

DREDGE READED FOR PORT WORK

Workers at Anderson Dock in the Port area ready materials for the Manson-Osberg dredge Husky II, in preparation for dredging operations at the new North dock and Petroleum dock. Here a new

vacuum pump shell is lowered onto three "spuds." The spuds, when in place at the rear of the dredge, will enable the entire dredge to swing into position and even "walk" forward.

Inlet Dredge To Begin Operation Around Labor Day By North Dock

By PHIL MASON
Times Staff Writer

The Manson - Osberg dredge Husky II has arrived in Cook Inlet from Homer and is undergoing alterations in preparation for the long-awaited dredging of the port area.

Listed as top priority is the dredging of the waters in front of the new North dock, which has held up pile-driving and construction for several months.

The waters in front of the recently - completed petroleum dock will then be dredged, allowing general use of that area by petroleum tankers.

The Husky arrived Monday night and operations began immediately to prepare the vessel for the work here. The alterations are not expected to be completed until Labor Day, according to Corps of Engineers Project Engineer Dean Dewey.

The main alteration which

needs to be made is the extension of the dredge's "ladder," which takes the dredging apparatus to the ground level.

A 100-foot extension ladder is being welded to the regular frame, and this work, along with the installation of additional vacuum pipes, is expected to take about two weeks.

In addition, a new pump shell must be installed, replacing the one which is well worn from the Homer work.

The joint construction firm of Swalling-General, which is under contract for the building of the North dock, used a clam shell dredge over the past several weeks to remove enough material to drive piles and begin construction. The company dredged an area about 475 feet long, and the additional 225 feet will be handled by the Husky.

Dewey said that he expects the Husky to dredge approx-

imately 4,000 yards of material in a sweeping motion. The dredge swings on rear-positioned "spuds," which can be moved to allow the entire dredge to "walk" along the inlet bottom.

"We hope to beat the ice this year," Dewey said. "The contract calls for completion by the first of December, but we should be done long before that if ice conditions are in our favor."

Dewey said the Husky will dredge materials to 33½ feet from the low water level or nearly 70 feet from high tide.

A large round drill-like apparatus is placed at the end of the dredge's "ladder," rotated by a 1,400 horsepower engine. The drill loosens the materials on the bottom of the inlet, enabling the silt and debris to be sucked up through a giant suction pipe and spewed out some 1,000 feet away into the deeper waters of the inlet.

The drill and vacuum move along the bottom of the inlet work is completed here.

Skimmer Makes Debut

By ROBERT G. KNOX
Times Business Editor

The inventor just must have had Alaska in mind when he dreamed up the hovercraft.

Here's a vehicle that can take you anywhere — over mud or sea or foam — and do it with speed and comfort. If you can't quite believe it you just have to take one ride to be convinced.

A lot of Anchorage residents were convinced Wednesday afternoon during the opening day of a 30-day demonstration period here for the unique machine. The hovercraft was brought north by its U.S. licensee, Bell Aerosystems, Inc., and a locally-based firm Skimmers, Inc., to demonstrate its capabilities for hauling both cargo and passengers in the Cook Inlet area.

At first glance, the hovercraft roosting on the mudflats behind the city port doesn't seem too impressive. Sort of round and fat it has twin rudders and a pusher propeller aloft in the rear. It squats on what appears to be a giant flat

tire. But that flat tire is the secret of the whole thing. A rubberized nylon skirt which is kept inflated by a giant enclosed fan and gives the vehicle an air cushion on which it rides.

You get aboard walking up a ramp through a nose hatch and the vehicle loses any resemblance to an aircraft. The seats are bus-type benches — no seat belts needed — and the passen-

gers sit with the crew. The skipper (he's called an operator or driver, not a pilot) sits to the right with a radar operator across the aisle.

With the hatch closed it takes just a minute to windup the 1,000-horsepower gas turbine engine which drives both the pusher propeller in reverse that keeps you floating on a cushion of air.

The engine makes a whining sound much like a prop-jet F27 and the skirt starts to inflate. Incidentally, the noise level is low and you can talk in normal tones while the craft is in operation.

Then — effortlessly — the hovercraft starts to move and you experience a new sensation riding in air. One Bell engineer probably gave the best description of that sensation: "You feel like you're riding on big low-pressure tires. It's just like having a Cadillac that can take you over any type of terrain."

You literally skim over the mudflats and out over the waters of the inlet. The operator increases the speed and now you're traveling at 60 miles an hour over the tops of the waves. There's no bumps — just that Cadillac ride. If you've ever bucked the waves traveling over to Pt. McKenzie in a small boat, the whole thing is a little difficult to believe.

In what seems like seconds the other shore looms ahead and the operator skims the craft up over the flats and lands on that now deflating tire. Taking off again the craft swings around in its own distance for the return trip.

Out over the water the operator shows what would happen if the engine should fail. He cuts the switch and the machine gradually settles down until it floats gently on the waves. It's not a craft which will crash and if necessary can be taxied along the water rather than riding its cushion of air.

Approaching the port area again the machine scared up flocks of seagulls and some ducks that took off in fright at this strange monster invading their domain. They weren't alone in their wonder. A helicopter wheeled overhead and dipped down in circles for a closer look.

Then the craft skimmed back up over the mudflats and landed again on its gravel pad. The only thing you can say against the demonstration ride is that it was just too short. One passenger summed it up as he got out of the hatch.

"It's just the only way to go."

Anchorage Daily News, Monday, September 19, 1966

Bright Flash Seen At Port

An electrical short-circuit in the machinery of a crane at the Port of Anchorage was the cause of a bright flash seen by some residents last night.

H. Russell Palster, assistant port director, said the trouble in the crane was quickly corrected. There were no injuries or damage at the port.

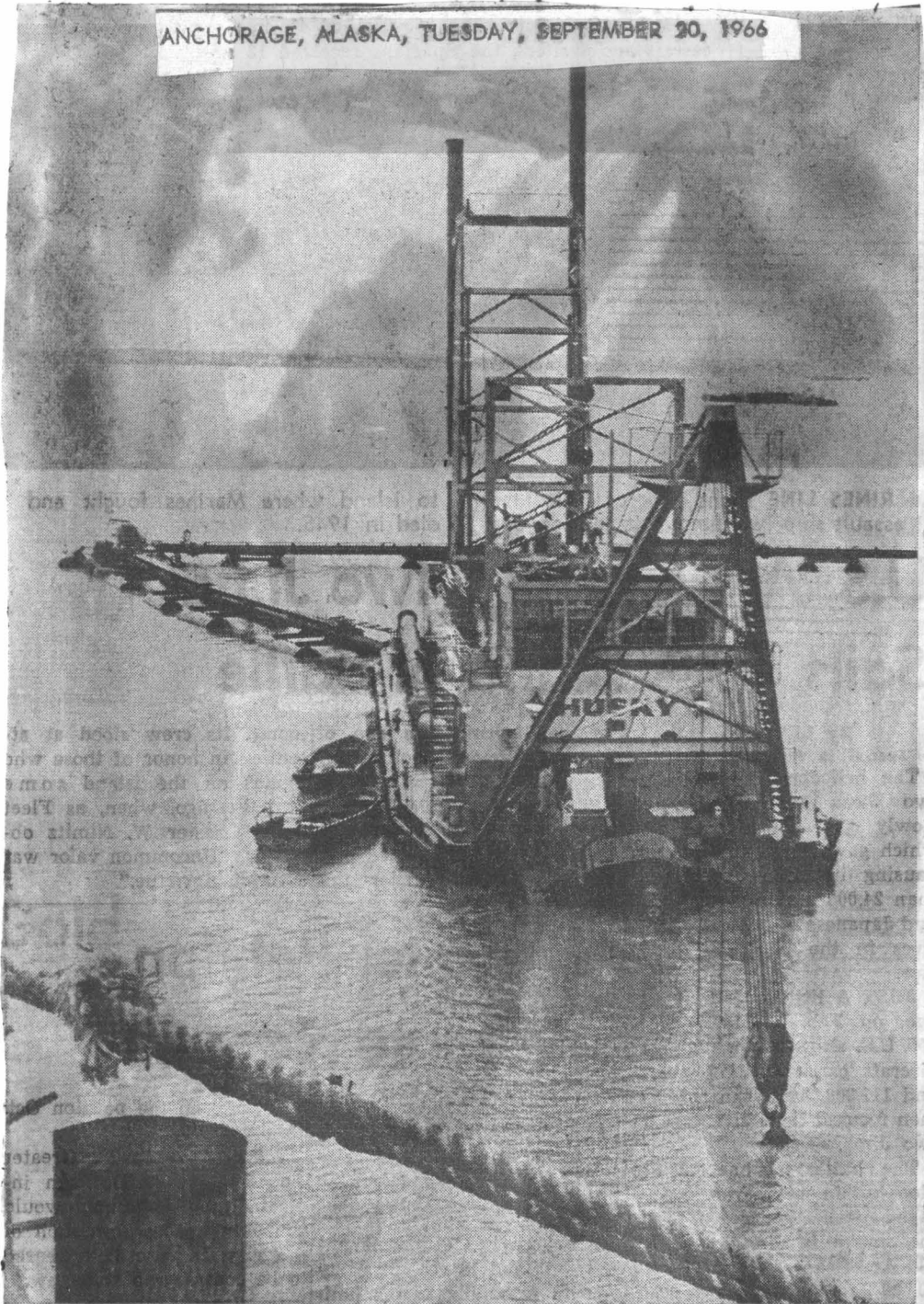
Anchorage Daily Times Tuesday, August 23, 1966



PREPARING FOR INLET JOB

A connection is welded aboard a J. Ray McDermott and Co. barge at the Anchorage city port where it is being prepared for laying of a new oil delivery pipeline in Cook Inlet. The pipe will be fed through the rollers in foreground and through a stinger which will carry it to the inlet floor.

ANCHORAGE, ALASKA, TUESDAY, SEPTEMBER 20, 1966



CHIEVING AWAY AT the floor of Knik Arm in front of the Port of Anchorage's petroleum dock is this heavy dredge. Although the petroleum dock was completed last winter, the area along its face had not been dredged and the

dock was made useable only by placing a breasting barge at the dock face to hold unloading tankers off into deep water. Completion of the dredging will allow tankers to berth alongside the dock. (Daily Newsphoto)

Anchorage Daily Times Saturday, Sept. 3, 1966



PILES GO DOWN FOR PORT'S NORTH DOCK

Workmen for Swalling-General Construction Co. tend to pile-driving operations at the Port of Anchorage, one of the first steps in building the port's \$2.4 million north dock. The pilings are being put in as dredging in the area is completed. Construc-

tion of the dock was delayed this summer after Pacific Marine Constructors of Seattle defaulted on its contract to dredge the Anchorage harbor. Before the delays, July 1, 1967, had been set as a target date for completion of the 605-foot structure.