

Loggers Arrival is Delayed a Bit

A loggers convention, billed as the largest visitors assemblage in Alaska history, had an inauspicious start Tuesday as Mayor George Sullivan, Miss Alaska and the U.S. Customs agent all missed the boat when the state ferry M/V Wickersham delivered about 200 of the participants to the port of Anchorage.

The conventioners, who boarded the foreign-built ship in Vancouver, B.C., were finally allowed to disembark in mid-morning, about an hour after the vessel docked, when a customs agent was brought from International Airport. Because of the election they arrived in a spiritous desert.

Another 500-600 participants in the 61st annual Pacific Logging Congress were scheduled to check in for the four-day session later Tuesday with the business sessions beginning at 10 a.m. today. They were still arriving during the night by both charter and commercial aircraft.

The ferry arrived about 15 minutes early, the customs agent about 45 minutes late. As a result, the dockside ceremonies involving the mayor and Miss Alaska were cancelled. The Ft. Richardson Army band played for a time but apparently decided an hour on the rainy, wind-swept dock was above and beyond the call of duty.

At the opening session in the Anchorage Westward Hotel today, Sullivan and Gov. Keith Miller are to make welcoming addresses with a response by Congress vice president Warren H. Brown, McCall, Idaho.

Interior Secretary Walter Hickel will then make the keynote address.

A presentation of considerable interest to Alaska will be made Tuesday by William Johnson, Weyerhaeuser's Timber Division in Tacoma, on the problems of Pacific Coast logging. Those problems determine the cost of dimensional wood and pre-cut structures in Alaska.

A Customs agent finally arrives



A DIFFERENT VIEW OF THE WICKERSHAM

The state ferry Wickersham has stirred some lively debate from time to time since it was purchased from Sweden but this view of the vessel now in the Port of Anchorage is something completely different. Reflected in the shiny horn of an Army bandsman who greeted delegates to

the Pacific Logging Congress when they arrived here for their convention is a rather distorted version of the ferry. In fact, it's more likely to remind Anchorage residents of buildings shaken up by the 1964 earthquake.

First passenger off

The Port

A Key to Anchorage's Development Potential

Anchorage has a large stake in the development of Alaska, and the Port of Anchorage can play a large role in that development.

In particular, the oil activity on the North Slope — an existing development — and indications that resources other than oil may be forthcoming from other areas — a potential development — are areas of prime interest to port improvement.

Viewed in another way, additional traffic generated will lead to price/cost reductions benefiting the ultimate users — all the people of this community.

Port improvements are not restricted to the waterfront development. A crossing of Knik Arm in the near vicinity of Anchorage would permit road development reaching out from the community, establishing Anchorage as the hub of radii of spokes to interior Alaska, the oil-rich Arctic, the Seward Peninsula minerals, the copper regions of the Kuskokwin River fishery, the west-side Cook Inlet oil and gas field, and the red salmon fisheries of Bristol Bay.

The foresight of the planners and city taxpayers in building the Port of Anchorage has been proven. Since the port was opened in 1961, total traffic has grown to 114 million tons of cargo annually.

Within two decades, the annual dry cargo should reach a level of 580,000 tons, and the POL (petroleum, oil and lubricants) products passing over the docks of the port should amount to at least 1.8 million tons annually.

Passenger traffic will also see tremendous growth. The year 1989 will find as many as four passenger vessels calling at the port each month.

A long-range development plan has already been completed for the port. This 1966 plan, with the dollars adjusted to today's value, calls for im-

provements along the waterfront which would require an expenditures of \$40 million to \$50 million. The report also points to the lack of sufficient expansion area.

And the port and its approaches have navigational problems, related to:

- Extreme tidal conditions.
- The Knik Arm shoal.
- Weather reporting.

The extreme tidal conditions cause adverse currents which set vessels off a desired track. To overcome this, large deep-draft vessels navigate with constant position checks. And the mini-size and low candle power of shoreline aids make this a difficult task, causing shipmasters and pilots to rely heavily on radar.

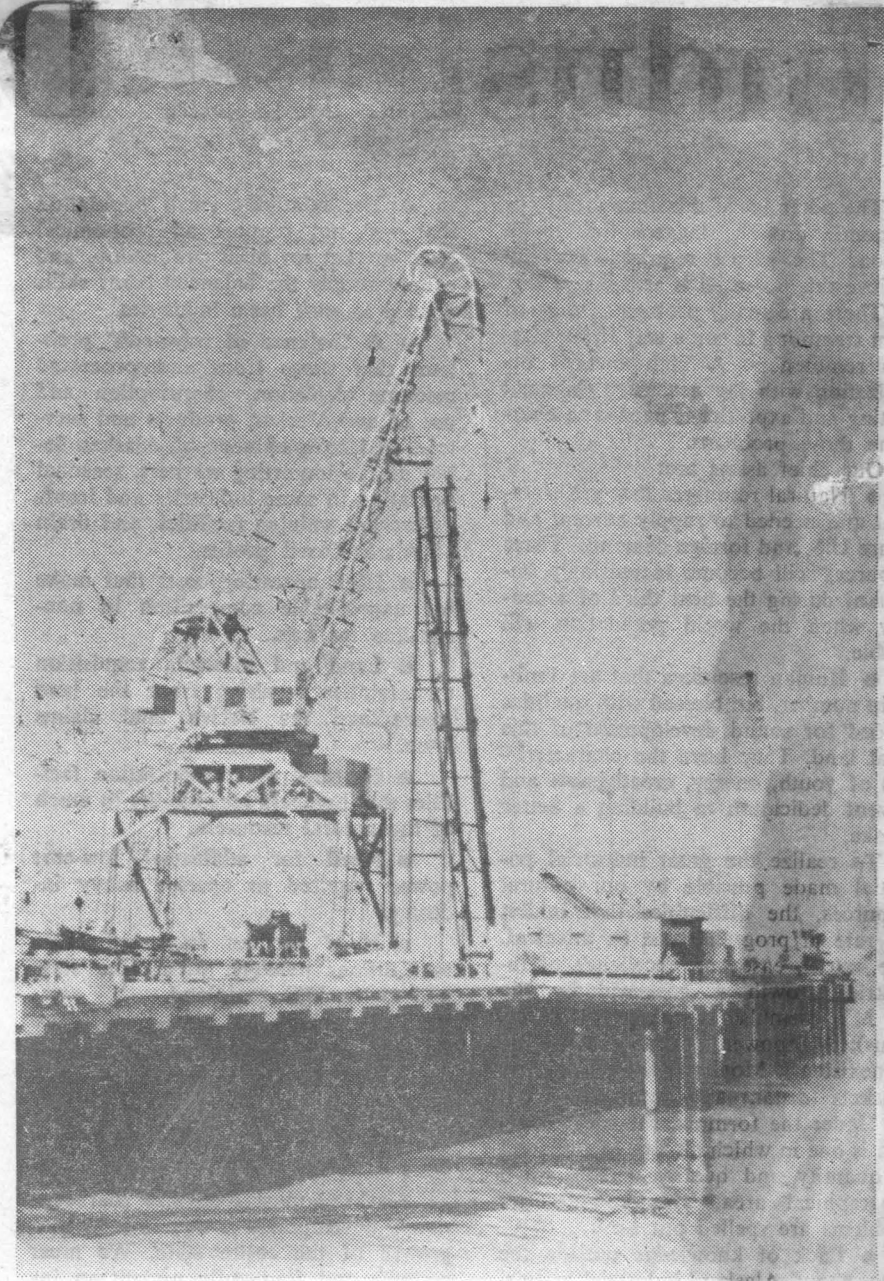
Knik Arm shoal is a rock with soundings of only 12 feet at zero tide, and it is located squarely in the center of the main ship channel with only narrow channels on either side.

It is well marked by buoys in the ice-free months of May through November; but no markings exist during the rest of the year. The shoal is a serious hazard; only recently a large tanker grounded on it.

Weather information gathering and broadcasting are limited. Although some stations located in the Inlet do report, the information is not always all inclusive or regularly distributed.

The port's needs are related to management and fiscal matters:

- The people of this community enjoy the benefits of the facility (lower costs, year-round service, more dependable and frequent shipping). And they will be called upon to authorize expansion. The community must, therefore, have a voice in the planning and operation; this must be areawide.
- Navigational problems must be overcome through action and funding by the federal government.

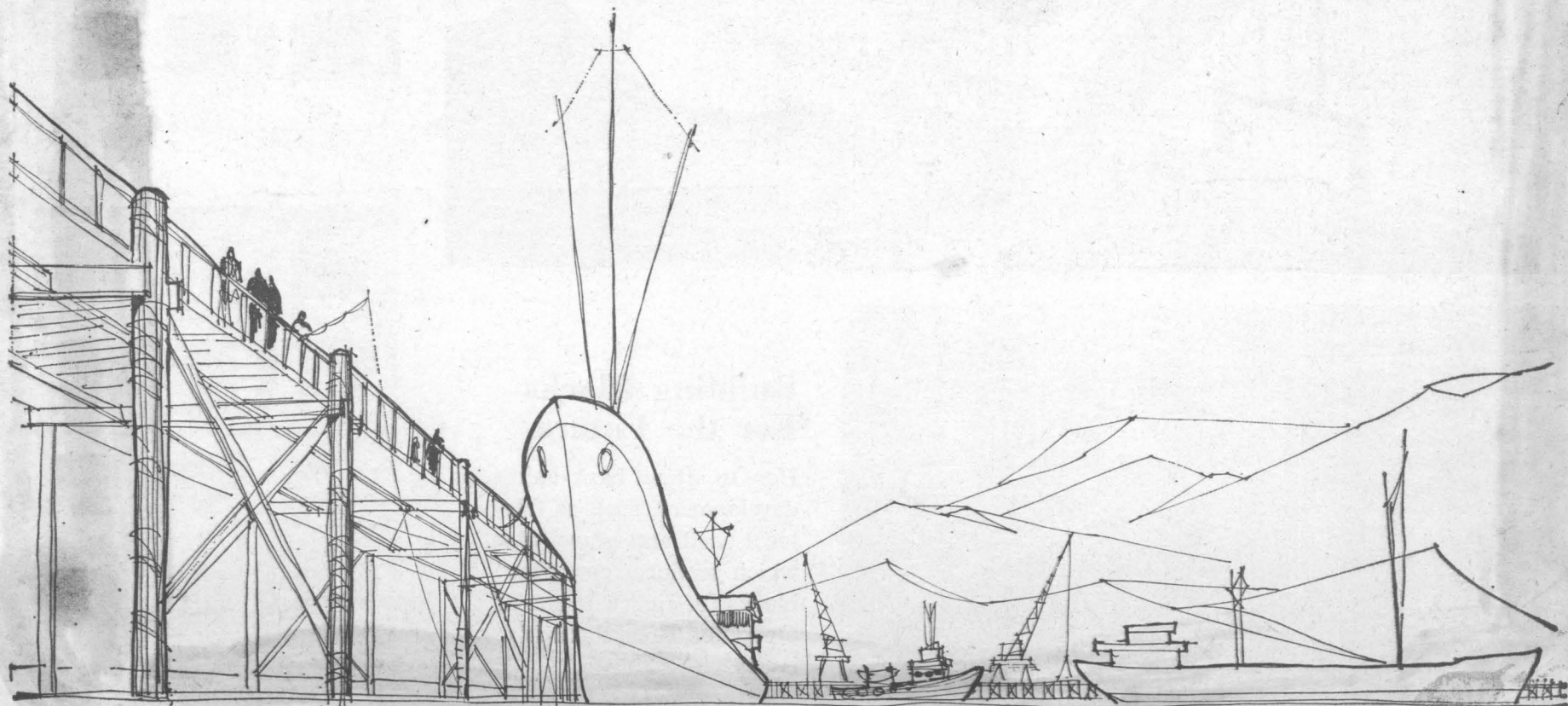


Planning, expansion and management of the port facility must be placed under a single areawide government authority, including within the responsible agency a single transportation department with authority to plan and operate the transportation system.

Development of the facility, as described in the 1966 report, must be completed with 10 years. Additional lands needed for expansion must be immediately acquired, including the potential sites on the west side Knik Arm.

The Port Commission should take every action necessary through Alaska's congressional delegation and federal agencies to correct the navigational problems.

This is a summarized, capsule version of the report submitted by the Breakthrough Committee on the Port of Anchorage, prepared by members of the staff of The Daily News for this special section. The chairman of the committee was James O. Campbell; the vice chairman was Russ Hoehn.



Architect's drawing of the port by Gordon Thompson.

THIS MAN REALLY LISTENS TO PEOPLE...

Frank Murkowski
U.S. CONGRESS 1970

MURKOWSKI FOR CONGRESS COMMITTEE
JACK REEKIE, FINANCE CHAIRMAN

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