

Bowie Surveys Cook Inlet

By JERRY BOWKETT
Times Staff Writer

The U. S. Coast and Geodetic Survey vessel Bowie has been plying the salmon-infested waters of upper Cook Inlet for more than two months now but her crewmen have yet to taste fresh fish.

Cmdr. John O. Boyer, skipper of the 137-foot vessel, said it isn't that they don't like fish, just that they haven't had time to fish when they were in the right place.

The Bowie was sent to upper Cook Inlet for the summer to determine if there has been any shifting of shoals or need for correcting the tide tables which play such a big part in navigation hereabouts.

The vessel works all week and puts into the Army docks on weekends. Her crew is not much interested in fishing on weekends.

THE BOWIE was last in the inlet in 1960. Because of the increase in shipping here since then, it was decided to send her back this year to see what has been happening along the ship channel to Anchorage said Boyer.

The work of making soundings began near the Forelands in April. Shore stations were set up on opposite sides of the inlet to fix the Bowie's position as the fathometer recorded the varying depths.

The vessel has been working its way up the inlet, now is operating off Fire Island where a shore station is now located. Four tide gauges have been set up to check the accuracy of existing tide tables.

"WE'VE FOUND that Middle Ground Shoal (where oil drilling is now in progress) has shifted appreciably and the shoal off Fire Island has changed completely," said Boyer.

These changes he attributed to the big inlet tides which have a range of more than 30 feet.

The data the Bowie is collecting will be sent to Washington where it will be evaluated and a decision made as to whether or not new charts of the inlet should be drawn, said Boyer.

"WE'VE GOT to furnish good charts or vessel insurance rates go up," said the skipper.

Operating in the silt-laden waters of the inlet for long periods has not done the Bowie's engines any good. The pumps which circulate salt water through them are about worn out, Boyer said.

The Bowie, a former patrol boat, was built in 1943. She displaces 330 tons, cruises at about 12 knots.

BOYER, as most vessel captains in the U. S. Coast and Geodetic Survey, is a civil engineer. He has been with the survey for 20 years.

The survey in addition to making marine charts and tide tables is also responsible for the drafting of aeronautical charts. "Our biggest volume is in aero-

nautical charts," said Boyer.

The survey is part of the Commerce Department. It has a regular 200-man officer corps which is one of the seven uniformed services. Most persons can name five other such services but usually leave out the survey and the U. S. Public Health Service, Boyer said.

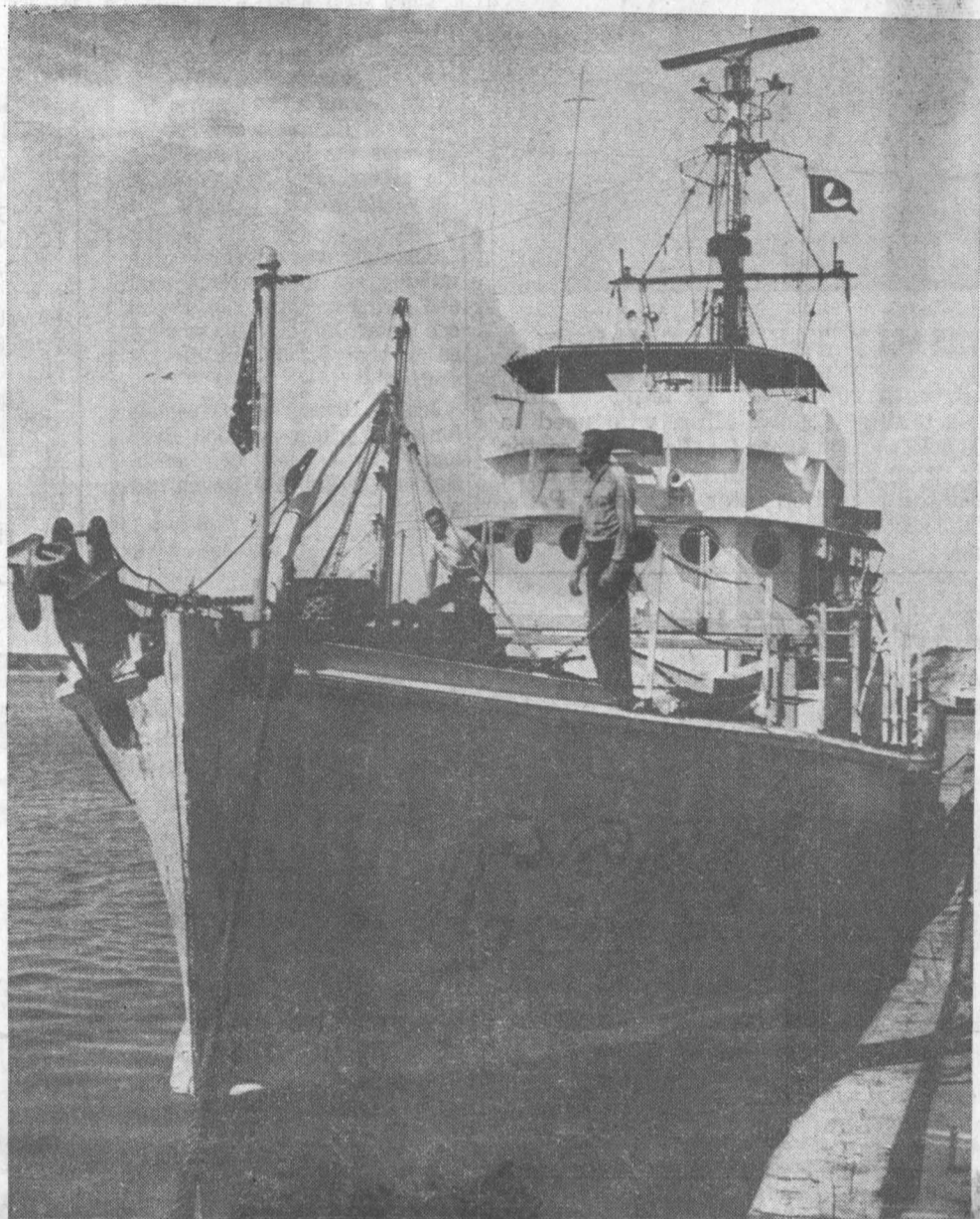
SURVEY vessel crews are federal civil service employees. Lt. Charles Mathison is the Bowie's executive officer, Lt. (JG) Paul Chernoff, third officer, and Ensign Alfred Cecil fourth officer.

There are 26 men in the Bowie's crew in addition to the officers.

Boyer said the Bowie would probably return to Seattle, its home port, sometime in September.



CMDR. J. BOYER



COAST AND GEODETIC SURVEY VESSEL BOWIE

Alaska Freight's First Delivery Arrives

The first delivery under Alaska Freight Line's contract with the Port of Anchorage arrived Tuesday evening.

A delegation of city officials, headed by Mayor Pro-tem William Besser, met the vessel which docked about 6 p.m.

The converted LST, carrying a cargo of vans and vehicles, was nudged stern first into the port dock by the Alaska Monarch from Seattle, aided by the Arctic Wind from Juneau.

The group meeting the vessel included Alaska Freight Lines President Milton Odom; Pete Rude, local AFL manager; Rod Johnston, acting chairman of the port commission; City Manager Robert Oldland; A. E. Harned, port director; shippers' representatives, port officials and city councilmen.

The shipping firm will provide regular carrier service into the Port of Anchorage under the contract.

The vessel carried a general cargo of approximately 1,800 tons.

This included 105 vans, 67 automobiles, a truck and a tractor. The general cargo, bound for military and commercial customers,



NEW SERVICE BEGINS

An Alaska Freight Lines vessel pulled into the Port of Anchorage dock Tuesday evening under the watchful eyes of Rod Johnston, acting port commission chairman; Milton Odom, president of the ship-

ping firm, and William Besser, mayor pro-tem (left to right). A delegation of city and port officials met the converted LST.

(Anchorage Times Photo)

Port Agency Opposes ASC Rate Boost

Will Intercede With Maritime Commissioners

The Port Commission renewed its stand yesterday against rate increases by Alaska Steamship Co.

THE RATE increases have been found by a Federal Maritime Commission examiner to be "unjust and unreasonable to the extent they produce a rate of return in excess of 12 per cent." The FMC now is to take action on his finding.

The port commissioners voted to file a brief or send a representative to future hearings — whichever seems necessary at the time action is needed.

In other action, the commission set two hearings on disputed tidelands. Cook Inlet Tug & Barge Co. is to appear before it at 4 p.m. Tuesday and Alaska Aggregate Co. at 4 p.m. July 9.

AFTER HEARINGS on tideland applications, the city will decide how much land title will be granted for. Legal action by applicants would be the next step if they are not satisfied with the city's decisions.

Permanente Cement Co. already has had a hearing on its application.

The commission also approved \$750 to buy a brow for the port.

'Ride, Don't Drive to the Malaspina ...'

George Easley, city traffic engineer, stressed again today that cooperation from visitors to the Malaspina tomorrow and Saturday is needed to prevent traffic problems.

He repeated that visitors will not be permitted on Ocean Dock Road in private vehicles. Traffic will be detoured at Ocean Dock Road and Bluff Drive.

Shuttle buses will run continuously from the parking bowls downtown to the dock while the Malaspina is here. Round-trip fare will be 25 cents. Parking will be free in all the bowls.

The Malaspina is to arrive here at 10 a.m. tomorrow. Open house will be held until midnight tomorrow and again Saturday until 9:30 p.m., except from 10 a.m. to 1 p.m. The Malaspina will be on a cruise in the inlet during those hours.

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Here She Comes!



M.V. Malaspina Docks at Port of Anchorage

About 100 persons stood in a cold, driving rain for an hour at the Port of Anchorage today as the MV Malaspina chugged through the grey waters of Cook Inlet.

As the ferry tied up alongside two barges the people of Western Alaska got their first look at the much publicized vessel that operates in southeastern Alaska.

The sleek blue and white Mala-

spina, designed especially for the Southeastern Alaska run, carries a replica of the Alaska flag on its stack. The ferry will be open to the public until midnight today and until 9:30 tomorrow evening.

Although the ferry's scheduled time of arrival here was 10 a.m., it did not dock until 11:30 because it left Juneau two hours later than scheduled.