

WHEREAS the available moorage in these communities is exposed to the violence of the sea and has proven unsafe; and

WHEREAS the community of Sand Point is a port of entry and therefore its harbor facilities are especially important;

BE IT RESOLVED by the Senate in Second Legislature, Second Session assem-

bled, that the Governor of the State of Alaska direct the commissioner of the Department of Public Works and the director of the Division of Waters and Harbors to construct small boat harbors at Sand Point and King Cove; and be it

FURTHER RESOLVED that funds for these projects be provided from the marine fuel tax account and the general fund.

Passed by the Senate February 27, 1961.

SENATE RESOLUTION NO. 40

Relating to a change in the specifications for the construction of the Copper River Highway.

Be It Resolved by the Senate in Second Legislature, Second Session Assembled:

WHEREAS the Commissioner of Public Works is proceeding to Washington this week to discuss planning and programming of Alaska highway projects with the Bureau of Public Roads; and

WHEREAS one of the subjects to be discussed includes the specifications for the Copper River Highway connecting Cordova and Chitina; and

WHEREAS, if this highway is built under present specifications, it will not be finished until 1970 and the highway is needed at an earlier date if the two communities

and the area in between them are to have proper communications for development; and

WHEREAS the specifications for width of the road surface now call for a width of 26 feet but could be reduced to 18 feet with provisions for expansion as the traffic load develops;

BE IT RESOLVED by the Senate in Second Legislature, Second Session assembled, that the Commissioner of Public Works, with the support of the Alaska delegation in Congress, is urged to request the Bureau of Public Roads to make the downward adjustments in the width specifications for the Copper River Highway in order that the highway may be constructed and utilized at an early date.

Passed by the Senate February 27, 1962.

SENATE RESOLUTION NO. 41

Relating to a commendation of the Coast Guard in Alaska.

Be It Resolved by the Senate in Second Legislature, Second Session Assembled:

WHEREAS the economy of Alaska depends heavily upon the commercial fisheries along its coast, the sport fishing which brings tourists to the state, and the water transportation routes which afford the most important connection with the continental United States; and

WHEREAS, whether by choice or necessity, boats and boating are an integral part of the life of nearly every inhabitant of coastal Alaska; and

WHEREAS the extreme tides, variable

winds, and rugged and uninhabited terrain of much of the coast present hazards to life and property seldom encountered elsewhere; and

WHEREAS the United States Coast Guard is charged with the vital duties of providing aids to navigation, of breaking ice to keep water transportation lanes open, of enforcing compliance with vessel safety laws and regulations, and of providing rescue and assistance to persons and vessels endangered on or near the water; and

WHEREAS the present administration of the 17th Coast Guard District has been so vigorous and cooperative, and has shown so much understanding of the problems peculiar to Alaska that the Coast

Guard enjoys everywhere in Alaska the unbounded confidence and esteem of the people;

BE IT RESOLVED by the Senate in Second Legislature, Second Session assembled, that the Commander, the Staff, and all the personnel of the 17th Coast Guard District be highly commended upon their unstinted devotion to duty and unexcelled performance of their mission in Alaska; and be it

FURTHER RESOLVED that a copy of this resolution be sent to the Honorable Douglas Dillon, Secretary of the Treasury; Admiral Alfred C. Richmond, Commandant, United States Coast Guard; Rear Admiral Christopher C. Knapp, Commander, 17th Coast Guard District; Captain Gilbert I. Lynch, Chief of Staff, 17th Coast Guard District; and Captain Alfred E. Harned, Chief, Operations Division, 17th Coast District.

Passed by the Senate March 6, 1962.

SENATE RESOLUTION NO. 42

Relating to the conveyance of lands at Homer, Alaska.

Be It Resolved by the Senate in Second Legislature, Second Session Assembled:

WHEREAS the Corps of Engineers of the United States Army is constructing a small boat harbor at Homer, for the proper use of which it is vital to develop adjacent uplands; and

WHEREAS there is a pressing need for land near the Homer Spit for the development of a parking area for the Southwestern Alaska Ferry Terminal and a parking, storage, and warehousing area for the port of Homer; and

WHEREAS, before Section Lots 17, 18, 19, and 20 of Section One, T7S, R13W, Seward Meridian, at the terminus of the Homer Spit were conveyed to the state, they had been held in reserve by the federal government for public purposes, as is

evidenced by the public land orders withdrawing them from public entry; and

WHEREAS the Kenai Peninsula Public Utility District No. 1, a political subdivision of the state, is qualified and ready to accept conveyance of this land to put into effect the plan of use of the Planning Commission of the Homer area, which provides for the establishment of the facilities mentioned; and

WHEREAS conveyance of this land will greatly contribute to the development of commerce in Homer thus benefiting not only Homer but the State of Alaska;

BE IT RESOLVED by the Senate in Second Legislature, Second Session assembled, that the Division of Lands is requested to convey fee simple title to Section Lots 17, 18, 19, and 20 of Section One, T7S, R13W, Seward Meridian, to the Kenai Peninsula Public Utility District No. 1.

Passed by the Senate March 9, 1962.

SENATE RESOLUTION NO. 44

Relating to the construction of a bush airstrip at Halibut Cove.

Be It Resolved by the Senate in Second Legislature, Second Session Assembled:

WHEREAS the only access to the community of Halibut Cove near Homer is by boat or float plane in the summer months when ice, tide, or wind conditions allow; and

WHEREAS at many times the community is completely cut off from access to supplies, mail, medical care, and other emergency and recurring necessities due

to its lack of an airstrip landing facility; and

WHEREAS the local terrain would readily permit the construction of a bush landing strip with comparative ease and at very reasonable cost;

BE IT RESOLVED by the Senate in Second Legislature, Second Session assembled, that the Commissioner of Public Works is requested to include a bush landing strip for Halibut Cove in his current program for bush airstrip construction.

Passed by the Senate March 14, 1962.