

ORIGINAL

Decision No. 55303

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of SHEARWATER, INC., a California
corporation, for change in route,
and for increase in rates.

)
) Application No. 39132
)
)

INTERIM OPINION

By Decision No. 48806,^{1/} dated July 7, 1953, in appli-
cation No. 34128, Shearwater, Inc., a California corporation, was
given authority as a common carrier to transport persons by vessel
via the following route:

From Magnolia Pier, City of Long Beach, thence to
Pierpoint Landing, thence through Long Beach Channel,
Cerritos Channel, East Bay Channel, Los Angeles
Channel, Fish Harbor and San Pedro Bay to Magnolia
Pier, the point of origin.

Applicant was authorized by said decision to pick up or discharge
passengers at Magnolia Pier, Pierpoint Landing and San Pedro
Harbor only.

By the above-entitled application, filed on June 6, 1957,
applicant requests (1) authority to modify and extend the routing,
and (2) to increase fares. The proposed fare increase will be
handled separately.

Concerning the changes in routing, the applicant alleges
that on or about June 10, 1957, Cerritos Channel will be closed

^{1/} By Decision No. 53849, dated October 1, 1956, applicant re-
ceived authority to render service with glass bottom boats over
indefinite routes in the Long Beach Harbor. This authority is
not involved herein.

to through traffic to permit the construction of a bridge at Badger Avenue. This construction will take approximately eight months (letter from the Los Angeles Harbor Department, dated April 15, 1957, and attached to the application), and commenced on or about June 10, 1957. Applicant proposes to provide service via three separate routes making one trip each day via each route. One of the proposed routes is similar to the authorized route with the exception that it does not cross Badger Avenue; one of the proposed routes goes from the harbor to the breakwater; and the third route, entirely new, is from the harbor to Alamitos Bay and return. Interested parties, including the Los Angeles Harbor Department, the Port of Long Beach, and the Bureau of Franchises and Public Utilities of the City of Long Beach have asked that the requested authority be granted.

The applicant notified all other certificated boat operators in the Long Beach-Los Angeles Harbor area of the filing of the application. There were no protests filed with this Commission.

The changes in routing do not appear to be controversial and we find that the proposed changes in the existing route are in the public interest, and that public convenience and necessity require that applicant extend its services to the breakwater and Alamitos Bay as set out in the order herein. The application will be granted, in so far as it pertains to route changes. A public hearing is not necessary. For the reason that applicant has been required heretofore to modify its routing, the order herein will become effective immediately. This order does not authorize any adjustment of fares.

INTERIM ORDER

Application having been made, the Commission being fully advised in the premises, and good cause appearing,

IT IS HEREBY ORDERED that the order of Decision No. 48806, dated July 7, 1953, is amended to read as follows:

(1) That a certificate of public convenience and necessity as provided in Section 1007 of the Public Utilities Code, be, and it hereby is, granted to Shearwater, Inc., a corporation, authorizing the establishment and operation of a service as a common carrier for the transportation of persons by vessel from Magnolia Pier in the City of Long Beach via designated routes as herein-after set forth.

(2) That in providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within five days after the effective date hereof, and upon one day's notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such passenger vessel operation at any time, Shearwater, Inc., shall conduct such operation via the following described routes:

First Trip:

From Pierpoint Landing to Fish Harbor, around Reservation Point, into the main ships channel of Los Angeles Harbor, into East Basin channel and Cerritos Channel, returning then to the point of beginning at Magnolia Pier.

Second Trip:

From Pierpoint Landing into the Long Beach main channel along Piers A, B, C and D, entering the main channel, through the Pontoon Bridge into the Inner Harbor, full length of Slip 3, full length of Slip 2, and return, through Cerritos Channel to the Badger Bridge on Henry Ford Avenue, return to Main Channel, out by the Long Beach Naval Shipyard, South to the Breakwater and Long Beach Lighthouse, then return to the point of beginning, Magnolia Pier.

Third Trip:

From Pierpoint Landing directly East to Belmont Pier, thence to the end of the Breakwater, circle the oil company island, enter Alamitos Bay and cruise by the new facilities for yacht anchorages, return to Belmont Pier to discharge those passengers picked up at that point, and thence to the point of beginning, Magnolia Pier.

Applicant may pick up or discharge passengers at Magnolia Pier, Pierpoint Landing, San Pedro Harbor and Belmont Pier only.

IT IS FURTHER ORDERED that until further order of this Commission applicant shall charge and collect the presently effective rates prescribed in its filed tariffs only.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California,
this 22nd day of JULY, 1957.

Ray L. Interemer President
W. S. Dool
R. H. Hooper
E. L. Fox Commissioners