



OUTLINING PLANS for a small boat harbor at Ship Creek is Don Wilber, civilian engineer for the Corps of Engineers. The ship creek design was one of two presented to the Port Commission for consideration last night. (Daily News photo)



DISTRICT ENGINEER Col. Clare F. Farley drives home a point as he explains the capabilities of two small boat harbors proposed for the Anchorage area. Col. Farley was one of three Corpsmen who appeared to discuss harbor facilities with port commissioners last night. (Daily News photos)

## TWO SITES OFFERED

# Corps of Engineers Presents Plans for Boat Harbor Here

Anchorage has the third highest tides in the world exceeded only by the Bay of Fundy off Nova Scotia and tides in the Indian Ocean area.

That fact was taken into consideration by the Corps of Engineers in designing two small boat harbors for the Anchorage area.

The designs — one of which would put the proposed boat harbor in the Ship Creek area and the other at the Port of Anchorage — were presented to the Port Commission at a meeting last night.

THE COMMISSION has for several months been studying the idea of developing a small boat harbor for Anchorage.

Specifications and design factors for harbors at both sites were discussed by District Engineer Clare F. Farley, civilian engineer Don Wilber and economist Charles Welling.

Wilber told the commissioners that the Ship Creek basin would be built to withstand tides of 35 feet in the basin itself but that with the barrier around the basin would contain a water elevation of almost 40 feet.

BOTH BASINS, he said, will cover a 10-acre area with the Port harbor withstanding a water elevation of 40 feet at mean low tide.

He also said that the harbors will be built to contain a "firm prospect" of 200 thirty-five to forty-foot boats but that at the maximum it will be able to handle 300 boats of the same length.

The engineers would not make a recommendation as to the desirability of one harbor over the other but Farley cited

cost figures of approximately \$1.6 million for the Ship Creek site and approximately \$2.2 million for the port site.

The greatest share of incremental cost, he pointed out, would be in the construction of the breakwater at the port site.

HE ADDED, however, that part of the additional cost would be off-set by federal financing.

Asked how long it would take for Congress to appropriate funds, should the project be considered feasible, Farley said that upon presentation Congress could be presumed to act on the project at the 1967 session.

Anchorage Daily Times Saturday, Feb. 5, 1966

## Farley To Give City Port Board Views On Harbor

District Engineer Col. Clare F. Farley will attend a meeting of the Anchorage Port Commission Monday, night to present his views on the Corps of Engineers study of the proposed small boat harbor here.

Robert Baum, commission vice chairman, also has invited the Chamber of Commerce Marine and Port Committee and members of the Small Boat Harbor Committee of the Chamber. Both groups have actively supported the facility for many years.

Col. Farley will discuss engineering feasibility and cost benefit ratios for both of the proposed locations for the facility. The locations are the Ship Creek area behind the railroad station, and in the vicinity of the municipal terminal facilities.

Anchorage Daily News, Wednesday, February 9, 1966

## Bids to Open For Extension Of Local Dock

The Port of Anchorage has called for bids for construction of the North Dock extension with the bid opening set for 1 p.m. March 15.

Bids will be opened in the office of the City Purchasing Agent.

The facility will be connected to the north part of the port's industrial park by a trestle and roadway. This will permit free traffic circulation across the existing and new port docks.

Bond funds for the structure were approved by voters last October and last spring.

24 Anchorage Daily Times  
Wednesday, Feb. 2, 1966



## PORT GETS NEW OFFICIALS

Eugene Roessner, 44, left, former revenue officer with the Internal Revenue Service in Anchorage, has been named new operations and business manager for the Port of Anchorage. He stands with Perry Stockton, 41, former mayor of Seward and recently named assistant port director, looking over the facilities at the port. Roessner replaces Don Walter as operations manager, and Stockton will be taking over the newly-formed office of assistant director.

Anchorage Daily Times  
Tuesday, Feb. 8, 1966

## Port Lands Suit, Plans Go To Council

The latest moves in a federal suit involving Port Industrial Park lands and two other issues concerning the port area come before the City Council tonight.

The federal suit claims that the city does not own tidelands stretching south of the port to Bootlegger's Cove, including some industrial park land.

City Attorney Karl Walter Jr. has advised the council he will go it alone on the suit, without engaging additional counsel experienced in tidelands litigation. "In view of the absence of any serious factual issues and the paucity of authority as shown by the recent opinions on hand, it appears that additional counsel would be of little value in resolving the tidelands question," Walter said.

A recommendation from City Manager Robert Oldland that the council initiate a water improvement district in the port, industrial park and Alaska Railroad industrial area is also before the council.

The plan for the area includes large water mains in the port area, along the waterfront, portions of mains on Government Hill, along Whitney Road and in Sitka Street from Fifth Avenue to Post Road.

Construction will utilize the \$750,000 general obligation bond approved by voters in October to provide "adequate fire protection to the port, industrial park, and Alaska Railroad industrial area," Oldland said.

The city manager has also asked the council to approve an application for a \$15,000 federal planning grant on development of a port marine repair facility.

Anchorage Daily Times  
Wednesday, Feb. 9, 1966

## Outside Aid Is Rejected On Tidelands

Over the protest of Mayor Elmer Rasmuson, the City Council Tuesday voted to have the city attorney handle a federal suit against the municipality involving city-owned tidelands from Ship Creek south to Bootlegger's Cove.

Councilman Clifford Groh applauded Karl Walter Jr. for "declining additional help."

Rasmuson's objection was based on his belief that the case will probably be appealed to the Ninth Circuit Court and possibly to the U.S. Supreme Court. Outside counsel should be in from the ground floor up, he said.

The mayor also felt the suit might take the city attorney away from too much regular city business.

City Manager Robert Oldland backed Rasmuson. "Looking at the value of the property in question . . . expert counsel is needed," he said.

Walter pointed out that experts could be called in on an appeal of the case.

He estimated that a qualified firm would charge about \$100 per hour to provide counsel, at a total cost that would probably be "closer to \$10,000" than to \$5,000.

"Walter is the chief surgeon conducting this operation," Groh said. "If he needs help, he'll call for it."

"As my clients tell me, all you have to do is win," he added.

Rasmuson cast the sole negative vote on the question of letting Walter handle the case. Councilmen George Byer, Chet Hostetter, Groh, George Sullivan, David Green, Ron Reittig and Richard Albers voted affirmatively. Joe Yesenski is on leave from the council.

Anchorage Daily Times  
Tuesday, Feb. 8, 1966

## Ship Creek Harbor Site Is Boosted

The head of the Army Corps of Engineers in Alaska told Anchorage port commissioners Monday that construction of a small boat harbor at the mouth of Ship Creek would provide a better cost-benefit ratio than would be provided by an alternate site in the port area.

Col. Clare F. Farley, Alaska District Engineer, told the commission the city would be required to pay \$400,000 of the total cost of \$2 million for construction of the harbor at Ship Creek.

He said the city contribution for the alternate site would be more than \$500,000 of the total cost of \$2,700,000. The federal government would pay the difference.

Farley and a group of his staff members were outlining the merits and demerits of the two sites on an impartial basis. He said the engineers had not taken into consideration the possibility that a marine repair facility will be built near the port area site.

The small boat harbors at both sites were designed to cover about 10 acres, and would contain a maximum of 300 boats up to 40 feet in length. An estimated 120 small boats are operating in the port vicinity, and that 250 boat owners would use the facility if provided.

The Ship Creek site, which would be a half-tide harbor, would be dredged to a minimum depth of 10 feet. A 39-foot rubble mound barrier would surround the basin as an ice and wave deterrent.

The Port site, which would be a full tide harbor, would be dredged to about 15 feet below the water level and would have a 40-foot barrier.

Col. Farley said that, ideally, Congress could act on the small boat harbor facility in 1967 and fund it the following year. Pre-construction planning then could begin near the end of 1968 and work could begin in 1970.

Because of the lack of a quorum, the commissioners did not undertake any other items on the regular agenda at the meeting.

Anchorage Daily News, Tuesday, February 15, 1966

## Selection of Small Boat Harbor Site Postponed

Selection of a small boat harbor site was postponed by the Anchorage Port Commission last night pending additional study of maintenance costs.

NO DATE was recommended for consideration.

Ship Creek and Anchorage's port-dock complex have been proposed as possible sites for the small boat harbor.

The commission, however, discussed at length, stevedoring of the state ferry, "Tustumena," and agreed to refer the matter to the Chamber of Commerce.

The Chamber's Port of Advisory Committee will be asked to negotiate with the local Longshoremen's Union regarding the number of men necessary to tie up and release the Tustumena.

The present manning requirements by the local union are considerably more than manning requirements in other ports which the state ferry system operates, according to members of the port commission.

THE Tustumena is scheduled to begin service weekly to Anchorage this spring. In other business, Port Director A. E. Harned reported that the engineering consul-

Anchorage Daily Times  
Wednesday, Feb. 9, 1966

## Port Area Funds Asked

The City of Anchorage will seek \$500,000 in federal funds for construction of access roads, water and sewer facilities in the port industrial park.

The City Council Tuesday authorized City Manager Robert Oldland to apply for the money, which is available to the city on a matching basis under the Public Works and Economic Development Act of 1965.

A preliminary study has indicated that final design work on water mains, fire fighting facilities, access roads, sewer lines and related improvements should be undertaken "in the immediate future," Oldland said.

That would allow construction, making the port industrial area ready for development, he said.

Some \$500,000 of a \$750,000 bond approved by city voters in October for improvements in the industrial park, would be used to match the federal grant, he said.

The council also authorized Oldland to proceed with steps for a council-initiated water improvement district in the industrial park, to include the Port of Anchorage and the Alaska Railroad industrial area.

The plan includes large water mains in the port area and along the waterfront, as well as portions of mains in the Government Hill area.

An assessment of about 25 percent of the project cost will be borne by adjacent properties where no water assessment has been collected in the past, Oldland said.

In related business, the council approved a resolution seeking a \$15,000 advance federal planning loan for a planning and feasibility study on building a marine repair facility at the port.

The \$15,000 would have to be repaid to the Housing and Home Finance Agency if the estimated \$2 million project is built, Oldland said. If it is not built, the money is considered to be a grant, he said.

## Plans Completed By Engineers On North Dock

Engineering plans and specifications for the 600-foot north dock at the Port of Anchorage have been made available to interested bidders.

A pre-bid conference on the job is scheduled for Feb. 21.

The bid opening set for March 15 will be at the City of Anchorage, 1000 North Dock Road, where a \$2 million general obligation bond for construction of the north dock in October 1965 was also approved.

Anchorage Daily Times  
Saturday, Feb. 12, 1966

## Cranedeer Attracts At Port of Anchorage

ANCHORAGE — Stealing the show over the holidays in the city of Anchorage, Alaska, was this port attraction. It is the port's huge level luffing crane silhouetted in colored lights. The port affectionately named it "Rudolph the Red Nosed Crane-deer." The picture is worth a thousand words.