

Mud, Silt Dredged From Inlet Floor Near City Dock

The annual cleaning of the Cook Inlet floor began this week as a Great Lakes Dredge and Dock Co. dredging rig dropped its huge metal claw to the channel floor near the Port of Anchorage dock.

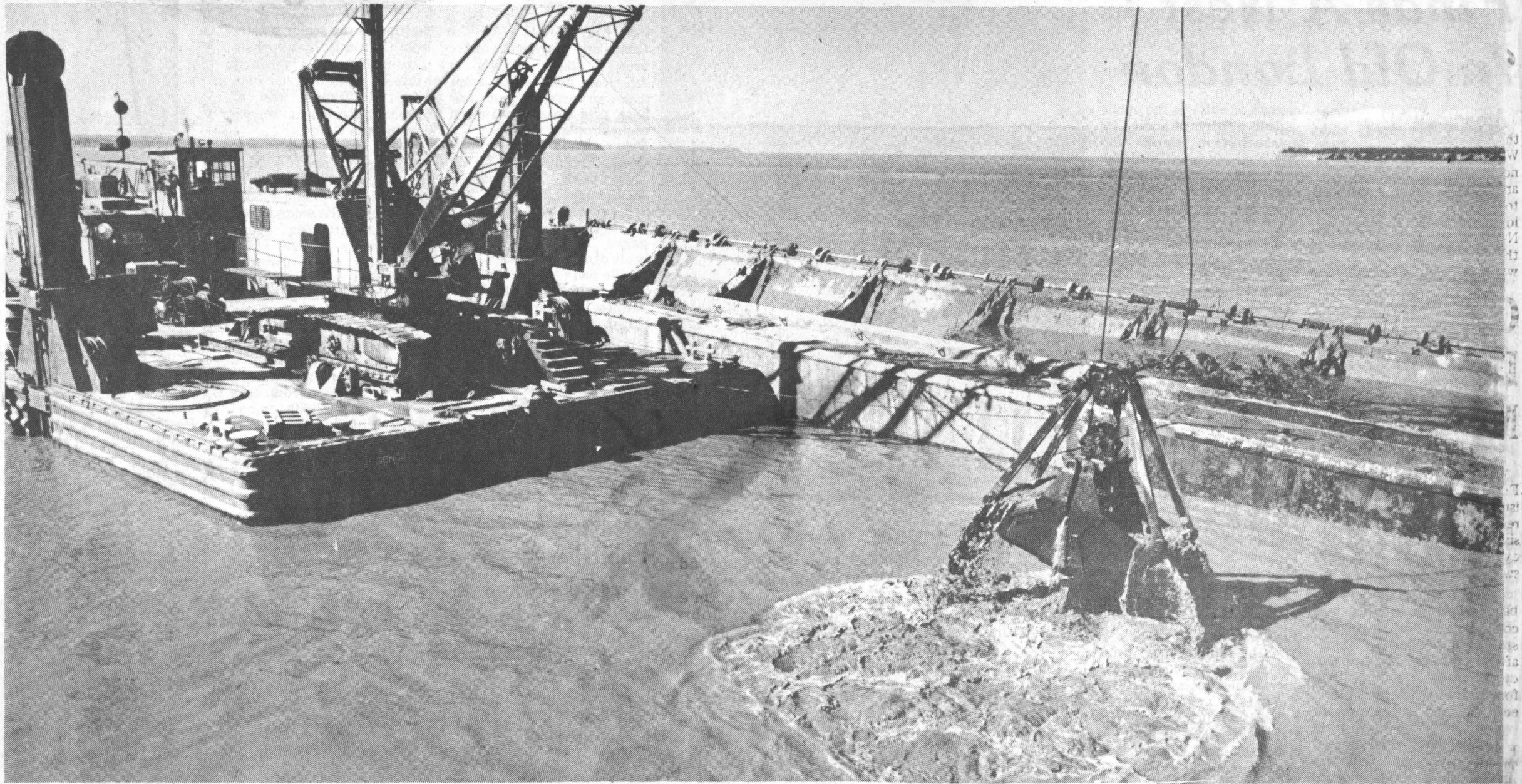
The Army Corps of Engineers supervised the bottom-dredging as the heavy duty bucket scooped up four cubic yards of mud and silt with each bite.

The dock area must be dug to a minimum depth of 35 feet at low tide so that heavily-laden ships can get in to port without running aground. The slow-moving water in front of the docks dumps tons of silt each year, causing major tie-ups in shipping traffic.

The deck-mounted Marion III crane loads up to 1,500 cubic yards of the brownish-gray muck into an adjacent barge which is towed out to deep water and dumped. The barge dumps up to 3,000 cubic yards of silt per day.

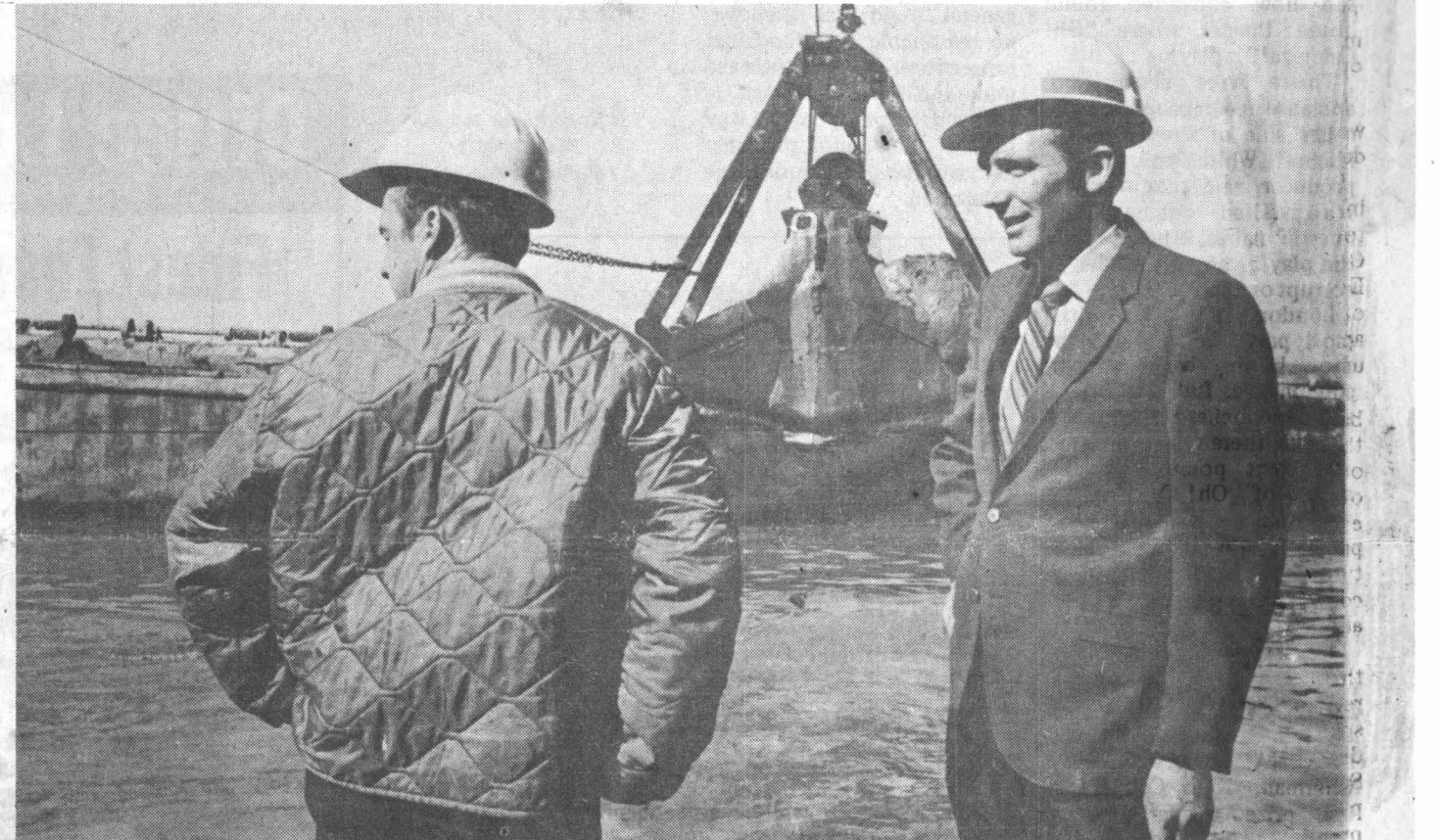
It takes only three men and one supervisor to operate the entire dredging operation. Several four-man crews will work two twelve-hour shifts per day, six days a week for three to five weeks, depending on ship traffic.

The estimated cost of the project is \$190,075.



THE CLEAN-UP

The huge metal claw suspended from the dredging rig of Great Lakes Dredge and Dock Co. now clearing sea channels near the Port of Anchorage dock is raised from the Cook Inlet floor, top floor, with a big bite of silt and mud which it will be placed in the tug in the background. The big scoop, shown in the close-up at left, scoops up four cubic yards at a time. Supervising the operation are, right photo, Jerry Hadley, left, superintendent of the Portland, Ore., dredging company, and Dean Dewey, civil works coordinator with the U.S. Army Corps of Engineers, Alaska District.



The Daily News, Anchorage, Alaska, Friday, September 4, 1970

Tanker is Untangled In Inlet

A Standard Oil tanker that ran aground near the Port of Anchorage Wednesday night discharged its cargo at the dock Thursday after being freed, undamaged, by three tugs and the tide Thursday morning.

The J. H. Tuttle, with a capacity of 145,000 barrels of oil, ran aground about 10:30 p.m. Wednesday approximately a quarter of a mile from the dock. She was carrying leaded gasoline and jet fuel, and was en route from Richmond, Calif.

BY ABOUT 6 a.m. Thursday, assisted by three tugs, the Tuttle floated free on the incoming tide, her hull apparently undamaged by the accident.

Fears by port officials and the Coast Guard that the ship might split, dumping thousands of gallons of oil into Cook Inlet, proved unfounded as the 547-foot tanker remained serenely intact during initial attempts to free her, and later, during her overnight stay on the mud flats of the inlet. A spokesman for Standard Oil reported that the ship's inside tanks were checked for water — a sign of a leak — as well as for escaping oil. None was discovered.

According to Victor Schutsky, division manager of Standard Oil's Alaska Div., the bow of the ship grounded on the mud flats, and the stern then also apparently swung around into the mud. Because the entire ship was resting evenly on the mud, he observed, "fortunately, there was no undue stress."

SCHUTSKY SAID that he could not speculate on the possible cause of the accident, although he did mention that he had heard that winds might have contributed to the grounding. However, he noted: "I doubt that we'll come up with anything positive very soon. Investigations of incidents like this are usually pretty lengthy."

12—The Daily News, Anchorage, Alaska, Monday, September 21, 1970



Port Commissioner Joe Kowalski, right, accepts a check for \$365,600 from Anchorage Mayor George Sullivan, left, and Sen. Ted Stevens. The payment was the latest installment of an improvement grant from federal funds for the expansion of docking facilities at the Port of Anchorage.

Dock Expansion Comes Another Step Closer

The \$2.4 million dock expansion and terminal complex for the Port of Anchorage came one step closer to completion Sunday when a check was delivered to Port Commissioner Joe Kowalski for \$365,600.

The check was hand-delivered at the port facility by Sen. Ted Stevens, R-Alaska, and by Anchorage Mayor George Sullivan.

According to Sullivan, the check was the latest installment of a grant of \$1,185,500 by the Economic Development Agency of the federal government, who is meeting matching funds sponsored by the city.

The project at present includes docking space for two freighters plus one petroleum ship. At present, only one freighter may dock in Anchorage at any one given time.

In addition, the new facility will have a terminal building and a trestle

Anchorage Times 39
Tuesday, Sept. 22, 1970

Anchorage Small Boat Basin Wins Study Approval

WASHINGTON — A \$20,000 appropriation for a planning study of the Anchorage small boat basin and a \$10,000 appropriation for the planning of Ship Creek and Eagle River flood control cleared their last major hurdle today, according to Sen. Mike Gravel, D-Alaska.

Gravel said a joint House-Senate appropriation conference committee agreed to include the projects in the 1971 Public Works Appropriations Bill and to recommend their funding to both houses of Congress. The \$20,000 for the Anchorage small boat basin will be used to plan a sheltered harbor to accommodate some 250 boats in an approximately one-acre basin in the tidal flats southwest of Ship Creek.

Anchorage Times 51
Wednesday, Sept. 23, 1970

Knik Arm Shoal Hearings Are Set For December

Port of Anchorage Director E. Erwin Davis has met informally with representatives of the Army Corps of Engineers to work out the details necessary for holding public hearings relative to the Knik Arm Shoal.

Davis told members of the city port commission this week that Dec. 2 has been set for the public hearings.

The port staff has volunteered its full cooperation to the Corps and will act as the coordinating agency with various maritime interests that wish to testify at the hearing, Davis said.