

Wednesday, Sept. 13, 1961 Anchorage Daily Times 13

Icebreaker Will Keep Port Traffic Flowing

An icebreaker is due in here around Nov. 25 to enable Alaska Freight Lines to operate barges to the Port of Anchorage twice weekly throughout the winter.

Milton Odom, president, announced the barge line has purchased a Navy ship 204 feet long and is now converting it for winter operations as an icebreaker. He said the ship cost \$3,500,000 when it was built in 1953. It was equipped as a rocket launcher.

BESIDES towing the barges while Cook Inlet is clogged with ice floes, the icebreaker may also be used to bring Navy vessels to the Anchorage port. The Navy has requested the service from the freight line.

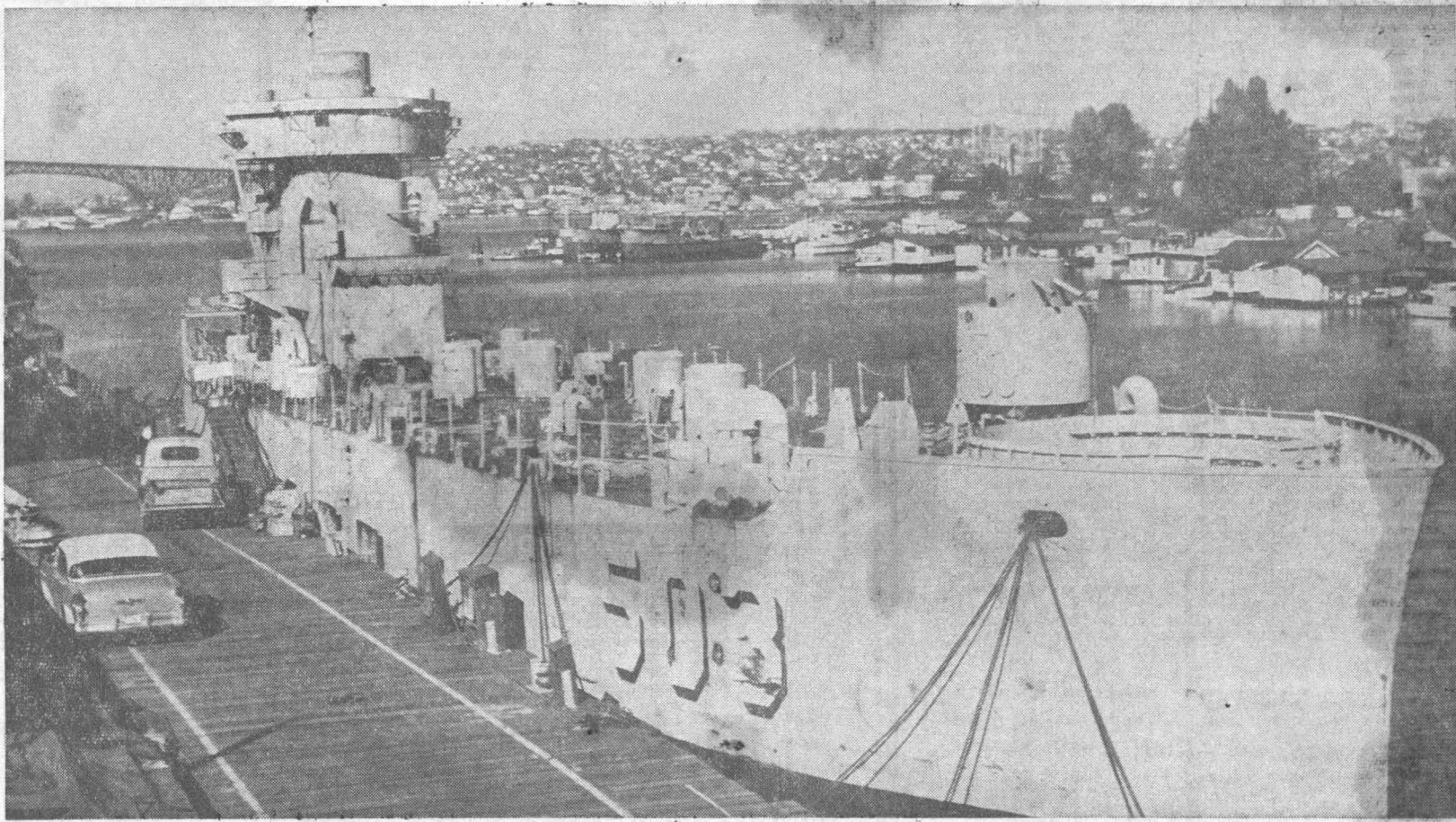
Odom said the ship will be named the "Milton II," for his oldest son. The conversion involves removing rocket launching pads and gun mounts, and building fans and radiators on the deck to enable the ship to operate without taking ice-laden water from Cook Inlet. One-inch steel plating is being placed from the keel to the 9-foot load level. Ice guards are being believed he will seek reelection.

OTHER Democrats mentioned as possible candidates are Anchorage attorneys Wendell Kay and John Rader. Kay, a former legislator, is chairman of the Democratic State Central Committee. Rader was Egan's campaign manager in his successful bid for the governorship and the state's first attorney general. State Sen. John Coghill (R-Nenana) is also mentioned as a possible candidate in the 1962 gubernatorial race. Martin announced his candidacy at a GOP rally in the Riverside House at Soldotna yesterday.

AT THE same time, Martin charged that Egan plans to squeeze the oil industry in the scheduled December oil lease sale in the hope of obtaining \$7-8 million in revenue to administer the state.

"He (Egan) claims that he did not state that he would reject all bids if that amount was not obtained (in the sale), but there isn't one responsible person in Alaska who did not get at least the implication that Egan was finally putting real pressure on the oil industry to either assume the full financial responsibility for running the government of Alaska or get out of Alaska," Martin said.

The Republican attorney, who practices law in Kenai one day a week, said the governor has also used state highway construction as a "political



Rocket Launcher Being Converted Into Icebreaker For Anchorage Port

Anchorage Daily Times

Growth Of Anchorage Has Just Begun

Page 4 EDITORIAL PAGE Tuesday, Oct. 24, 1961

Growth Of Anchorage Has Just Begun

FOR THE PESSIMIST, the discouraged, the man short on vision, imagination or enthusiasm, the Chamber of Commerce has an uplifting message.

The message is in the form of a mimeographed package of information, with a yellow cover. It is entitled "General Development and Statistical Data of Greater Anchorage Area."

The conclusion is that "Greater Anchorage has just begun to grow." Voluminous statistical and narrative information proves it.

One cannot even walk through this garden of facts and figures without some of the fragrance of their significance clinging to the garments of the mind.

THERE ARE THOSE who fear that the period of growth has ended. Many of them have been with us for a long time. Some could not see the growth as it unfolded around them.

Census figures show that Anchorage was a small community of 2,736 souls in 1930. But the growth was a healthy 57 per cent during the 10 years to 1940 when the city had 4,229 souls. This was a growth that preceded the discovery of Alaska by the military. It was pre-war growth.

In 1940 when Hitler was on a rampage in Europe, the U.S. began the military buildup here. During the next decade the Anchorage area grew 658 per cent and by 1950 had a population of 32,060.

The mushroom growth continued for the next 10 years and by 1960 the area had 82,833 persons, an increase of 153 per cent.

THE PESSIMIST has always been among us. Throughout the 30 years there have been those who

waited for the "bubble to burst," and Anchorage to shrink.

The Chamber of Commerce document shows what is happening today. An economic transition is under way. The era of military construction may have ended, probably temporarily, but developments in other lines of endeavor are replacing it as the basis for growth.

Meanwhile, the Anchorage area has become the hub of business activity for the state.

The Chamber points out that as a trade center Anchorage serves approximately 36 per cent of Alaska's total population within a 30-mile radius, more than 40 per cent within 100 miles, 48 per cent within 250 miles, 77 per cent within 300 miles and 84 per cent in Western Alaska.

"The city accounts for approximately half of all Alaska's bank deposits, one-third of the state's school enrollment, more than half of Alaska's wholesale sales, more than one-third of the retail sales, and approximately 40 per cent of the revenues from selected service industries.

"Thus it can be demonstrated that almost half of all the business transacted in the 49th state is done within the Anchorage area."

The Chamber document and its reflection of economic and cultural activity of the state, the distribution of population within the state and the new developments that are imminent should be read thoughtfully by everyone.

It should be read especially by those who question the future of the area, doubt the feasibility of the Port of Anchorage, and who fail to understand the essentiality of moving the seat of the state government to a point closer and more accessible to Western Alaska, the area of dynamic development.

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Thursday, Dec. 14, 1961

Icebreaker Arrives Here

The Alaska Freight Lines icebreaker Milton II arrived in Knik Arm last night, took aboard some crew members and returned down the inlet to escort a barge to Anchorage.

The barge is scheduled to arrive here tonight, to be unloaded at the Alaska Freight Lines dock, according to company officials.

The new icebreaker, with 3600 horsepower, does its own towing, while clearing ice, so tugs will not be brought above the Forelands, an Alaska Freight Lines spokesman said.

Anchorage Daily Times 13

Wednesday, Nov. 22, 1961

City Okays Shell Oil Tank Farm

Lease Of Five Acres In Port Area Wins Approval Of Council

Intent to lease about five acres of port of Anchorage land to Shell Oil Co. was voiced by the City Council last night so the oil firm can begin immediate construction of a 329,000 barrel tank farm costing \$1,400,000 for storage of turbine fuel for jet aircraft. The letter of intent to lease the property is being rendered at the request of Port Director Henry Roloff. A 50-year lease will be drawn up and signed within a few weeks, Roloff said. The five acres are within the present area controlled by the port.

SHELL, which supplies airlines at International Airport, wished to start testing of soil for the tank foundations, Roloff said. A compacted earth base will be built immediately and tests made this winter with a water-filled tank. If compaction is unsatisfactory, pilings may be used, he added.

Shell also is seeking an additional 5 acres from the port adjacent to the city dock, Roloff said. The port is negotiating with the state Division of Lands for purchase of about 29 acres, he said.

W. B. Waterman, assistant division engineer for Shell's northwest marketing division, said six tanks would be constructed on the five-acre area. The farm would be completed in September, 1962, he said.

HE SAID studies have been made for laying a fuel pipeline from the port area to the airport, but no definite plans have been made.

Roloff estimated the port would gain \$20,000 to \$30,000 in revenues yearly from Shell fuel piped across the dock to the tank farm.

The council also awarded a contract for drainage next year of the area landward of the city dock. The contract went to the low bidder, Contractor Fred Pearson, for \$4,741.

The Anchorage Daily News

Friday, August 4, 1961

Drilling Gear For New Well Due By Barge

By Cameron Edmundson Times Staff Writer

Barges, loaded with equipment to be used in drilling a wildcat oil well in the former Cook Inlet Bombing Range across from Anchorage, are scheduled to arrive here tomorrow.

A spokesman for Pan American Petroleum Corp., operator on the joint venture well, said the equipment is being brought to the port of Anchorage and will then be shuttled across to a road now being completed from a beachhead to the wellsites.

A SECOND well across the Inlet, also with Pan American as operator, is believed to have been spudded in several days ago. Located on the West Forelands, the well is designated the West Forelands No. 1.

The company has announced that both wells will be drilled "tight" and no information concerning them will be made public.

Pan American has requested a spacing exception on the Tyonek area well, the Stedana Creek No. 1. A hearing on the request has been set for 10 a.m., Nov. 13, in the Alaska Division of Mines and Minerals office here.

The request is for an exception to the requirement that a well be at least 500 feet from a boundary line of a quarter section. Poor surface condition for a drilling location have caused the company to request permission to move within 275 feet of the line.

A PART FROM the unfurled West Forelands wildcat, Standard Oil Co. of Calif. reports the only active exploratory well in the state this week. The Chaix Hills No. 1 is reported drilling below 9,450 feet.

Belco Petroleum Corp. is reported testing the previously suspended A. Zappa No. 1 at Iniskin for possible production, however.

Pure Oil Co. plugged and abandoned the Canoe Bay No. 1 at 6,642 feet on Oct. 26.

RICHFIELD Oil Corp. has abandoned two wells on the Gulf of Alaska and announced location for a new one. The Bering River No. 1 was abandoned Nov. 1 at a depth of 6,175 feet. The White River No. 1 was abandoned Oct. 31 at a depth of 7,982 feet.

The firm announced location for the joint venture Bering River No. 2, on which Richfield will act as operator. The well will be located several miles southeast of the Bering River No. 1.

Anchorage Daily Times

Tuesday, Dec. 5, 1961

Storis To Leave Area Tomorrow

JUNEAU — The Coast Guard said today the cutter Storis will end its ice-breaking operations in Cook Inlet tomorrow.

Alaska Freight Lines is scheduled to have a converted landing ship in Cook Inlet for winter ice-breaking work Dec. 10, the Coast Guard said.

The Storis is normally stationed at Kodiak.

ICEBREAKING VESSEL HAS A HISTORIC PAST

The Coast Guard icebreaker Storis which has been operating in Cook Inlet this week has a historic past, it was revealed today.

According to Coast Guard officials in Juneau, the 230-foot ship was commissioned in 1942 as an auxiliary icebreaker and served in the Greenland area during World War II. In 1949 the vessel was transferred to the Bering Sea patrol.

In 1957 the Storis was given the job of breaking ice in the Arctic Ocean for Military Sea Transport Service ships supplying the Dew Line, and in

the same year joined the Coast Guard cutters Spar and Bramble in circumnavigating the North American continent.

The trip took from May until September, it was reported. The last Dew Line trip for the ship, whose name means "old or blue ice," was in 1959.

The Storis is one of four

icebreakers operated by the Coast Guard, and is presently stationed at Kodiak. It carries a normal crew of 130 men. Her present skipper is Cmdr. O. L. Dawson.



NEW ICEBREAKER DOCKS FIRST BARGE

The Alaska Freight Lines icebreaker, Milton II, made its second trip into Knik Arm yesterday and brought its first barge to Anchorage. The vessel was here earlier in the week to pick up crewmen then returned to the Forelands for the barge. A converted Navy rocket ship, it is 209 feet long, and

was recently outfitted at Seattle. The Milton II is skippered by Stan Thurston, veteran seaman from Tacoma, Wash. It carries three ships officers and seven crewmen. Shown here it is berthing its tow at the Alaska Freight Lines dock.