

Daily News: A. Cameron Edmondson

City Dock is getting cramped as work passed the halfway point on a new extension (upper right). In the far right part of the picture a tanker lies at anchor awaiting a turn at the terminal. When the picture was taken late Friday a Standard Oil Co. of Calif. tanker, a South Korean freighter and the

state ferry M.V. Tustamena were all squeezed into berths at the dock face. Extreme low tide reveals clearly the center brace design of the new causeway that will permit a circular traffic pattern at the port.



VISITORS AT THE PORT

The Coast Guard Cutter Ironwood, docked at the Port of Anchorage today to take on fuel and supplies, was one of two vessels here which are not customarily seen at Anchorage. The other, seen in the distance to the right of the cutter's

stern, is a dredging rig of the Great Lakes Dredge and Dock Co., of Portland, which is under contract to the U.S. Army Corps of Engineers for dredging operations here. In the right foreground is the tug Jenny Foss.

INLET ICEBREAKER PLANS DISCUSSED

Members of the Anchorage Port Commission have told the U.S. Coast Guard that the Port of Anchorage would welcome a permanently stationed icebreaker in Cook Inlet.

The action was taken after Cmdr. R. Bernhardt of the U.S. Coast Guard Winter Ice Operation appeared before a meeting of the port commission last week. Bernhardt told the commission that the commandant of the 17th Coast Guard District at Juneau had instructed him to determine if the Port of Anchorage and maritime industry in Cook Inlet would want a permanently stationed icebreaker in this area.

Although the matter was brought by the Coast Guard before the Port of Anchorage, there was no indication that the agency planned to station the icebreaker here.

Cmdr. Bernhardt limited his remarks to the possibility of stationing the icebreaking ship "in Cook Inlet." He did not specify any port.

Bernhardt however, said the Coast Guard would arrange subsequent meetings in Anchorage to discuss the size of the vessel, the location of its station, and the various missions it would carry out in Cook Inlet.

Port commissioners unanimously approved a motion that a letter be sent to the commandant of the 17th District to further pursue the possibility of bringing an icebreaker into Cook Inlet.

The port said it would offer any assistance necessary to the Coast Guard.

Icebreaker In Inlet 'Remote Possibility'

JUNEAU — The possibility that the U.S. Coast Guard will permanently station an icebreaking ship in Cook Inlet is remote — at least at the present time.

A spokesman for Rear Adm. James A. Palmer, Commandant of the 17th Coast Guard District here, said the Cook Inlet icebreaker is "a long way down the pipe."

The spokesman said that Palmer has only been making inquiries in order to review all of the requirements for Coast Guard operations in the 17th District.

Palmer asked Anchorage Coast Guard officials to determine whether or not there was local interest around Cook Inlet in having an

icebreaker permanently stationed in the area.

But the Coast Guard spokesman said there is "no concrete plan to put an icebreaker in Cook Inlet at the present time."

Palmer, who took command of the Alaskan operations of the Coast Guard in July, has been touring the state to find what people think the Coast Guard could be doing in the various ports.

If the commandant were to decide that an icebreaking ship is required in the Cook Inlet area, the request would have to be made in a planning proposal and be normally budgeted through the Coast Guard headquarters in Washington, the Coast Guard

spokesman said.

If a special vessel were included in the arrangement, three to four years might pass before the additional ship were made available, according to the spokesman.

Palmer said he was "very concerned with finding whether or not the Coast Guard is keeping up with the expanding transportation requirements of Alaska."

There's More Sports Coverage In The Anchorage Daily Times

Carriers, Port Group Approves Knik Arm Crossing And Road

Members of the city's Port Commission and the Alaska Carriers Assn. agreed unanimously Friday that a Knik Arm crossing and highway connection to Sunshine and the new Fairbanks highway would save an hour and a half and about 60 miles between Anchorage and Fairbanks.

Members of the port commission and guests of the Alaska Carrier's Association, a statewide trucking group, discussed the crossing at a luncheon meeting.

"The Knik Arm crossing and the road to Fairbanks must be built and it must be a priority item," Port Commissioner Bob Logan told the group.

Logan and all those present are anticipating the time when "The Port of Anchorage will also be the Port of Fairbanks" with a direct traffic pattern from Anchorage docks directly across Knik Arm and through to the north.

Alaska Carrier Association Managing Director E. Ralph Sanders emphasized that the \$55 million construction project would bring economic benefits to everyone.

Port and trucking industry representatives also include in their plans another road, a secondary gravel highway from the Pacific Ocean to the North Slope.

Logan said the proposed Taps pipeline, "will generate considerable tonnage increases for the Port of Anchorage in

the way of supplies, groceries and building materials. A greater volume of tonnage can be expected in 1973 and 1974 as a result of the opening of the Arctic Road from Fairbanks," Logan said.

Tonnage resulting from increased mineral development of deposits will be "merely the icing on the cake," compared with "normal housekeeping" and operating of the Prudhoe Bay and other oilfields, Logan said.

"The lifeblood of an ocean port is the speed and economy with which cargo can be delivered to its customers," Logan said. He called for a "concerted effort" from shippers and truckers to bring the proposed Knik Arm bridge and highway to the forefront of legislators' plans.

Sanders was no less certain of the success of the planned Fairbanks Highway connection. "The new highway, now under construction gives us a saving of 70 miles," Sanders said. "Add 60 more miles saved by the Knik Arm crossing, and that's a real economic advantage for the people of Alaska."

"It's that simple," Sanders said. "Truck charges are based on a rate per mile basis, so the cost to the shipper will be reduced," he said.

Port Director Erwin Davis said the Port of Anchorage and the Port Commission were "absolutely convinced that a road from the port north to Fairbanks was their number one priority for the future."

The members of the Port Commission also noted the expansion of present port facilities with the construction of an additional 800 feet of cargo dock by next year. "We've got to build to stay in business," Logan said.

A sum of \$300,000 has been appropriated by the state for a study of the Knik crossing. The city council and the port agencies fully support the plans for the bridge and highway to Sunshine and have officially notified the governor's office.

The engineering firm of Tippetts, Abbott, McCarthy and Stratton, prime contractors of the original port construction, have been awarded a contract to study port expansion needs.

According to engineer George Treadwell, the company will determine what immediate expansion will be necessary to handle increased tonnage and traffic through 1985.

Davis admitted that congestion in the port area and highway access to the port are two of the big problems now facing the Port of Anchorage.

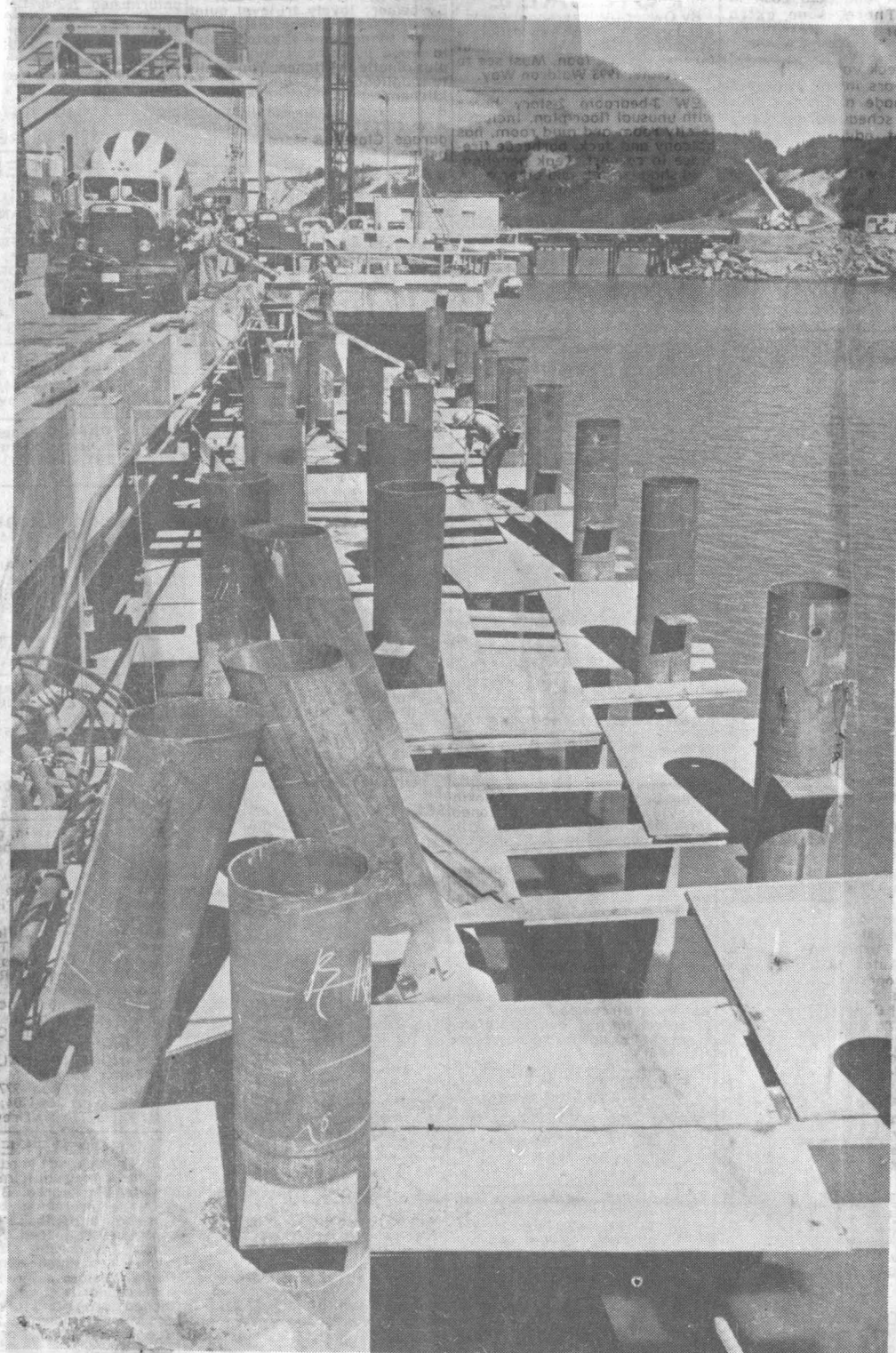
Plans now call for providing an additional off-ramp north of the present port approach and perhaps another between Terminal 1 and Terminal 2.

"Highway access to the port area may continue to be a big problem for some time," Davis said. The highway access to the city-owned port is a state-maintained road.

"The city is keenly aware of the problems and the state highway division is considering some kind of relief," Davis said.

Carrier Association manager Sanders said as much as 80 percent of the port's traffic will be headed north when the new road is built.

Guests at the meeting, which included three members of the port commission and 11 of the 27 members of the Alaska Carriers Association board, discussed the prospects of federal-state and local-state highway funding for the direct Anchorage-Fairbanks route.



CONCRETE POURED AT PORT

Concrete and sand are poured into steel pilings for sections of the 800-foot cargo dock extension at the Port of Anchorage. Shown in the foreground above, is the apron widening project expanding the present facility. Also poured was the deck surface of the trestle sec-

tion, in the background at right, which will connect the new dock facilities with the shore. The \$2.3 million dock extension project is more than half completed with final touches expected in about 90 days, according to Port Director Erwin Davis.

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 that another shoal has turned up in the inlet, near the others that the corps had known about previously.

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 island 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.