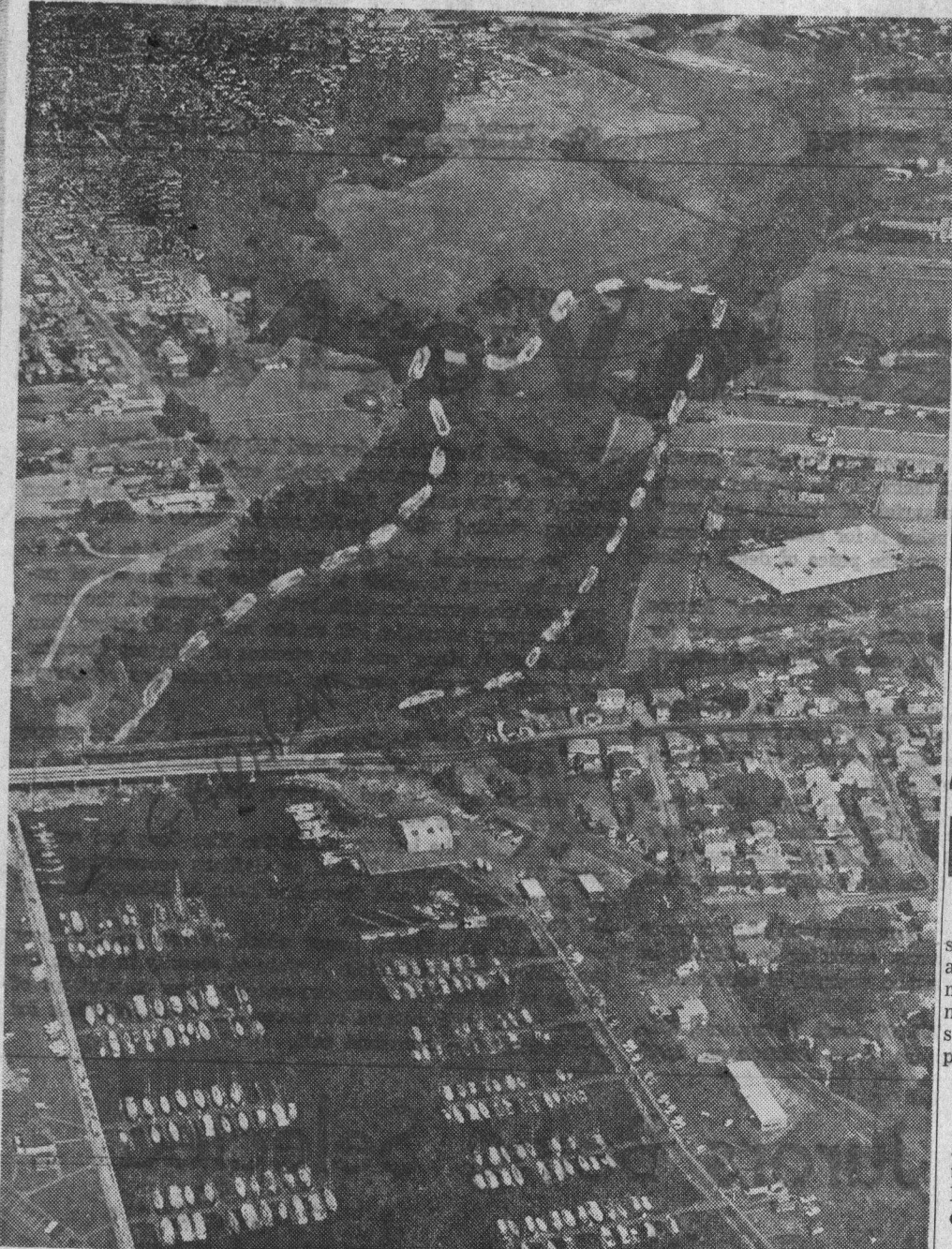


# Harbor Expansion Plan



Within the area indicated by the white dashes lies what Santa Cruz small craft harbor officials hope will become the present harbor's twin, at a cost of \$2.2 million. The proposed addition, to be financed by local, state and federal funds, would more than double

existing size and capacity. The addition would extend northward approximately a half mile from the two bridges at the northern end of the present harbor. Key to success of the plan is state approval of a \$1,937,000 loan request.

By John Elliott  
Sentinel Staff Writer

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By John Elliott

Sentinel Staff Writer

A \$2.2-million Santa Cruz small craft harbor expansion, to more than double existing size and capacity, may begin next fall and be completed in two years.

The ambitious undertaking, which amounts to construction of a twin to the existing harbor "will barely meet the immediate demand for additional boating activity," according to Santa Cruz Port District commissioners.

In a report which accompanied their successful push for \$125,000 worth of State Proposition 1 funds, commissioners—James B. Leask, chairman, John G. Boetger, vice chairman, Lee W. Harris, Don Starr and Ivan Ickes—stressed immediate needs.

The need is such, according to Port Director Lester B. Peterson, that more than 300 individuals are on a waiting list for berths, either in the existing harbor or in the expansion area.

There are 334 berths within the 28 acres that comprise the small craft harbor. The addition calls for acquisition of 33.89 acres and construction of 466 more berths, making a complete package of 61.89 acres and 800 berths.

The expansion area, north of the present harbor and set apart by two bridges, is held by 18 property owners.

In their report, commissioners stated, "The majority of the land owners concerned have been contacted and have pledged their support and cooperation in making the harbor expansion possible."

There were warnings, however, "their views . . . are subject to change if the project is allowed to lose the momentum which has been built up in recent months."

The momentum did not falter, the county board of supervisors approved the \$125,000 state fund request and state approval

is expected shortly. When official word comes from Sacramento, said Peterson, land acquisition will begin, perhaps this year.

The new harbor would extend approximately a half mile north of the present facility, almost to the future city street link between Broadway and Brommer street.

The new harbor area, to be surrounded by parking space for 590 vehicles, would contain 52 slips for 20-foot boats, 88 for 25-footers, 244 for 30-foot craft and 70 spaces for 40-footers. Height of masts will determine what boats use the new area, since the two bridges must be passed under for access.

The two biggest construction problems to be faced are the Southern Pacific's railway bridge, which runs adjacent to the Coolidge avenue traffic bridge, and a 12-inch gas main owned by Pacific Gas and Electric.

The railway bridge presently is supported by rows of wooden beams, which will have to be replaced to allow boats to navigate into the harbor addition. Estimated cost of the replacement, probably two piers and a steel span, is \$160,000. Federal participation of \$80,000 is a possibility.

The gas pipeline probably will be buried, at an estimated cost of \$40,000. There has been some discussion of rerouting it around the northern tip of the expanded area.

Largest single cost item within the total of \$2,247,000 project is expected to be dredging, at an estimated expenditure of \$390,000.

Main channel dredging is estimated at \$210,000, half of which could be financed with federal funds. No federal money is available for the remaining \$180,000 worth of dredging in border areas of the addition.

The commission is seeking \$1,937,000 from the state in the form of a loan, a request which has been included in the preliminary budget of the State Small Craft and Harbors commission.

The estimated cost of the addition, plus the balance remaining on the loan for the original harbor, will total \$3,993,000 by July, 1969.

It is estimated that yearly payments for the two loans (\$182,734 on a 14-year arrangement for the original and \$128,000 over a 30-year period for the addition) will total \$310,734.

Commissioners said they anticipate income of \$582,331 for the 1970-71 fiscal year,

including beginning balance, berth rentals, funds from related operations and taxes of 10 cents per \$100 of assessed valuation within the port district. Of that amount they anticipate an operating budget of \$206,171, leaving \$376,160 available for repayment of the two loans.

The complete anticipated cost breakdown for construction of the addition includes:

Dredging, \$390,000; earthwork, \$50,000; rip rap facing, \$66,000; flotation, \$346,500; utilities on floats, \$96,250; walkway piers, \$67,200; brows (walkways on piers), \$98,000; flotation piles, \$94,000; pile separators, \$57,600; comfort stations, \$66,000; roadway paving, \$150,000; sidewalk paving, \$9300; connecting walk, \$1800; water service, \$40,000; sewer system, \$30,000; storm sewer system, \$25,000; electrical service, \$60,000; bridge rebuilding, \$160,000; re-locate pipeline, \$40,000; contingency of 7 per cent from 1965-66 for increased costs of construction, \$182,350; engineering fees of 4.5 per cent, \$92,000; and land acquisition, \$125,000.

## A 'How To Get It' Book On Its Way

Sacramento (AP)—The 424-page book weighs three pounds and is destined to become a best-seller, but say it will be well received by California mayors and supervisors' chairmen.

The book is entitled "Inventory of State and Local Government" and is described as a "pendium of information on state services for government and how to use them." Copies are being distributed to all city and county governments.

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