

NPSEN-PP-R  
MEMO FOR RECORD  
SUBJECT: Skagit River Navigation Project

12 November 1963

1. On 5 November, Messrs. Skutt and VanFaasen drove up the Skagit Valley to obtain first-hand knowledge of the area. The river was observed, where possible, and the following towns and villages were observed: LaConner, Mt. Vernon, Burlington, Sedro-Woolley, Lyman, Hamilton, Birdsvew and Concrete. At Concrete the limerock quarry was visited. 2,100 tons of limerock were being crushed that day in an 8-hour shift (2,700-ton maximum capacity in an 8-hour shift). Quarry Supt. Tom Stokes advised that they were quarrying and crushing on alternate days and operating the cableway on the other days to transport the crushed limerock to the plant. Truck-transport of the finished Portland cement was observed on the valley highway.

2. On 7 November, the Dunlap Towing Company at LaConner, Washington, was contacted. Mr. Jim Dunlap, the manager was not in, however, Mr. Mike O'Leary, the dispatcher, was available. Mr. O'Leary indicated that at the present time there was no movement of logs or freight on the Skagit River. Mr. O'Leary was questioned concerning their ability to get barges with 6-foot draft over the delta in its present condition. Mr. O'Leary indicated that they could negotiate the delta with 6-foot draft barges at the higher tide stages. He indicated that it would be difficult to negotiate the delta at the North Fork with bundled logs. He indicated that dredging the delta for a self-cleaning channel with revetments would certainly be desirable.

3. Mr. O'Leary volunteered the information that the Dunlap's had sold their towing company to their employees about 60 days ago. Present owners are the 18 employees and 2 directors. Mr. Jim Dunlap is continuing as manager of the organization. They are operating 8 tow boats and 3 log pond skifts.

4. Mr. O'Leary indicated that presently larger percentages of hemlock are being logged. Hemlock has some undesirable qualities in relation to water transportation. Hemlock is heavy and the logs with split butts or hollow or decayed trunks become water-logged and the butts will sink and eventually the entire log will sink. Bundled logs overcome this difficulty; however, the bundled logs draw more draft and are difficult to get into Puget Sound over the North Fork delta.

5. Mr. O'Leary when questioned about river transportation log losses, indicated that during periods of higher river discharge that occasionally a log tow might break way from its mooring and wind up high and dry in some slough on a receding river discharge.

6. Mr. O'Leary was questioned about the traffic potential that might exist at Sedro Woolley because of the Skagit Corporation activities. No positive figures were available. Mr. O'Leary indicated that the Dunlaps were not financially involved in the Skagit Corporation but were good friends of the Skagit management.

7. On 7 November an attempt was made to contact Mr. F. D. Mavor, Logging Supt. for the Anacortes Veneer Corp. Mr. Mavor was not in. Mr. Mavor lives in Seattle and unsuccessful attempts were made to contact him by phone.

8. On 8 November a visit was made to the Skagit Corporation. Mr. S. S. McIntyre, Vice President, was contacted and questioned concerning their proposed barge shipment of equipment to Puget Sound. He indicated that some of their heavier items weighed 60 tons and that there would be assembly and disassembly savings if barge facilities were available. Mr. McIntyre advised that the Skagit County Development Association was vitally interested in the Skagit River Navigation Project. When questioned concerning who would furnish the auxiliary structures, such as loading facilities, etc., Mr. McIntyre indicated that they were planning on organizing a Skagit County Port entity which would encompass all of the County other than that of the Port of Anacortes. Mr. McIntyre indicated that the Skagit County Development Assn. would assure a sponsor for the project when it became necessary. Mr. McIntyre arranged for a noon luncheon meeting at Scattles Restaurant at the Skagit Motel at noon.

9. At a "no host" luncheon meeting the present concept of the project was explained viz, 100-foot-wide barge channel, 6 feet deep at 9,000 c.f.s. discharge from Concrete to Mt. Vernon. It was explained that economic studies were under way and that if the project was justified, assurances would be required to provide the barge loading facilities. The fishery losses were discussed. Mr. Cook who acted as spokesman for the group requested that they be advised if the economic studies justified a project. It was agreed to defer any news release until after the economic studies were concluded. The luncheon was attended by the following people:

Mr. VanFaasen, NPS		
A. R. Doorn	President, Chamber of Commerce,	Sedro Woolley
Ralph Conner	Puget Power & Light Co.	" "
John Henriot, Chief Engineer,	Skagit Corp.	" "
Jess V. Sapp	Cascade Agency	" "
Milt Erickson	Puget Power	Burlington
Adrian Strong	Mayor	"
Frank Screws	City Supervisor	"
C. O. Bingham	Planning Commission	Sedro Woolley
Clude Wilson	County Commissioner	Hamilton
Fred R. Abbe	County Engineer C of C	Burlington
Gene Dunlap		LaConner
Kenneth E. Cook	Skagit Co. Development Assn.	Mt. Vernon
Ray Truax	" " " "	" "
Arnell I. Johnson	" " " "	Anacortes

10. Mr. S. McIntyre was unable to attend as he had to attend the funeral of the former Sales Manager of the Skagit Corp. who died of a heart attack on Monday. Mr. McIntyre delegated M. J. E. Henriot, Chief Engineer for Skagit Corp. to represent him. Mr. Henriot conducted me on a tour through the Skagit Corp. plant which was informative and interesting.

11. Mr. McIntyre furnished a brochure on equipment and products being manufactured at their plant.

  
VAN FAASEN