

WILL VISIT ANCHORAGE PORT

The Navy's most modern, large seaplane tender, the USS Currituck, is scheduled to visit Anchorage this Saturday and Sunday. The 540-foot tender will be berthed at the City Port and will be open for public visiting Sunday from 1 p.m. until 4 p.m. The San

Diego based ship, commanded by Capt. R. W. Windsor Jr., USN, has been conducting advance-base seaplane operations in the Kodiak and Alaska Peninsula areas.

(Army Photo)

12 The Anchorage Daily News
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Sailors Tour Anchorage Ship Sets Open House

It's mighty blue out today. Navy blue, that is.

SAILORS FROM the seaplane tender, U.S.S. Currituck, were well in evidence as they toured Anchorage streets today, visiting gift shops and other downtown establishments after their ship docked here.

The 540-foot ship will in turn host Anchorage visitors during its two-day stay at the city dock. Visiting hours aboard the ship are scheduled from 1-4 p.m. today and Sunday for what is termed an "open house."

A TWO-DAY calendar of events was prepared for the ship's

500 officers and men during their stay here, with civilian and military organizations participating. The sailors will be guests for meals at Elmendorf while here. Transportation from the dock to the base is being provided by the Air Force.

There will be a western band dance at the Big Dipper-Airmen's club, a dance at the YMCA sponsored jointly by the USO and Y.M.C.A. movies, a skiing trip to Mt. Alyeska, baseball competition and other events during the ship's visit.

EARLY MORNING visitors to the newly-arrived vessel today (Continued on Page 2)

were Mayor and Mrs. George Sharrock and Col. William Draper, acting commander of Elmendorf Air Force Base. They were received by the ship's commander, Capt. R. W. Windsor Jr. The San Diego based ship has been conducting advance base seaplane operation in the Kodiak and Alaska peninsula area.

THE LARGE TENDER is a floating air station with the necessary facilities aboard to operate seaplanes, including such things as providing a home for the aircraft crews, repair, fueling and arming, setting up and maintaining a seadrome for take-offs and landings; and supply of the services of a small community such as a laundry, shoe repair, tailor, church services, movies, etc.

Patrol Squadron 47 (VP-47) from Whidbey Island, Wash., has been operating with the tender and is conducting routine anti-submarine patrols.

Large Navy Vessel Docks In Port Here

The entire fleet isn't in, but 550 officers and crewmen from the USS Currituck are, and Anchorage has taken on the look of a Navy seaport town. Docked at the Port of Anchorage today and tomorrow, the public may visit the Navy's most modern large seaplane tender from 1-4 p.m. each day.

Crewmen from the USS Currituck began appearing in downtown Anchorage early, visiting shops and stores and getting a first hand look at Alaska's largest city. Commanded by Capt. R. W.

Windsor Jr., the Currituck steamed up Cook Inlet into the Port of Anchorage with the incoming tide today. It will leave Monday morning for Kodiak and then its home base at San Diego, California.

The 540-foot vessel has been cooperating with Patrol Squadron 47 from Whidbey Island, Wash., on routine antisubmarine patrols in the vicinity of Kodiak and the Alaska Peninsula.

The Navy terms these patrols "advance base seaplane operations."

Ten P-5M "Marlin" seaplanes and 300 men are included in the seaplane squadron under Commander J. F. Dow.

The Currituck has had a distinguished history, starting in World War II when she earned battle stars in the Leyte and Luzon operations. It is described as a floating air station for operation of seaplanes.

Pipeline Planned By Shell

Shell Oil Company plans to build a seven and one-half mile pipeline from its storage terminal now being constructed near the city dock to its fueling facilities at Anchorage International airport.

Announcement of the project was made today by R. K. Schulze, manager of the west coast pipelines division of Shell. Schulze said construction of the six-inch pipeline to carry turbine fuels and aviation gasoline is contingent upon acquisition of necessary rights-of-way. But he added Shell has high hopes these can be obtained.

If construction can begin in August, the pipeline will be completed in October, Schulze said. This is the same time the terminal is scheduled to be completed.

It is estimated the constructed value of the portion of the line within the city would be \$63,000. The aviation fuels will arrive by tanker or barge at the port and will be moved by pipeline from the vessel into the terminal, which will have a storage capacity of 14 million gallons.

Construction of the pipeline will be done by contractors from the Anchorage area.

Proposed location of pipe will be B street to 16th avenue, 16th to C street, C to Fireweed lane, Fireweed to Arctic boulevard and Arctic to International Airport road.

Troopship Dock Time Scheduled

The Army troopship USS Mann with 366 replacements and their dependents aboard for rotating U.S. Army, Alaska personnel was to dock at the Port of Anchorage today between 1 and 2 p.m.

Also aboard the Mann is a 144-member engineer company from Ft. Lewis, Wash., which is coming to Alaska for two months' training.

The public may visit the dock area from noon to sailing time at about 3:30 p.m. tomorrow.

Port of Anchorage Proves Efficient

Since the Alaska Construction News carried the story of the near-completion of the Port of Anchorage dock nearly a year ago, the facility has more than proved its speed and efficiency. Although total tonnage has nowhere near reached capacity, individual shipments have been handled with the fastest "turn-around" time in Alaska, and probably on the Pacific Coast for any given commodity, states Henry Roloff, port director.

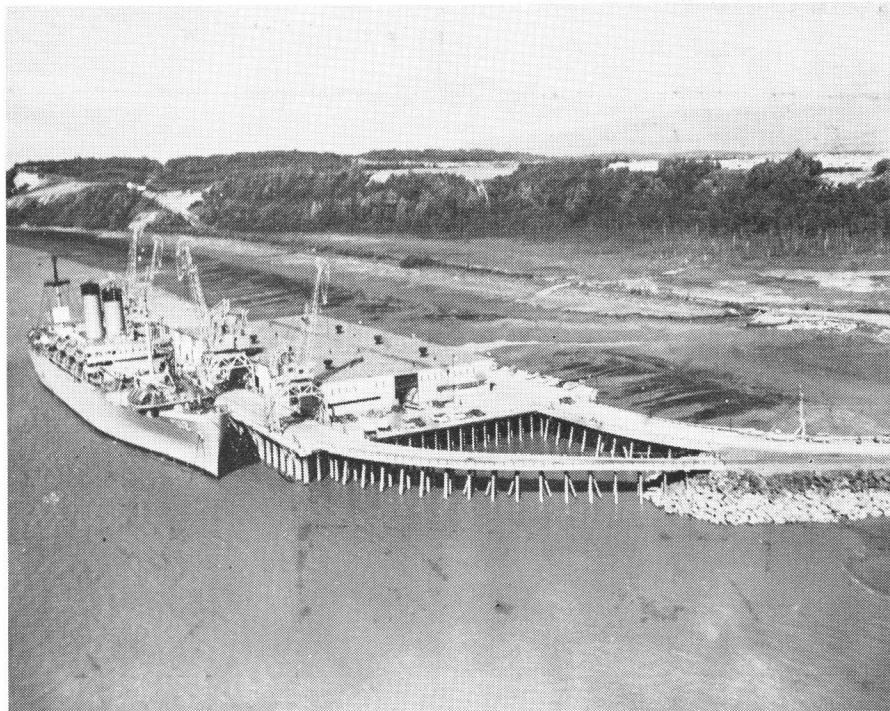
Right now, during the coldest winter Anchorage has seen, the port is being kept open as a trans-shipment point for the oil exploration industry, and to serve barges of the Alaska Freight Lines. Oil exploration work is progressing in the Tyonek area, across the inlet from Anchorage. Equipment is brought in to the Port of Anchorage dock on large barges, then re-loaded onto shallow draft landing barges that can beach the equipment were needed.

Cook Inlet, and the Knik Arm, on which the Port of Anchorage is located, do not freeze over solid. The problem is with float ice that breaks from the entrance of the many streams and rivers flowing into the arm. To help bring barges safely into port, the Alaska Freight Lines purchased a de-commissioned World War II rocket launcher, and converted it into an ice breaker. It is named the Milton II, for the son of Milton Odom of the Alaska Freight Lines. The Coast Guard ice breaker Storis, stationed at Kodiak, is also assigned to assist in keeping the port open when not on other duties.

In the excess of 30,000 tons of cargo handled by the facilities of the Port of Anchorage since May there has been everything from dynamite and beer to heaviest construction equipment cross the dock. One difficult job that helped prove the efficiency of the facilities was the loading of scrap metal. It is difficult to load from 300 to 400 tons a day with conventional equipment, but Anchorage averaged better than 1000 short tons a day for eight days, a feat Roloff attributes to the speed, and lift of the level-luffing cranes. The scrap was handled in heavy tubs taking 15 tons of scrap at a load.

The level-luffing cranes also proved their value in unloading newsprint. Four 1800 lb. rolls at a time could be unloaded and safely placed on trucks. This was handled at the rate of 65 tons to the gang with two cranes and gangs working each shift. This operation cut about 2 days off the usual unloading time. Regular vans used to ship general

CONTRACTORS' DIGEST

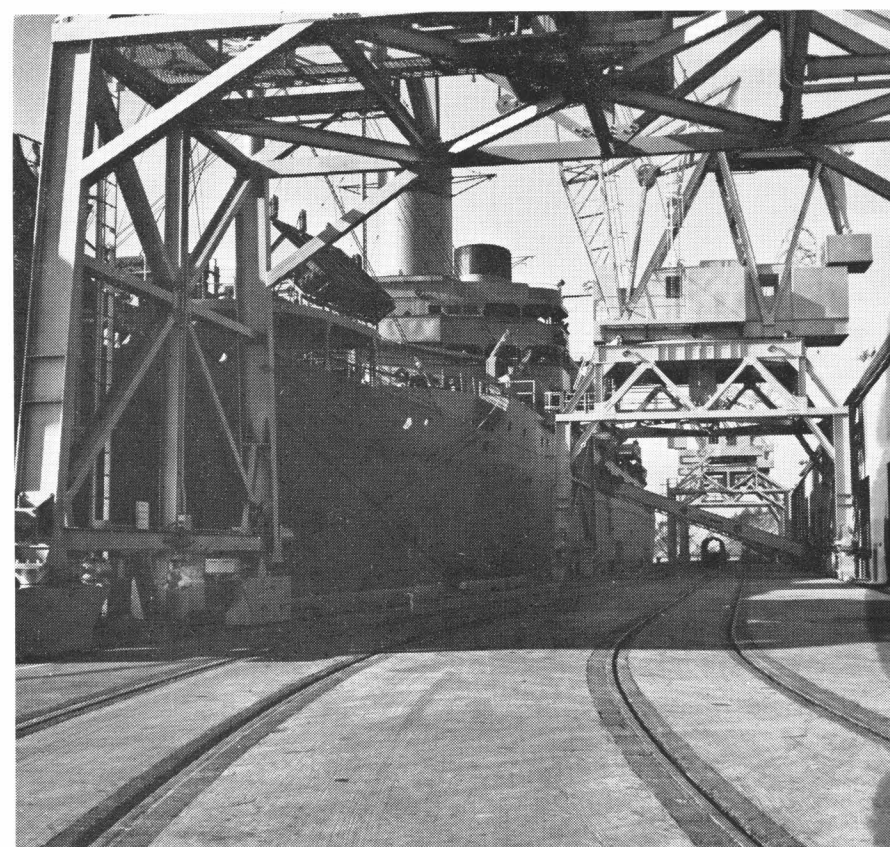


AT ANCHOR—This ship will be quickly unloaded.

merchandise are handled at the rate of 13 per hour.

The Military Sea Transport Service has also used the dock facilities bringing in an LST4 and a P2 Transport.

With this experience behind them, and the growing recognition of the service offered, the Port Commission is looking forward to redoubled work this year, states Roloff.



ON THE DOCK—The huge level-luffing cranes go into action.

Anchorage Is Pushed As Navy Rest Port

AN EFFORT is now under way that, if successful, will add another bright feather to Anchorage's cap. The effort is to have Anchorage designated as a rest and recreation center for the U.S. Navy.

It is the result of the highly favorable reaction to the city by the officers and men of the U.S.S. Currituck. The Navy seaplane tender visited Anchorage early this month and most of the vessel's crew spent considerable time in Anchorage.

The Currituck, which is based in San Diego, was in Alaska participating in advance-base seaplane operations. When it came to Anchorage, the entire crew was given shore leave on a shift basis.

ANCHORAGE MEMBERS of the Navy League who acted as hosts for the Currituck's visit have reported that many of the sailors claimed Anchorage is "the best liberty town they've ever been in." There are a number of excellent reasons why the sailors expressed themselves so.

Hospitality has long been an enviable characteristic of Anchorage. Few people who visit here remain strangers for very long.

Also, Anchorage is large enough to accommodate a sizeable influx of visitors. There are many fine public recreational facilities, the sightseeing opportunities are abundant here and in the vicinity, and the city has a fresh and clean appearance.

But mostly it is the people of Anchorage who make the favorable impression on visitors. Out-of-towners constantly comment on the graciousness and thoughtfulness of people in Anchorage.

MORE AND MORE Anchorage is becoming a host city.

The recent Western Governors' Conference here, although it didn't attract all of the member governors, was a fine demonstration that the city could hold its own in entertaining such an eminent group of political leaders.

More recently, Anchorage was host to the Western State Land Administrators, a meeting that marked another notable achievement for the city.

There is much to come. Next winter the National Alpine Ski Championships will be held at Mt. Alyeska.

The event annually attracts the finest competitive skiers in the land and, along with them, hundreds of other ski enthusiasts.

Next summer, the Northwest convention of Kiwanis Clubs is to be held here, bringing to Anchorage some 1,500 Kiwanians and guests.

Much of this type of activity adds up to a bright future for Anchorage as a top visitor attraction.

Meanwhile, more power to the Alaska Chapter of the Navy League for starting the ball rolling for Anchorage as a Navy-rest and recreation port.

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Water Police Unit Planned

Coast Guard Will Patrol Area Waters

A U.S. Coast Guard mobile boarding team, first in Alaska will go on duty in Anchorage Saturday, Rear Adm. W. D. Shields, 17th Coast Guard District commander, said today.

Chief Petty Officer Warren Ackley will be officer in charge of the four-man team, which will be stationed permanently in Anchorage.

It will be highly mobile, according to Admiral Shields.

The team will work with a 16-foot boat, powered with an outboard motor, which can be flown or towed to any area on the navigable waters of the state.

RADIO CONTACT will be maintained by the shore station, to be located temporarily at the Port of Anchorage dock. The Coast Guard has contacted the General Services Administration in an effort to obtain a permanent site for its station here.

The boat is now in Kodiak. It will be flown in to Elmendorf Air Force Base on Wednesday.

The station, which will be designated Mobile Boarding Team No. One, will perform several functions, according to Admiral Shields. In addition to its life saving duties, the team will enforce Coast Guard regulations as they apply to private craft and fishing boats and will work with the Coast Guard Auxiliary in public education in water safety.

Among those regulations which will be enforced by the team are those requiring boats be numbered, that a sufficient number of approved life jackets are carried aboard and that each boat be equipped with a warning device.

Some classes of boats also require an approved fire extinguisher. Boats which operate during hours of darkness also must carry proper running lights.

City To Buy State Lands In Port Area

The state has agreed to sell approximately 28 acres of land in the Anchorage port area to the city for \$65,000, acting city manager Richard Gantz told Anchorage city councilmen last night.

Original price asked for the land was \$250,000, Gantz said. A long period of negotiation has resulted in the price of the land to the city being lowered by the state.

Gantz told councilmen the terms of the proposed agreement with the state called for 10 annual payments of \$6,500 each with five per cent interest being charged. The city may pay off its obligation at any time within the 10-year period, Gantz said.

Council approved the purchase.

THE PARCEL is located to the south and east of the port dock. It will be used for storage and warehousing, a port spokesman said today.

The sum of \$10,000 will be transferred from the city's general fund to be drawn against as needed for port improvements. Specific improvements needed immediately, according to port director Henry Roloff who appeared last night before the city council, will provide a storage area for a potential port customer.

Pure Oil Company has asked that storage land be made available to it in the port area, Roloff told the council. To do this the area must be surfaced with a one-foot pad of gravel.

A part of the sum will be used for this purpose and any remaining money held of improvements required to meet any additional firm proposals.

Bright Future Faces Port Of Anchorage

ACTIVITY AT THE Port of Anchorage during the month of May should present at least a shred of evidence that the municipal dock is here to stay, despite its critics.

The port established a most commendable operating record last month, providing accommodations for 92 vessels, an average of more than three a day.

Further evidence that big things are happening at the port is that in the first five months of this year tonnage moving over the dock was some 300 per cent greater than that for a comparable period last year.

If the current trend of more vessels and greater cargo tonnage continues, the future success of the port is not in question. The puzzle then will be, for how long can the port serve the maritime industry without a major expansion program.

WHILE THINGS ARE looking up for the Port of Anchorage, there are also some annoying thorns.

The new sea train service from Prince Rupert, Canada, to Whittier will test the Anchorage Port with the stiffest kind of competition for freight.

There is an acknowledged lack of adequate "back-up" space at the port. This space is vital for large shipments of cargo that must be stored outside until local transportation is able to move it to its destination.

While the Port of Anchorage continues in its effort to build up business, the city of Seward is like-

wise fighting for every pound of cargo it can receive. Seward, the historic water terminal for Anchorage-bound cargo, is not sitting idly by while the Anchorage Port attempts to lure away traffic. Freight handling is the No. 1 industry in Seward and the residents there rightfully will take vigorous steps against any encroachment.

Further complicating the job that lies before the port administration is the tight grip that the bond-holders have on the entire physical operation.

THE PROBLEMS are great, but the future presents a bright picture, even as some of the past has provided room for optimism and encouragement.

The port's activity of last year indicates a new horizon for foreign commerce in Anchorage. The heaviest tonnages that came over the local dock last year were brought here by Japanese, Danish, Greek and Norwegian vessels.

The discriminatory rates that were in effect between Anchorage and Japan have been eliminated.

The U.S. Coast Guard's decision to base an ice-clearing vessel in Cook Inlet was a most encouraging event.

All in all, the plus side far outweighs the minus side at this early stage in the development of the Anchorage Port. As the export economy of the area is developed, the Port of Anchorage will play a vital role not only to the city of Anchorage but to the entire South-central region of the state.