

CITY YOUTH DIES IN CREEK WATERS

An 11-year-old boy, Walter DeHusson, died early this morning as the result of an accident yesterday evening when he fell into the Chester Creek outfall at Cook Inlet.

The youth, son of Mr. and Mrs. Walter DeHusson of 1026 W. 10th Ave., and a companion, Randy Redmond, 14, were standing on one of the gate valves playing, when Walter fell in and disappeared through one of two large drain pipes, the Anchorage City Fire Department said.

Randy went for help, and firemen and police were contacted about 7:50 p.m.

The boy was recovered alive about 450 to 500 feet inside the pipe which flow under inlet waters.

Attempts to revive him were made by the paramedic rescue squad, and he was taken to Anchorage Community Hospital where he died of exposure shortly before 1 a.m., the fire department spokesman said.

A port security officer, Ruben Lyon, heard the rescue call on his car radio, and headed for the scene of the accident stopping on his way to pick up an active diver, Gary Cronin, who eventually recovered the boy, the fire department said.

Two firemen and a policeman who is also a diver searched through the chest-high rushing waters of the other pipe.

Walter was a fifth grade student at Inlet View School. He was born Feb. 12, 1962, in

Dillingham. Besides his parents, survivors include two brothers, Mark and Gordon, at home; three sisters, Shirley, Renee and Dawn, also at home; paternal grandparents, Mr. and Mrs. Herbert DeHusson of Nelson, Wis.; and maternal grandparents, Mr. and Mrs. Walter Noden of Anchorage. Funeral arrangements are pending at Green's Anchorage mortuary.

A-2—Anchorage Daily News, Sunday, July 29, 1973



Youth fell from top of flood gate, and was swept into left tunnel

Youth dies after fall near Inlet gate

An 11-year-old Anchorage youth, Walter DeHusson, died early Saturday morning at Anchorage Community Hospital after an accident Friday afternoon when he fell into the Chester Creek junction with Cook Inlet.

Walter, the son of Mr. and Mrs. Donald DeHusson of 1026 W. 10th Ave., and a friend, Randy Redmond, 14, were playing on one of the concrete gate valves when Walter fell and disappeared through one of two large drain pipes.

Randy ran for help and city firemen and police were contacted at about 7:30 p.m.

The boy was recovered alive about

30 minutes later, approximately 450 to 500 feet inside the pipe, which runs under flowing inlet water.

Attempts to revive him were made by a paramedic rescue squad, and Walter was then taken to Anchorage Community Hospital, where he died of exposure shortly before 1 a.m., the Anchorage City Fire Department said.

Ruben Lyon, a port security officer, had heard the rescue call on his car radio, and drove an active diver, Gary Cronin, to the scene, where Cronin recovered the boy.

Walter was a fifth-grader at Inlet View Elementary School.

He was born Feb. 12, 1962, in Dillingham, and had lived in Anchorage for the last seven years.

In addition to his parents, he leaves two brothers, Mark and Gordon DeHusson, and three sisters, Shirley, Renee and Dawn DeHusson, all of the family home.

He also leaves his paternal grandparents, Mr. and Mrs. Herbert DeHusson of Nelson, Wis., and maternal grandparents, Mr. and Mrs. Walter Noden of Anchorage.

The family is requesting memorials to the Anchorage Youth Hockey Assn., 100 W. Fireweed Ln.

Tideland Fight May End Soon

By PAUL EDSCORN
Times Staff Writer

A legal battle of eight years over ownership of the tidelands at the mouth of Ship Creek appeared near its end with an order by U.S. District Court Judge James A. von der Heydt holding that the tidelands belonged to the Alaska Railroad rather than the City of Anchorage.

Remaining to be resolved by further negotiations is the seaward limit of the property according to the Alaska Railroad Act of 1914.

The effect of the decision subject to possible appeal to a higher court is to quiet title on a portion of the disputed tidelands now occupied by several companies near the Port of Anchorage. These

include Alaska Aggregate Corp., Tidewater Packing Co., Cook Inlet Tug and Barge Co., Alaska Fish and Farm Products Inc., Union Oil of California, and Kaiser Cement and Gypsum Corp.

These companies remain as lessees of the railroad, some of whom were lessees prior to the origins of the dispute which went to court in 1965.

Of more concern, however, is the effect of the decision on current plans by the Port of Anchorage for construction of a second petroleum dock in an area south of the present dock.

Erwin Davis, port director, said a 1970 study was the basis for the port's expansion (See Page 4, Col. 3)

city of these tidelands between the present Port of Anchorage and Bootleggers Cove. It was recognized at the time that an issue of ownership did exist with the Alaska Railroad and suit was filed in U.S. District Court in 1965.

The U.S. Government held that under terms of the Alaska Railroad Act of 1914 the Railroad Reserve at the mouth of Ship Creek and the railroad right-of-way were not transferable, that the state never acquired title to these lands and such title could not have been transferred to the city.

In 1969 Judge von der Heydt held in favor of the city, but appeal was taken to the Ninth Circuit Court of Appeals and in 1971 the matter was remanded back to the District Court here.

Seattle is No. 3 van port in U.S.

The Port of Seattle ranks third among U.S. ports in the number of containers handled during 1971. New York is first, followed by Oakland.

Other U.S. ports in the first 10 after Seattle are Baltimore, Los Angeles, Honolulu, Norfolk, Anchorage, Miami and Long Beach.

The ranking is based on the number of inbound and outbound, loaded and empty containers in 20-foot equivalents.

The source of this information is the "Containerization International Yearbook 1973," published by the National Magazine Co., Ltd., London.

Among world ports, the Port of Seattle is in sixth place, after New York, Oakland, Rotterdam, Bremen and London, according to the "Yearbook." Then follow in order the Ports of Belfast, Yokohama, Antwerp, Baltimore and Kobe.

New Record Possible

For the first quarter of 1973, Seattle's container traffic was 81,-

110 vans (20-foot equivalents, inbound and outbound, full and empty). If this pace is maintained a new record of nearly 350,000 containers might be set for this year, according to Vac Breindl, assistant director, Planning & Research Department.

2 Anchorage Daily Times, Wednesday, August 29, 1973



SHIP IS THE LARGEST EVER TO DOCK HERE

The Chevron Mississippi, 810 feet long, pulled into Anchorage port yesterday afternoon. With a dead weight capacity of 70,000 tons, it is the largest ship ever to dock here, according to Bill Mc-

Kinney, assistant port director, who searched the records. The vessel contains a load of asphalt consigned to Standard Oil Co. Two twin-screw tugs, the Richard Foss, which has 3,000 horse-

power, and the Josie Foss, 650 horsepower, pushed the vessel into port. The next largest vessel to dock here was the Arcadia, which came July 14, and which is 721 feet long.

Anchorage Daily Times, September 1, 1973



PORT AREA GETS FILL

Gravel fill being brought in by train from old Matanuska townsite area is being used in the Port of Anchorage storage area during the current port extension program. Two trains a

day with fifty cars each bring the fill to the port area. The cars tilt either direction and dump from the spur line put in by J.R. Clinton Company.

September 1, 1973, Anchorage Daily Times

Terminal Repairs To Start

About \$159,000 worth of repairs to terminal two at the Port of Anchorage will be getting under way within the month.

Contractor for the job is General Construction Co., Seattle.

The repairs were necessitated July 22 when the S.S. Galveston, a Sealand freighter, approached the dock too fast and smashed into it.

The damaged part of the terminal has not been used since the accident. It includes 30 or 40 feet of the front of the terminal.

Carl Grumbles, port maintenance supervisor, said the entire terminal should be as good as new by Nov. 15.

Two other projects now in progress at the port are dredging near the proposed third terminal area, and a \$1.4 million improvement program within the storage area. Both projects are scheduled to be completed next year.