

# Will Start <sup>12-20</sup> Work On Test <sup>54</sup> Groin Soon

Construction of the long-scheduled "experimental groin" in the bay off Twin Lakes will get under way — for certain this time — "early in January," it was disclosed today during an inspection visit to the site by a group that included top city officials, representatives of the army engineers and Congressman Charles S. Gubser.

The inspection team looked over the badly eroded shoreline along East Cliff drive, the site of the projected yacht harbor in Woods lagoon and the area of proposed flood control measures along the San Lorenzo river.

The trip gave first-hand knowledge of the terrain and its problems to Colonel John A. Graf, newly-appointed district engineer for the San Francisco district, which includes Santa Cruz. The army groin will be built by Graf's district and Graf will submit reports on the work to Washington.

Other members of the party included Mayor Pat Freeman, City Manager Robert Klein, Port District Chairman Ken Melrose and District Member Worth Brown. Congressman Gubser was accompanied by his administrative assistant, Peter Heller.

For the army, there were Col. Paul Berrigan, head of the army engineers' South Pacific division, J. E. Deignan, chief of the engineering division of the San Francisco district, and Graf.

Deignan disclosed that the port construction battalion which will build the experimental groin is still undergoing training "in the bay area." The unit is expected to pitch its tents in DeLaveaga park soon after January 1 and remain there for the estimated six weeks it will take to complete the groin, purpose of which is to determine the precise manner in which tide and wave movement is causing erosion and what can be done about it.

Deignan said the test groin — which will resemble a jetty projecting 275 feet into the bay from a point near Fourth avenue — will remain in position for at least a year and perhaps several years to analyze its effect on erosion under all conditions and in all seasons.

When the party had moved to the site of the proposed yacht harbor at Woods lagoon, Melrose said Santa Cruz is "anxious" to have the yacht anchorage built "under the auspices of the army engineers." This, he explained would make the army "responsible to help keep the harbor open."

Heller disclosed that his boss, Congressman Gubser, is working to get the harbor classed as a refuge for commercial craft rather than as a harbor for pleasure craft alone.

In this vein, Klein told the visitors that the fishing fleet based in Santa Cruz loses much valuable time each year because it must take refuge at Monterey in the face of approaching nasty weather.

Gubser additionally will fight for the estimated \$25,000-\$30,000 needed to enable the army to make a complete survey of the proposed Twin Lakes harbor. The survey would include estimates on cost, channel width and depth, moorings, dredging and maintenance, among other things.

The money for the groin to be erected next month comes out of the army's beach erosion survey funds. The groin, according to Deignan, will provide the following information:

(1) The effect of a jetty on the "downstream" (south of the groin) coastline.

(2) The effect a jetty would have on a boat channel to the planned Woods lagoon anchorage.

(3) How much it would cost to keep such a channel open.

Following their tour the group went by car to the Pasatiempo golf club for luncheon. Gubser and the army representatives were scheduled to visit projects in Santa Clara county this afternoon.

## TRANSFERRED

Spokane, Wash. (AP).—Brig. Gen. James V. Edmundson, commander of the 57th air division at Fairchild air force base here, said yesterday he is being transferred to Davis-Monthan air force base at Tucson, Ariz.

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