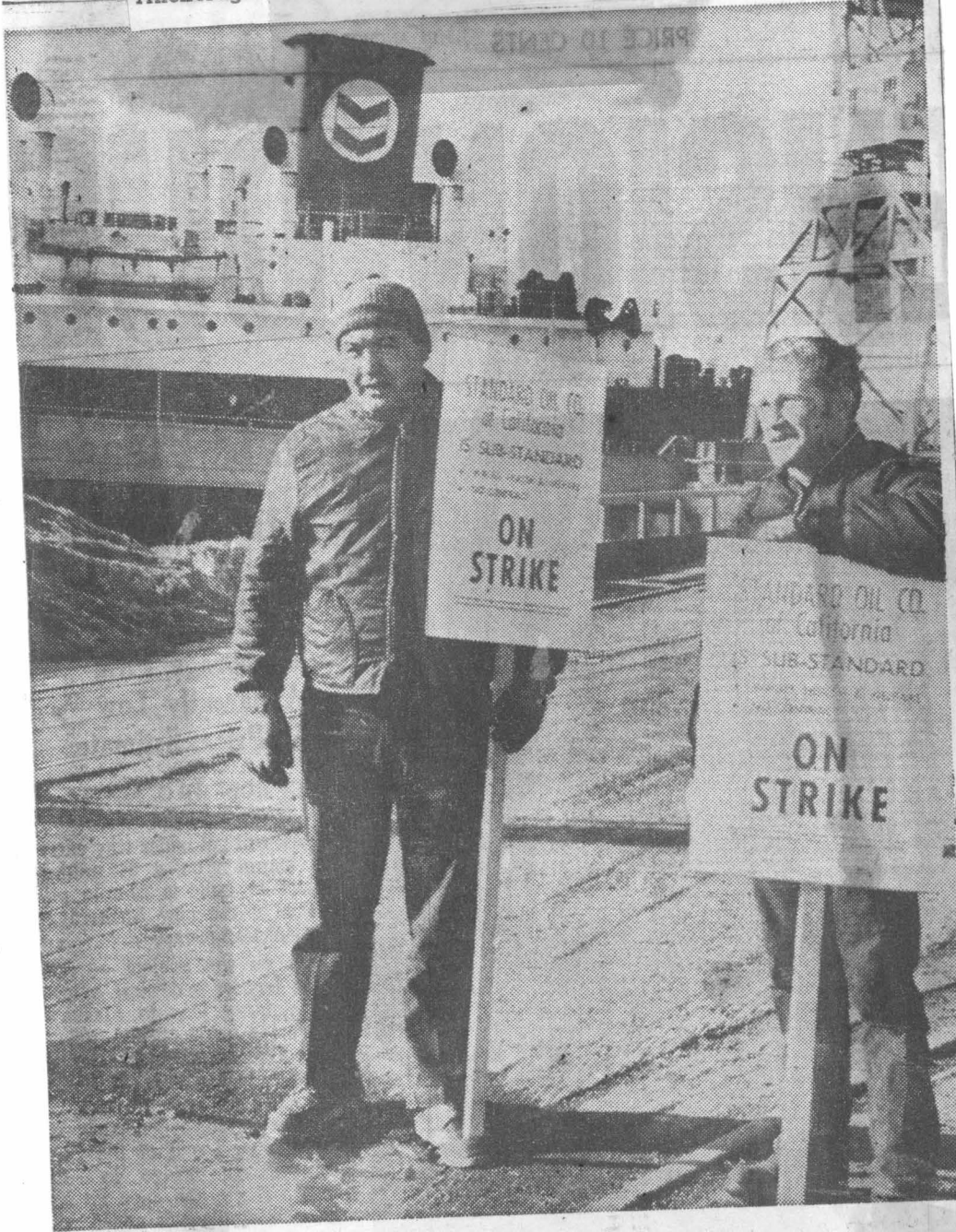
Anchorage Daily News, Thursday, March 23, 1967



PICKETS FAIL TO HALT docking of the Standard Oil Co. tanker Mark Hanna on its arrival yesterday at the Port of Anchorage with a load of product for So-cal. Although they arrived too late to head off longshoremen Bob Anderson

(left) and Bob Robinson, both members of the International Union of Petroleum Workers from Soldotna, decided to picket the Port of Anchorage anyway. See story, page 2.

Anchorage Daily Times Thursday, March 23, 1967



PICKET TANKER AT CITY DOCK

James Showalter, left, and Bob Robinson came to Anchorage from Soldotna where they are on strike with the International Union of Petroleum Workers, to picket the Standard Oil of California tanker, the J. L. Hanna, as it docked here Thursday. The picketers didn't stop the unloading of the vessel although they did get to stress here their continuing negotiations with Standard Oil and the union. The strike which started 11 days ago involves both production and refining workers on the Kenai Peninsula.

Standard, Union Back To Bargaining Table

Talks have resumed in contract bargaining between the Standard Oil Co. of California and Alaska members of the International Union of Petroleum Workers, but it's "too early" to tell if progress is being made, according to a Standard spokesman.

C. V. "CHAT" Chatterton, production superintendent, said a meeting was held with field employees Tuesday and another was scheduled this morning in Soldotna.

It is possible that a better idea of how the talks are going after that meeting, he said.

A separate meeting was held by a management team with union members of the Port Nikiski refinery yesterday and a follow-up meeting was set for about April 3.

THE UNION members in both the production and refining departments on the Kenai Peninsula struck early on the morning of March 12, charging the company with delaying attempts to reach a work contract settlement.

At least limited production has continued at both the Swanson River oil field and the Nikiski refinery.

Striking workers came to Anchorage from Soldotna yesterday to picket the Port of Anchorage when a Standard Oil Co. tanker docked there. They arrived too late to keep longshoremen from mooring the vessel but Standard management personnel were standing by to dock the ship if it had been necessary.

Hickel Gives Tustumena New Route

Move Draws Fire
From Democrats;
'Subsidizing' Charged

By JOSEF HOLBERT

Times Staff Writer

JUNEAU — Gov. Walter J. Hickel announced plans today to operate the State Ferry Tustumena on a new schedule in Southwestern Alaska this summer which will eliminate ferry service to Anchorage.

The new schedule calls for two round trips a week between Valdez and Cordova; two round trips a week on a run serving Seward, Seldovia and Kodiak; weekly stops at Homer and Port Lions; and elimination of the Anchorage stop which was included in the vessel's run last summer.

Hickel's announcement brought protests from Democratic members of the House, the only body in the Legislature which was in session today.

Hickel had said the new schedule was prompted by the discontinuation of service to Cordova by Alaska Steamship Company.

In eliminating Cordova, Alaska Steam plans to send vans into Valdez every two weeks instead of every three weeks and provide once-a-week service to Valdez once the cargo load for that port and Cordova builds up.

Rep. Gene Guess, D-Anchorage, charged, "It looks like the governor is subsidizing Alaska Steam by having the state provide service to ports which Alaska Steam wants to pull out of."

"Instead of this, the administration should be trying to force Alaska Steam to provide service in these areas, Hickel should call on the Federal Maritime Commission to require Alaska Steam to service these ports at reasonable rates."

Rep. M. M. (Moose) Moore, R-Anchorage, defended the governor's action, commenting,

"Providing ferry service to Anchorage service stopped when the Tustumena went into Seattle for its annual overhaul last Dec. 22."

Rep. Charles Sessara, D-Anchorage, disagreed with Moore, saying, "The Anchorage run is vitally important to the commerce of Kodiak and Homer, especially Kodiak. I hate to see these people suffer."

But, Rep. Chuck Powell, R-Kodiak, replied, "I like the new schedule. We in Kodiak have to recognize that the ferry system is not just for our use. And if anything, this will benefit our commerce, not harm it."

Another Democrat who opposed Hickel's directive was Bill Ray of Juneau who voiced fear that in dropping its Cordova service, Alaska Steam may have to raise freight rates in Southeastern Alaska.

However, Hickel countered, "We will have better and more frequent service to Cordova, and more frequent service to Valdez by using the Tustumena this way."

"And, if we can get the Jones Act amended to allow the hauling of containerized cargo on the British Columbia ferry system, I am confident that freight rates in Southeastern Alaska can be held at their same level and probably reduced."

The governor said that when the Tustumena begins its new run, the state's shuttle ferry between Cordova and Valdez, the Chilkat, will be taken out of service. He said no decision has been made on what will be done with that vessel.

The Tustumena is to leave Seattle for Seward on March 15 after her winter maintenance is completed. She is expected in Seward March 20, and will depart for Kodiak the next day. The new service is to continue through the fall.