

## Port Granted Loan For Filling Project

A \$20,000 loan to the Port of Anchorage to provide fill areas for storage has been approved by the Anchorage City Council.

Funds will come from the city's electric utility fund. Lease rentals from firms using the fill area will be used to pay back the loan.

Five acres of fill already have been provided at the port at a cost of \$9,064. Port Director A. E. Harned said this land is now fully in use.

An additional ten acres of storage space is required at this time, according to the director.

THE \$20,000 will be used to improve the existing five acres of storage and to provide an additional five. Funds are provided in the 1963 budget to cover an additional five acres which will be used by Alaska Freight Lines.

Fifteen acres of improved open storage will be available when this project is completed.

The council also approved a contract to place 9,000 cubic yards of fill material at the dock area. Contract went to Studnek Construction Co. This firm's bid was \$1.33 a cubic yard.

COUNCILMEN also awarded a contract to A. Simonian Excavation for \$25,370 for clearing and stripping 17 acres in Section 16; accepted a report on closed circuit television for police operation and approved further study prior to possible inclusion in 1964 budget planning.

Other action by the council included: Denial of requests of Mrs. Leo Lutgen and Chester P. Lampert that their assessments for Water Improvement District No. 210 be reduced or eliminated.

Approving designation of the R-3A district in downtown Anchorage as Fire Zone Two and B-2A and B-3A, also in the city center, as Fire Zone One.

Tabling action on a request from Jay Mueller for extension of water service to his

property at 26th Avenue and Northern Lights Boulevard.

Approving assessment rolls for three water improvements and two sewer improvement districts.

Granting a license to Glen Henrichs to operate four ice cream trucks on city streets.

## Anchorage Daily Times

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## Scoffers Disappear As Dock Pays Off

THE DISSIDENTS and the I-told-you-so prophets have run for cover now that the Anchorage port is generating enough business to pay for itself.

The dock has been a financial worry ever since the community borrowed \$2,000,000 under a general obligation bond issue and another \$6,000,000 in a revenue bond issue. It appeared likely that the taxpayers would have to pay off the former and the New York underwriters would be confronted with a default on the latter.

When this situation became known there were quite a few dissidents who let it be known that they always knew the dock project would be a bust. They heckled many of the civic and business leaders who had participated in the effort to get the dock built.

THIS SUMMER represents a turning point. Alaska Freight Lines will use the dock regularly, becoming the first and only scheduled operator moving heavy tonnage over the dock. The revenue from this business will avoid any bond default. Other uses of the dock are also growing. They swell the total revenues.

Meanwhile, the dock has brought many indirect benefits to Southcentral Alaska. Carriers who do not use the port have felt the need for improving their services and holding freight charges down.

The success of the dock was important to all of Alaska even though it was strictly an Anchor-

age undertaking. There has never been a default on a revenue bond issue and if one occurred here it might have become a blemish on the credit of the entire state and its communities.

IT IS TRUE that the community "stuck its neck out" by undertaking the costly facility. The anticipated traffic to pay for it did not develop on the schedule predicted.

But the success that is now imminent indicates that the faith of the people was well placed. They have made their city an ocean port, as they always wanted it. They have attracted traffic here.

More than that, the facility they built is now an important factor in a larger project — the construction of the Knik Arm causeway dam. The fact that the dam will aid in navigation makes the larger project of interest to the federal government. The causeway will be an important factor in justifying the construction of the Rampart hydroelectric project northwest of Fairbanks. By making land in the Susitna Valley accessible, industries can locate there to use the Rampart power.

Indeed, the day has returned when the optimists and the planners can once more prevail over the dissidents and the Doubting Thomases.

Maybe the day will come when the scoffers will wear little green beanies as an admission that they were wrong.

## Dock Union Refuses Job

Longshoremen Dispute Crew's Hatch Work

Anchorage longshoremen have voted against handling dock work in unloading Alaska Steamship Company's vessel Coastal Nomad, Ralph W. Alonis, longshoremen's business agent said today.

The Coastal Nomad is due in the Port of Anchorage next month.

Members of the Anchorage Longshore Unit of the United Industrial Workers of North America unanimously agreed they would not work the dock if a ship's crew handles the hatch work, Alonis said.

The business agent said eight men normally work a hatch and a six-man crew does the dock work.

He said the Coastal Nomad crewmen assigned to hatch work are members of the Sailors Union of the Pacific.

ALONIS said he has asked advice of George Issel, national director of the United Industrial Workers of North America, in the matter.

He expects a reply shortly, the business agent said.

The Coastal Nomad is due to dock at the Port of Anchorage on June 10 or 11. She will be carrying 500 tons of newsprint for delivery to the Anchorage Daily Times.

## Engineers Favor Ship Creek Boat Harbor Location

A Ship Creek site for Anchorage's small boat harbor has the edge in possible locations, according to Col. Kenneth T. Sawyer, of the U.S. Army Corps of Engineers.

The district engineer said the district report on the small boat harbor is one of several such reports being prepared for submission to Washington, D.C.

Colonel Sawyer, meeting yesterday afternoon with city officials and members of the city's small boat harbor committee, said two sites actually were under consideration. One is on Ship Creek; one is located to the north of the Port of Anchorage dock.

USE OF THE Ship Creek location will result in a harbor which may be entered only at

certain tides. The port site is an all-tide harbor. Other advantages tip the scale in favor of the Ship Creek site, however. Benefit to cost ratio of the Ship Creek site is 1.24:1 or 1.35:1 if recreational uses are included. The benefit to cost ratio of the port site is only 1.13:1, Colonel Sawyer said.

COST OF THE Ship Creek small boat harbor is set at \$1,350,000 with the city's share approximately \$460,000 for the actual dredging work necessary. The Alaska Railroad, which owns the land, has offered the site for a token annual fee which eliminates \$135,000 in cost of obtaining land from the total cost to the City of Anchorage.

Cost of developing the other site is set at \$1,650,000. The cost to the city would remain about the same, according to Colonel Sawyer. A total of 700,000 cubic yards of fill would be available from dredging the port small boat harbor. This fill could be used on port lands which require filling.

However, construction of the small boat harbor to the north of the existing dock would interfere with the port's future development plans.

THE SECOND element of the port dock is planned on land which is considered a harbor possibility. Colonel Sawyer said his office was reluctant to recommend this site and that the report would be written around the Ship Creek location instead.

Present planning sees the dredging of a tidal basin to a four foot elevation. The basin, 10 feet in depth with an initial capacity of 300 boats would remain filled with water at all times.

A 14-foot sill downstream from the harbor and a 15-foot sill upstream would maintain water level in the basin. No dredging is planned in Ship Creek itself although a sharp curve will be cleared away to make entrance to the tidal basin easier.

FUTURE enlargement to a 500-boat capacity is possible, the district engineer said. He pointed out the district's suggestions were not to be considered as concrete proposals.

The report from his office must be approved before any additional steps can be taken toward obtaining the harbor, according to the district engineer.

IF REPORTS are approved and moneys made available, Anchorage may have a small boat harbor by 1966, it is estimated.

The Anchorage port commission will act on the district engineer's suggestions at its meeting Thursday and the Anchorage City Council will consider them the following Tuesday night.

Colonel Sawyer had asked that the city agencies give him some indication of their feelings in the matter of the small boat harbor site.

A total of 500,000 cubic yards of material, sufficient to fill 25 acres, can be removed initially from the Ship Creek site.

It was proposed this fill be used on railroad land above the railroad bridge across Ship Creek and to improve the present marina area.

## Causeway Backers Parade Tomorrow

Residents of Willow and other across-Knik Arm communities have offered their support in tomorrow's parade sponsored by the Citizens Committee for Building the Dam Thing (Instead of Just Talking About It for the Next 20 Years).

Volunteers from across the Arm have offered to join the parade party and to dump their donations into the water on the north shore.

"Perhaps if we each dump a big enough wheelbarrow load, we can eventually meet the causeway supporters from Anchorage half way across," Mr. and Mrs. Glenn Stinson of Willow said in a letter to the Anchorage Times.

THE GRAVEL parade, set for 2 p.m. tomorrow, will see Anchorage backers of the Knik Arm Causeway Dam trooping to the shore of Knik Arm to dump in a symbolic contribution of gravel.

Hank Taylor, one of the co-chairmen for tomorrow's affair, said 100 silver dollars will be awarded the person whose entry in the parade showed the most ingenious way to transport gravel. Any amount of gravel, from a grain of sand to a wheelbarrow load, will qualify an entrant.

The entrant who carries the most unusual placard or sign urging the causeway dam be built now will get 50 silver dollars, Taylor said.

The parade will form up be-

ginning at 1 p.m. on K Street next to the State Court Building. A gravel truck will be stationed there and marchers may obtain their supplies from the truck.

Marchers will parade past the Anchorage City Hall where judges will select the outstanding entries. The route of march then will continue to the Port of Anchorage area.

Awards will be made after the gravel contributions have been deposited in Knik Arm, Taylor said.

Saturday, May 18, 1963

## Firm Seeks Port Acreage

Barite-Crushing Plant Considered

A letter from Pozlan Industries Ltd., of Calgary, Alta., seeking information on the possibility of establishing a barite crushing plant in the port area was considered by the Anchorage Port Commission at a meeting this week.

The commission directed the port staff to investigate suitable sites on the tidelands and provide the firm with all information requested that is presently available.

According to the letter, the firm plans to prepare drilling mud in the plant that would employ about 15 persons.

A CONTRACT with City Electric of Anchorage, Inc., to provide electrical maintenance service on the dock cranes was approved by the port commission. The firm submitted the lowest of three bids with a basic offer of \$110 a month.

The commission also endorsed approval by the Small Boat Committee of the Corp of Engineers selection of a small boat harbor site on Ship Creek and directed the port staff to look into a request for temporary small boat mooring at the city dock.

A meeting with U.S. Army officials to discuss the disputed ownership of tidelands adjoining the Army dock was agreed upon and the port director was asked to try and schedule a meeting for Wednesday.



KIDS AND DOGS joined the Gravel Parade marchers Saturday to dump their share of gravel into Cook Inlet. The marching-dumping exercise saw supporters of the Knik Causeway parading down Fourth Avenue with unusual methods of transporting the

gravel. Kenny Jones loaded his Great Dane Sampson's 'saddle bags' with gravel and attached a sign reading, 'Let's build this one with ROCK — We already have enough Red Tape!'

(Daily News photo)



PRACTICING UP for the big gravel hauling parade tomorrow afternoon are these three brave (because of the weather) backers of The Citizens Committee for Building the Dam Thing Instead of Just Talking About It for the Next Twenty Years — referring, of course, to the need for a Knik Arm crossing now instead of sometime in the far distant future. The archer is going to shoot a gravel-

tipped arrow . . . the gun bearer will blast a charge of sand into the inlet with her trusty musket . . . and the golfer plans to drive a rock into the Arm. Parade time is 1 p.m. and prizes will be given for the most original means of conveying gravel and for the best sign pointing up the need for the causeway.

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