

## SHIP CREEK SITE

# Port Agency Backs Boat Harbor

The City Port Commission recommended approval yesterday of a small boat harbor plan drawn up by the Corps of Engineers and sent it on to the City Council for action.

**THE PLAN** calls for a harbor site on Ship Creek. Another site, north of the Port of Anchorage dock, was ruled out by engineers because it could interfere with future port development.

The cost of the small boat harbor is set at \$1,350,000, with the city's share at about \$460,000. The cost at the other site was estimated at \$1,650,000.

The proposed harbor would accommodate 300 boats at first with expansion to 500 boats probable. It would not be an all-tide harbor.

**AFTER COUNCIL** action, the engineers report is to be submitted to officials in Washington, D.C.

In other business, the commission:

—Began study of an agreement under which the Army dock would be used for overflow from the city dock. The commissioners questioned provisions that would give the Army dock all revenue from

cargo handled there under the agreement. Rates would be the same as those at the city dock.

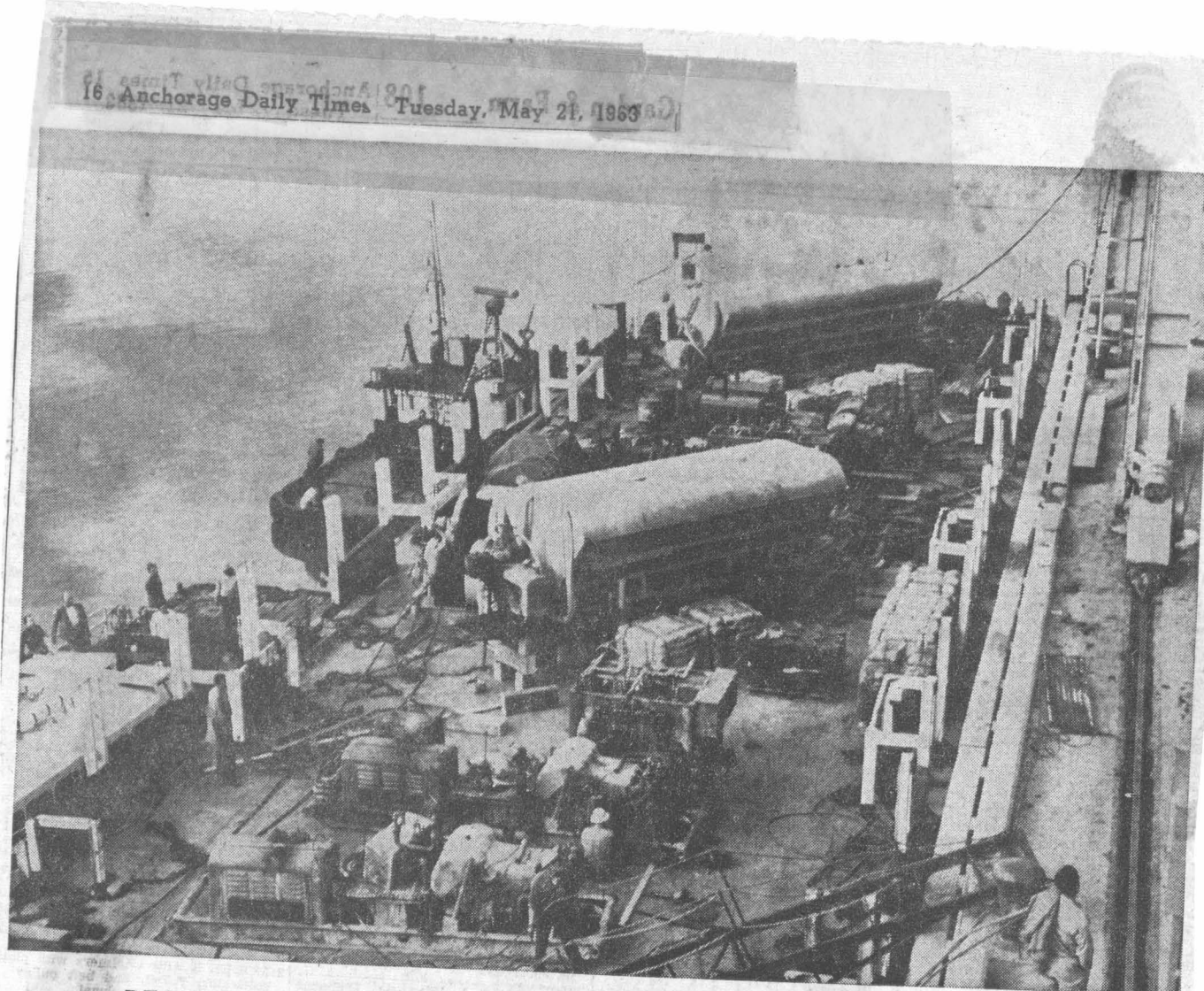
—Approved a contract with City Electric of Anchorage, Inc. for maintenance of cranes at the dock. The contract calls for a \$110 base rates a month, with hourly rates at \$9.25 for straight time, \$13.17 for time and a half, and \$17.09 for double time. The contract now will go to the City Council.

**PORT DIRECTOR** Capt. A. E. Harned proposed that the commission recommend that all personnel and real property in the port's tidelands be re-evaluated (See Page 2, Col. 7).

for assessment purposes, and that taxes collected from them in 1964 be turned over to the port fund. The commission deferred action to the next meeting.

On the long-standing problem of disputed ownership of tidelands, the commissioners agreed action needs to be started to clear it up.

They directed City Atty. Clyde (Pat) Houston to start studies on some of the lands. They agreed to ask Mayor George Sharrock to head a public meeting for discussion of the problem and to take whatever



## READY CEMENTING BARGE TO HELP TAME WILD WELL IN COOK INLET

Workmen arrange high-pressure pumps, cement tanks and other equipment to be used in an attempt to choke off the Cook Inlet-State No. 1 well in the inlet that blew out of control last summer and has been flowing condensate and natural gas since that time. The barge-mounted equipment will be used by

a contractor for Pan American Petroleum Corp. to pump cement into the producing formation through a directionally drilled relief well now nearing completion. The barge was rigged up at the Port of Anchorage. (Anchorage Times Photo)

## Port Enjoying Growing Pains

The Port of Anchorage is having enjoyable problems for a change these days.

**SO MANY** vessels are hauling cargo to and from the port that it's becoming a problem to find enough dock space for all of them to load and unload.

In fact, within the next few days several probably will have to anchor in the harbor while waiting for dock space.

Alaska Steamship Co.'s Coastal Nomad and the Armosy from Japan came in on the same tide early this morning. The Armosy had to anchor while the Nomad's crew unloaded 500 tons of newsprint and then came in to start loading scrap iron to haul to Japan. She is to be here about a week.

**TWO ALASKA** Freight Lines barges also were due here today. The Tiana Maru is due here this weekend with a load of pipe, pre-fab houses, wire and other cargo, and the Alaska Mail will be in to pick up a load of tallow. In addition, about eight Alaska Freight barges will be coming in during that same period.

"Someone's going to be unhappy because we have to tell them they have to go out and anchor for a while," said Capt. A. E. Harned, port director.

**WHILE THE** ferry Malaspina was here over the weekend, one Alaska Freight LST barge and four BCL barges offloaded and then loaded with cargo from here. A Foss LST barge also offloaded.

Harned, of course, doesn't mind the enjoyable problem in the least.

"We've got the headaches to go along with it because we can't handle them all at once," he said. "But I love it. I'd much rather have this kind of headache than not have any traffic."

## Anchorage Daily Times

Page 4 EDITORIAL PAGE Wednesday, May 1, 1963

# Causeway Essential For Industrial Growth

**NEW LIFE** has been pumped into the Knik Arm Causeway project and Ken Hinchey once more is spearheading the drive to get it built.

The city council became an active partner last night by approving a resolution endorsing the project and appointing Hinchey and Captain A. E. Harned, Port of Anchorage director, to represent the city at a meeting of the Rivers and Harbors Congress to be held in Washington, D.C., next month.

The project started several years ago with the Chamber of Commerce cooperating with Hinchey. Since then it has won universal support in Southcentral Alaska.

The first objective is to obtain from Congress \$200,000 for use in financing feasibility studies upon which a construction program can be based.

The city council is presenting the project to the Alaska congressional delegation with a request for support of the appropriation.

**THE CAUSEWAY** is probably the most important facility that could spur economic development in the Cook Inlet basin, along the Railbelt and as far north as Fairbanks and Rampart.

It would open the vast Susitna Valley for developments in the field of agriculture, mining, military use, oil exploration, recreation, residential construction and industrial uses. The valley land, now remote and inaccessible, would be brought within commuting distance of Anchorage.

More important, perhaps, would be the benefits derived from the dam effects of the causeway. Engineers say that the dam would eliminate much of the ice hazard to year-around operations in the Anchorage harbor. The dam would confine the ice to upper Knik Arm and would change the currents in the Anchorage harbor so that ships would have less trouble navigating Cook Inlet to the Anchorage port.

A huge fresh water lake would be formed in upper Knik Arm, making a new area for summer cabins, boating and other recreational uses.

The causeway is an essential adjunct to the mammoth Rampart dam hydroelectric development which is taking shape northwest of Fairbanks. Much of the power would be used in industries to be located on the shores of Cook Inlet. The best sites for industrial development on a large-scale basis are in the Susitna Valley.

**ECONOMIC BENEFITS** from the causeway are obvious to those who live here. Oil companies presently use helicopters to transport and supply geophysical parties in the Susitna area. The causeway would stimulate more extensive exploration by reducing the costs.

Mineral lands would be more readily accessible for exploration and exploitation. The beautiful lakes and streams, now available only for more fortunate Alaskans who have air transportation, would eventually come within the reach of all.

These benefits were envisioned by Hinchey and the Chamber of Commerce years ago. The only deterrent to the project has been the lack of funds for studies and the constant diversion of community efforts to other area problems.

Appropriations for rivers and harbors projects are under consideration in Congress now. It is hoped that the Alaska congressional delegation will be able to get study funds allotted as the first step toward actual construction.

Several years ago Hinchey won the endorsement of the Rivers and Harbors Congress and it is expected that the forthcoming session will renew the approval of that body.

These steps are mighty important. Success will put the project on the road that leads to the construction of what could be the most important new facility since statehood.