

#### DOCK IS EXTENDED AT PORT

Steel girders are laid over wooden pilings to form the beginnings of a 440-foot extension to the dock at the Port of Anchorage. The extension reaches out from the shore to connect with the end of the existing dock. When the \$2 million project is complete, the causeway will provide another access route to the dock.



Navy Tug Quapaw At Port Of Anchorage  
En Route To Its Station At Adak

Reader-photographers are invited to submit black and white prints of their favorite Alaska landscapes for publication in this space

## Port Commission Takes Steps To Increase Facility Capacity

The Anchorage Port Commission has taken several steps in an attempt to increase port facilities to handle an expected growth pattern and some unexpected growth.

Acting Chairman Bill O'Neill said that the commission would request the City Council to get action on a \$300,000 outlay in the state budget for a survey of a crossing of the Knik Arm.

— To get rid of the unsightly, and hazardous, Ocean Dock nuzzling next to the port's \$2 million petroleum dock;

— To develop a Growth picture to justify an additional 800 feet of dock space for the port; and

— To take immediate measures to backfill the area behind the present dock facilities for transit parking and storage.

The Port Commission, through the City Council, will request Tippetts-Abbett-McCarthy-Stratton consulting engineers to include in a report of the waterfront the four items.

"We are requesting TAMS to concentrate its efforts on the maximum feasibility of extension on this side of the Inlet before looking at additional port facilities at Fire Island or the other side of the inlet," O'Neill said. "We will be asking them to give us a report for the capital improvements budget to present to the City Council at the appropriate time."

Commission member Bob Logan said the \$300,000 appropriation in the budget would be requested "as soon as possible."

The route, Logan said,

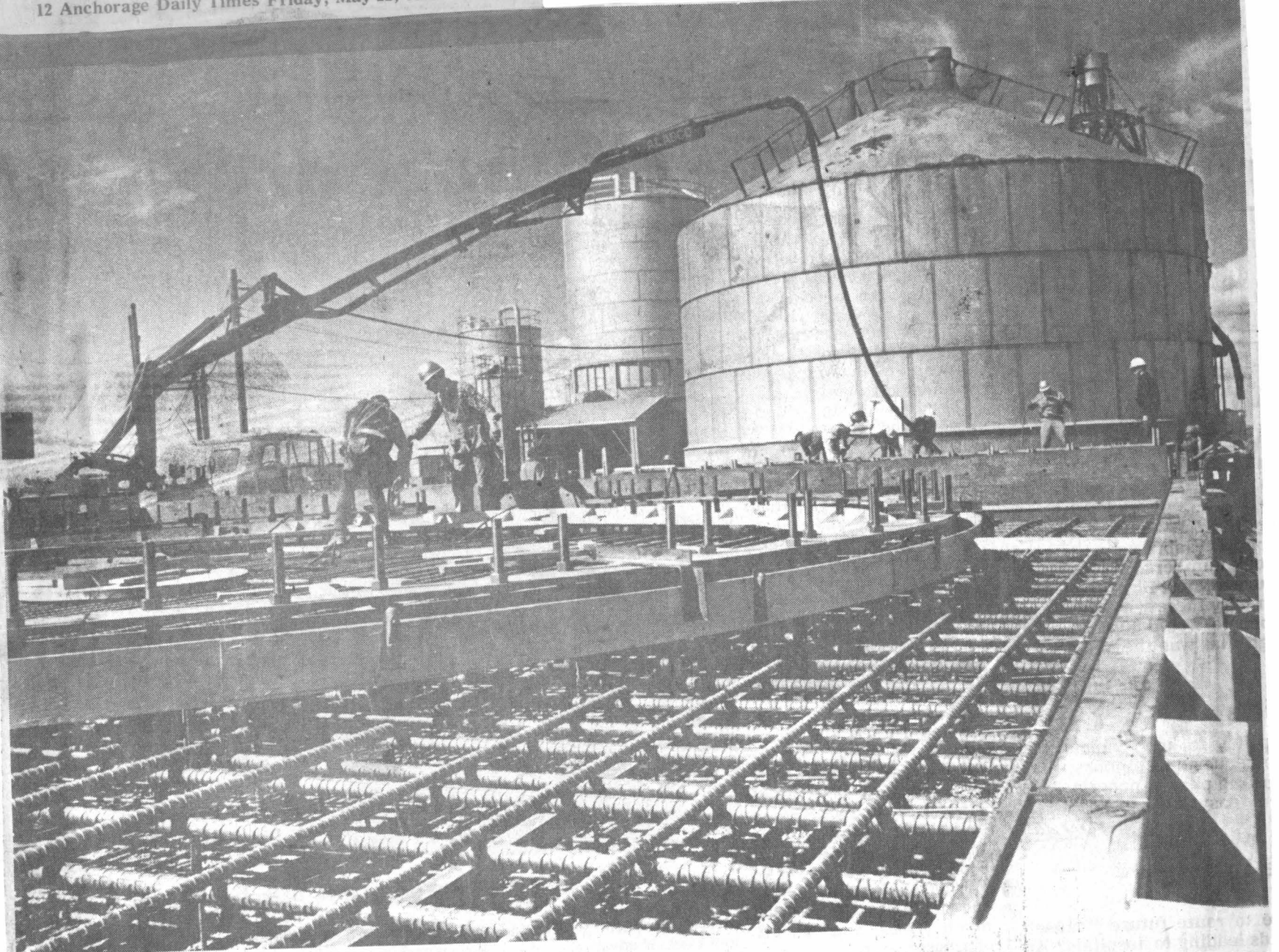
would cut several miles—and a considerable expense—off of a truck route to Fairbanks. "Much of the cargo coming into the Port of Anchorage goes to Fairbanks," he said, and noted that a crossing of the Knik Arm at the narrows would save about 60 miles in a round-trip to the Interior city.

He added that he felt the 800 feet of dock space would be before the public "within the next year." He said that additional shipping to Fairbanks through the Anchorage port would more than justify the extension.

"The development of Interior Alaska demands an additional amount of dock space," O'Neill said. "We are developing the figures to justify our normal growth pattern, and including some unexpected developments."

O'Neill added that the backfill storage area behind the dock would add some 16 acres of storage space for the port. "Much of the pipe coming in to Fairbanks could be unloaded here if we had the space right now," O'Neill said. The Ocean Dock, an unused, crumbling wooden structure abutting the petroleum dock "is a navigational hazard," O'Neill said. "People have been dragging their feet on it for a long time, and it's time we did something about it."

Port Director Erwin Davis was directed to present to the City Council the four items for action.



#### CEMENT SILOS GOING UP

Kaiser Cement and Gypsum Company at the port industrial park is adding another six storage silos to its complex. The silos, with a capacity of 10,000 barrels each, are scheduled for

completion during the summer construction season. Here, workmen pour concrete into steel forms on two of the silo pads. The project cost is estimated at \$700,000.

## Port Work Half Done

A \$2 million addition to the Port of Anchorage is nearing the halfway mark toward completion, according to Mayor George M. Sullivan.

The 800-foot dock extension, which will double the cargo capacity of present port facilities, is about half done. Completion of the project is scheduled for October 31, 1970, according to the mayor.

The mayor pointed to the necessity of the dock extension, with a 33 per cent increase in port operations in 1969, and a 31 per cent increase so far this year.

"About 50 jobs have been created with the new facility, and additional employment in several areas of the community will follow completion of the dock extension," Sullivan said.

"We have also been notified that our Overall Development Program designation as a redevelopment area is being maintained and that we are qualified to submit projects for Economic Development Administration approval," Sullivan said.

Money for the dock project came from a \$1,185,000 Economic Development Administration grant and a \$1.2 million city bond authorization, according to the mayor.

## New Shoal Ups Inlet Surveys

A sounding survey scheduled this summer for the Knik Arm shoals is turning out to be a bit more difficult than originally planned, Sam Farney, chief of the planning and reports branch of the U.S. Army Corps of Engineers, said.

Farney said the shoal was discovered about a month ago by Sea Land Captain Keith Collar. "It's about seven miles from the other shoal," Farney said, "and not connected with it in any way. And it didn't cause him (Collar) any trouble, but the chart's not accurate in that area. It creates a problem we've got to look at."

The Corps of Engineers received a \$110,000 grant Wednesday, the first day of the fiscal year, to begin sounding surveys of the Knik Arm portion of the Cook Inlet.

The initial phase of the survey will include a hydrographic survey of the bottom, together with collections of information regarding types of material on the bottom.

"On the basis of this information," Farney said, "we can determine a tentative plan of improvement. We have to get more detailed information to derive a final plan after the tentative plan is determined. It will take some more sounding work and materials investigation."

But the new shoal will add somewhat to the scope of the operation. Since the 1964 earthquake, mariners in the Knik Arm have reported shallow water between Fire Island and the Susitna side of the arm. Initially, only one shoal was reported; but, Farney said, channels to the north and south of it are

now also filling in. And now the new shoal, unrelated to the other, has been discovered.

The first survey will cover a fairly wide area of Knik Arm, he said.

"From the information attained the area where we need more detailed information will be narrowed and we can look more closely at it." The second shoal may give the corps two areas to focus on.

What's causing the shoaling? "It might be the continuing effect of the earthquake here," Farney suggested. But no one is quite sure. The survey may determine that.

The shoaling problem has been bothersome, and more. Knik Arm is shoaling to the extent that mariners hesitate to enter the port in less-than-high tide waters, and several have scraped bottom when the water depth in some areas reaches as little as six feet clearance. Many ships come through the inlet with a draw of more than 20 feet.

And the shoaling, Farney said, is at one of the narrowest passages into the Port of Anchorage, which could turn the port into a half-tide port, or worse. The shoals are generally centered in the channel between Fire Island and the Susitna side of the inlet. The ships have to pass through the channel since the other side of the inlet is little more than mud flats.

Work on gathering information on the shoals will begin as soon as negotiations with contractors are finished. The project should be completed by the end of the summer, unless the shoals keep popping up, Farney said.

## Survey Of Knik Arm Shoals Set

A sounding survey of the Knik Arm shoal area will get underway around July 1 in an effort to determine the extent and composition of shoals.

The study is being undertaken by the U.S. Army Corps of Engineers, Hal Farney, chief of the planning and reports branch, said. The corps hopes to complete the preliminary survey this summer.

Since the 1964 earthquake, mariners in Knik Arm have reported shallow water between Fire Island and the Susitna side of the arm. Initially only one shoal was reported, but Farney said channels to the north and south of it are now also filling in.

"It is shoaling to the extent to make mariners hesitate to go through at low tide," he said.

The depth of the area at low tide is about 6 feet, and several mariners have reported low-tide collisions with the underwater "rock."

Congress has authorized \$110,000 for the preliminary study and most of the final study of the area. Funds for the project will be available July 1.

Farney said the corps would make a sounding survey of a one-square-mile area to determine bottom conditions and material, analyze the findings and return for a more detailed survey of the conditions.

## Point Of Pride

WE JOIN all the residents of Anchorage in bursting with pride every time the Anchorage port makes good.

And that is quite often because the port has made good ever since it was built.

The most recent burst of pride came with the announcement by the port commission of grand plans for studies and expansion to keep pace with the growing needs of this community.

The pride is justified because the port is a creature of the people of this area, including this newspaper.

Oldtimers will recall the battles and debates — something like those on unification today — when it was proposed to finance the port with

general obligation municipal bonds. To make it most controversial, the proposition included a provision for raising municipal taxes if revenues from the port failed to pay off the bonds.

The bonds won approval. The port was built. General funds had to be used in the first few years to help pay the bonds. But since then the dock has become a profitable venture.

Trade and commerce is our lifeblood and the port has been of great benefit to the city.

For a time, after the 1964 earthquake, it was the only port in Southwestern Alaska serving 85 per cent of the state's population. That, alone, would have justified building it.