

# NUCLEAR SHIPS MAY PLY PACIFIC

## Shipping Official Tells Of Future Trade Expansion

By ROBERT G. KNOX  
Times Business Editor

Huge nuclear-powered container ships carrying 2,000 truck trailer vans and submersible vessels loaded with cargo barges are among the possible future Pacific shipping developments outlined here today at the conference of the Pacific Northwest Trade Association.

John M. Haydon, commissioner of the Port of Seattle, and Capt. B. D. L. Johnson, Vancouver port manager, discussed the problems and future of Pacific Ocean transportation at the morning session of the trade association's 54th general conference at the Anchorage-Westward Hotel.

The two-day conference concluded this afternoon following a joint luncheon meeting with the Anchorage Rotary Club. Author Lowell Thomas Jr. of Anchorage was the guest speaker at the noon session discussing "Tourism — Invisible Export."

Capt. Johnson confined his talk mainly to a discussion of the development of the Port of Vancouver — which he noted has an annual cargo load of 20 million tons, making it the major dry cargo port of the North American Pacific Coast.

He said Vancouver, which has been engaged in the Pacific trade since 1864, is currently engaged in a long-range study in-depth of port expansion to anticipate and accommodate an expected huge increase in business.

"All in all some \$45 million to \$50 million in both public and private investor money are being committed to the expansion of our facilities within the next five years," Johnson said.

Haydon, who is publisher of the Marine Digest, told the conference: "The future of transportation between the Pacific Northwest and the nations of the Pacific Rim is one that is ripe for imagination and innovation — directed at increasing speed of delivery at lower cost of open markets on a two-way basis in ways that will be economically beneficial for both areas."

The Seattle port commissioner said that many of the transportation factors that must be considered in Pacific Rim trade are found in Alaska. These include geographic remoteness, complete dependence on transportation facilities, inadequacy of inland routes, underdevelopment of terminal facilities and transportation expense.

"Yet, Alaska — because of its distance from markets of supply and because of its huge requirements of imported food, merchandise, supplies and materials — has been in the last three years the beneficiary of radical and revolutionary changes in the transportation systems serving this state," Haydon said.

"A variety of new services utilizing mechanized and semi-automated cargo handling techniques and modernized terminal facilities are now available to the Alaska trader. The changes have included jet air passenger and cargo services, train ships, container and van ships and rail-car barges."

He pictured the countries of the Pacific Rim as being, in many cases, in the same condition as Alaska before its transportation modernization.

Discussing possible future changes, Haydon said one of immediate interest is the reported plan of Sea-Land Service to extend its operations to Europe in 1966 and to Hawaii and Tokyo the following year.

Sea-Land began in the Puerto Rico trade and now serves both east and west coast ports.

"Their largest ships carry nearly 500 trailer vans, but Sea-Land is talking now in terms of new ships which would carry 2,000 vans, possibly even ships with nuclear power," Haydon said.

He commented that: "Sea-Land's known aggressiveness and salesmanship combined with ultra-modern, fast van ships could make a tremendous impact in Far East markets."

He also discussed the plans of Prudential Lines of New York for a \$250 million shipbuilding program designed for trans-Atlantic service — but with implications in the Pacific trade — for all-purpose lighter-carrying cargo ships. The lighters, preloaded with cargo, would be lifted on and off the ship by shipboard cranes.

Haydon pointed out: "The use of lighters would enable cargoes to be loaded and unloaded in shallow draft ports and at industrial installations on rivers, inland waterways, and other areas at present inaccessible to oceangoing vessels."

"A new transportation system of this kind can suddenly give every small community along the Fraser, the Columbia or other river systems, as well as all the Pacific Northwest port communities, the status of oceangoing ports."

Haydon said a proposal of similar nature has been described by Lykes Steamship Co. The Lykes vessels would be partially submersible. On arrival in port, the ship would sink itself part way and out would float barges full of cargo ready for towing to distribution points.

While Haydon painted the advancement of Pacific transportation and Pacific trade as bright he warned the conference that the Pacific Northwest has no monopoly on the growing markets.

"Those of us in the Pacific Northwest are closer to these markets than anyone else, but we have no inherent rights to their riches," Haydon said.

"Our future development of trade with the Pacific Rim will be in direct ratio to the amount of effort we are willing to put out to hold onto the business we have already developed, and to obtain a new and stronger share."

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ANCHORAGE'S GREETING to the USS Salisbury Sound is delivered to her commander Capt. Ernest R. Horrell by a Red Carpet Committee, headed by Rose Golik, left. With the two are Wallace Martens, second from right, who is chairman of the city's port commission, and E. A. Harned, port director. The Navy ship arrived in Anchorage yesterday. (Daily News photo)

## Open House Continues Aboard Large Navy Ship

In port today, for the second day of a two-day visit, is the Navy's 14,000-ton seaplane tender Salisbury Sound.

OPEN HOUSE is set aboard the vessel from 10 a.m. to 5 p.m.

The ship arrived yesterday morning from Kodiak to a red-carpet welcome.

An eight-member greeting party carried Anchorage's welcome to the ship yesterday morning.

LED BY Rose Golik, the group consisted of William Scott, president of the Greater Anchorage Chamber of Commerce; Wallace Martens and William Besser of the city's port commission; E. A. Harned, port director; William Tobin; William Ellis, and William Bolger of the Armed Forces YMCA.

Shuttle launches will carry visitors to the Salisbury Sound during today's open house.

The vessel will return to her home port of Whidbey Island Naval Air Station in Puget Sound after leaving Anchorage. She is then scheduled to go on to San Diego.

The Salisbury Sound played a key role in the events that followed Alaska's 1964 earthquake.

ASSIGNED TO Kodiak, the vessel departed her Whidbey Island base within two hours of receiving her orders and with two-thirds of her crew still on liberty.

She arrived in Kodiak March 31 — four days after the earthquake — to aid in recovery work.

For three weeks, the Salisbury Sound provided electricity, hot water, crewmen to aid in debris cleanup and quarters for Seabees and Marines engaged in salvage work.

Captain Ernest R. Horrell is commander of the vessel.

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## Area Welcomes 'Salisbury Sound'

### Open House Set for Anchorage Visit

Anchorage is planning a red carpet reception for the USS Salisbury Sound. The Navy's 14,000-ton seaplane tender arrives in Anchorage this morning for a two-day visit.

ROSE GOLIK will head a delegation of civic leaders which will visit the vessel this morning.

According to Miss Golik this will be the first time the Chamber of Commerce Red Carpet Committee has taken to the water to welcome visitors to Anchorage.

Western Offshore Drilling has offered the use of a launch to carry the greeting committee out to the vessel.

CAPT. ERNEST R. HORRELL,

commander of the Salisbury Sound, has announced that open house will be held on the ship during her stay in Anchorage.

Boats from the Salisbury Sound will shuttle visitors from the small boat ramp at the north end of the Port of Anchorage municipal dock from 2 to 5 p.m. today.

Open house also is planned for 10 a.m. to 5 p.m. tomorrow.

The Salisbury Sound was designed and built to provide necessary services for long range seaplane squadrons of the fleet.

THE SHIP is capable of

handling 12 twin engine P5M seaplanes, providing them with fuel, oil and maintenance. She is able to carry a wide variety of spare parts and equipment in order to repair and service the complex electrical, mechanical and electronic components of these large aircraft.

Built at San Diego, Calif., she was launched in June 1944 and commissioned in November 1945. "Sally," as her crew calls her, was named for Salisbury Sound, located in the Alexander Archipelago, north of Sitka.

Salisbury Sound has completed 16 tours of duty overseas, primarily in the western Pacific. During recent cruises, the ship has been the flagship of Commander, Patrol Force, Seventh Fleet, and Commander, Fleet Air Wing One.

HOUSED in her 540 foot length are living and working spaces for a crew of 31 officers and 634 enlisted men. In addition to administrative and technical work areas, the "Sally" boasts her own library, soda fountain, barber and tailor shops.

While in the Alaska area, Salisbury Sound crewmen will be training in setting up seadromes for her P5M aircraft and breaking in new personnel to the ship's routine.

Her home port is Whidbey Island Naval Air Station, Wash.

## Navy Vessel Due To Arrive Here; Plan Open House

The Navy seaplane tender Salisbury Sound is scheduled to arrive in Anchorage at 11:30 a.m. Tuesday, according to the Greater Anchorage Chamber of Commerce.

The tender, coming from Kodiak, has 32 officers and 623 enlisted men, all to be on leave in Anchorage.

Open house on the ship will be held Tuesday from 2 to 5 p.m. and Wednesday from 10 a.m. to 5 p.m. The ship will be anchored outside of the port and visitors will be taken to it by a launch. (See other story on Page 13.)

## ON A SEA OF GLASS

The Navy seaplane tender USS Salisbury Sound coasts into pier at Kodiak Naval Station with the help of the station's tug. The ship is in Alaska for a few days of advanced base operations. The "Sally" is famous at Kodiak for helping the naval station recover from the Good Friday earthquake and tidal wave of last year.

## Old Friends Best To Have

KODIAK — Old friends are the best kind to have, and the U.S. Naval Station, Kodiak, Alaska, turned out in full force to welcome back one of its favorite ships of the fleet, the seaplane tender USS Salisbury Sound which was there for five days of advanced base operation.

A full complement of officers, including the commander, Alaskan Sea Frontier and commandant 17 Naval District; Rear Adm. Robert E. Riera; his staff plans officer, Capt. George A. O'Shea; district medical officer, Capt. Robert R. Bonar; naval station commanding officer, Capt. Ira M. Rowell Jr., and executive officer, Com. Allen R. Rogers, and Major C. W. Wilson, commanding officer of the Marine barracks, Kodiak, were on hand at the station's marginal pier to render welcoming honors.

The Salisbury Sound, or "Sally" to her men and friends, gained instant fame on Kodiak Island when she steamed to the relief of the Naval station shortly after the Alaskan Good Friday earthquake and tidal wave of last year.

A few men who made that emergency trip are still aboard the tender. One is Lt. (jg) Joseph Propati, the Sally's electrical officer.

The ship had been in her home port, Whidbey Island Naval Air Station, a couple of weeks when the call for help went out from Kodiak March 27. Just back from a six month Western Pacific cruise, the Sally was beginning a long week-end, Propati said.

Within two hours of receiving her orders, and with two thirds of her crew still on leave or liberty, the Salisbury Sound had gotten underway for Kodiak. She arrived there March 31.

Once docked at the fuel pier, the commanding officer, Capt. Merle Hershey "opened his ship up 100 per cent to the Naval station," Propati said, "anything that was in our capacity to do we tried."

As many as 40-hand working parties were put over the side every day to help clean up the debris set adrift by six tidal waves that surged over parts of the station.

Lines were connected, and the ship began pumping electricity and hot water into the stricken station. At the same time, sailors, Marines and Seabees who had been working around the clock for four days were brought aboard for showers and hot chow. Some were quartered aboard ship because there were not enough suitable spaces for them ashore.

Seven steam boilers were delivered to the station, and Salisbury Sound men helped put them into service. The first was rigged for the station hospital.

Other ship's crewmen spelled shore sailors who had been standing watches on the base diesel generators that sometimes lasted 24 hours.

The Sally stayed at Kodiak about three weeks, Propati said. When she left, "the base was partially back on a self-sustaining basis," he added. Propati and eight other electricians stayed a week longer to finish repairs to station power systems.

Everyone on the ship was awarded the Navy Unit Citation for assistance rendered the Naval station. It was the only such mission of mercy the Salisbury Sound has been called upon to perform, Propati said.

The Salisbury Sound has come back to Alaska just after completing a tour in the Western Pacific, the same as she did more than a year ago. This time she was flagship for Rear Adm. Richard L. Fowler, commander of the Patrol Forces Seventh Fleet and Fleet Air Wing One.

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