

## NEW COAST GUARD CUTTER ARRIVES FOR VISIT

The Coast Guard's newest cutter, the Jarvis, is silhouetted between two newcomers as it glides into port yesterday for a visit. The ship, based in Honolulu but on an Alaskan patrol, was named

for Lt. David H. Jarvis who drove a herd of reindeer to stranded whalers at Barrow in 1897. The ship will be open to visitors between 3 and 6 p.m. today and tomorrow.

## One of Coast Guard's finest pays a visit

By EILA BROWN  
Of The Daily News

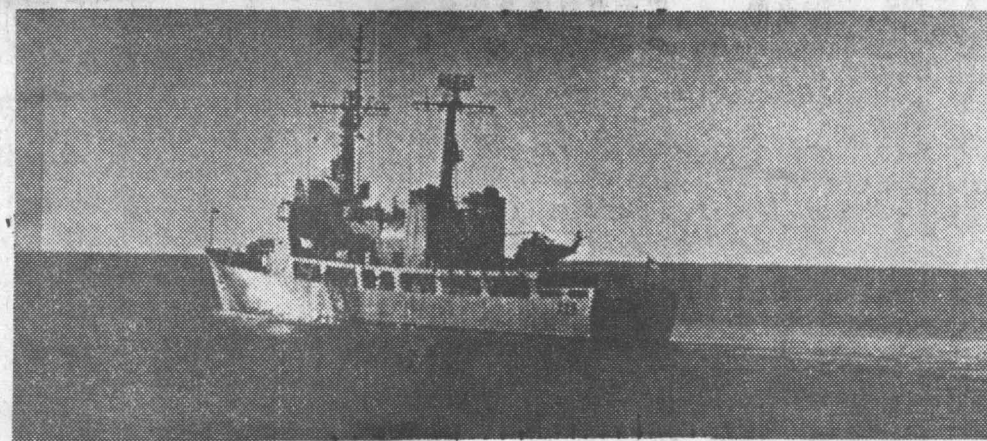
One of the newest and, according to her crew, finest U.S. Coast Guard cutters docked at the port of Anchorage Friday afternoon, piping Hawaiian music over her loudspeaker system. The Honolulu-based cutter Jarvis has been patrolling the Alaska waters since late September.

Onboard for the last leg of the voyage to Anchorage from Kenai was a selected group of high school students from Anchorage and Palmer who had expressed an interest in joining the Coast Guard after graduation. So they were invited aboard to take a closer look at what may lie ahead.

This is what the prospective Coast Guardsmen were shown and told: The Jarvis is powered by two gas-turbine engines, similar to the ones on a Boeing 707 airliner, which can power the ship from zero to 20 knots in 44 seconds. They are capable of sustaining speeds up to 29 knots, but the usual cruising speed for the Jarvis is 18 to 20 knots.

The ship's turbines generate 36,000 horsepower but burn fuel at a rate which makes them impractical for cruising. For this reason the Jarvis also has two diesel engines which are used for normal cruising. These engines could take the Jarvis from New York to Sydney, Australia — a distance of about 10,000 miles — in one leg.

The high school students



The Coast Guard Cutter Jarvis in Cook Inlet.

were also shown the living quarters of both the enlisted men — of whom there are 153 on the Jarvis — and the 17 officers. The quarters, they were told, are adequate and comfortable, and the food good every day. The Jarvis is equipped with both modern heating systems and air conditioning.

The Jarvis carries a helicopter which is used in emergency rescues and search operations. Since the cutter has been in Alaska waters the helicopter has been called to real rescue operations twice; for the visitors Friday, the rescue maneuvers from the back deck flight pad were simulated.

In Alaska waters, the Jarvis has been involved mainly in fisheries studies. During her patrol she has visited several communities: Kodiak, Dutch Harbor in the Aleutians, St. Paul in the Pribilof Islands, Ketchikan, Juneau, and a scenic cruise past the Columbia Glacier.

The Jarvis is named for Captain David H. Jarvis, who pioneered and developed maritime activities in the Bering Sea area and is credited with coming to the rescue of 275 whalers marooned on the ice at Point Barrow by driving by dog-sled a herd of caribou for them to feed on in the winter of 1897-98. At Anchorage, the Jarvis was greeted by Star, Anchorage's official reindeer.

The Jarvis will be in Anchorage through today, and will hold open house from 3 p.m. to 6 p.m. before leaving on the return trip to Honolulu. Public transportation will be provided to the ship from the Buttrick-area parking lot.

## Ships Sail Again

SEATTLE (AP) — Three Sea-Land Service ships tied up on Puget Sound have been freed from a strike by the Masters, Mates and Pilots Union and will resume service between Seattle and Alaska.

Captain Rupert Soriano, port agent for Local 90 of the union, called pickets off the Brooklyn, Galveston and Mobile Monday night.

Sea-Land expects to sail the Galveston north Wednesday to Anchorage and Kodiak. The Mobile will sail Saturday and

the Brooklyn Wednesday, to put Sea-Land's Alaska service back on schedule.

The action followed a national union policy to release steamship lines based on the Atlantic and Gulf coasts from effects of its 13-day strike.

The strike remains in effect against west Coast lines represented by the Pacific Maritime Association. Three other ships still are tied up on Puget Sound because of the strike.

Tuesday, November 7, 1972, Anchorage Daily Times

## SHIPS FOR ALASKA FREE FROM STRIKE

The Masters, Mates and Pilots Union has exempted Sea-Land ships from its strike against members of the Pacific Maritime Association (PMA), and the first company ship to leave Seattle in 14 days will sail for Alaska tomorrow.

Ernie Webb, Sea-Land Service, Inc., operations manager in Anchorage who made the announcement, said his firm has laid off about 110 people in Anchorage and 10 in Fairbanks as a result of the strike.

More than 30 longshoremen should be back to work Sunday when the first Sea-Land ship, the SS Galveston, is scheduled to arrive here. The remainder of the workers are scheduled to return to their jobs Monday.

Although Sea-Land is a member of the PMA, the union decided to exempt it from the strike as a part of a policy to release steamship lines based on the Atlantic and Gulf Coasts. Sea-Land is a worldwide carrier based in Elizabeth, N.J. The strike is still in effect against other PMA shippers, but none of the others carries cargo to Alaska.

The first ship to leave the Sea-Land dock at Seattle will be the SS Summit, which was to arrive today from Adak. After the Summit is turned around and sent on its way to Cordova and Anchorage, the Galveston will be loaded with 40 more vans than it now has on board and sent directly to Anchorage. The Galveston is presently sitting at a non-picketed dock with 325 loaded containers on board. Webb said it will take approximately 24 hours for the ship's boilers to be fired up so that it can move to the Sea-Land dock and take on the additional 40 vans.

The SS Mobile, which departed Anchorage last week after delivering a load of military cargo exempted from the strike, is scheduled to sail from Seattle on Saturday. The fourth Sea-Land ship that sails to Alaska, the SS Brooklyn, is scheduled to sail for Anchorage, Wednesday, Nov. 15. Webb said that company ships would be back to their regular Wednesday and Saturday sailing dates with the departure of the Brooklyn.

## Docks Serene, Court Case On

Trouble on Anchorage docks has come to an end, at least for the moment, but the dispute between longshoremen and their parent organization continues in the courts.

Contempt of court proceedings were initiated yesterday in U.S. District Court by the United Industrial Workers — Seafarers International Union against the Anchorage Longshore Unit.

Simultaneously, the Anchorage longshoremen filed a motion to quash the temporary restraining order they are accused of violating. The longshoremen claim they have disaffiliated themselves

from the UIW-SIU. The longshoremen further claim that they have complied with the restraining order signed by U.S. District Court Judge Raymond E. Plummer on Sept. 27.

In the meantime, North Star Terminal and Stevedore Co., and Pacific Western Lines Inc. intervened in superior court in a suit brought against the longshoremen earlier this week by Sea-Land Inc.

North Star and Pacific Western joined with Sea-Land in claiming that the longshoremen had violated agreements that there would be no work stoppages or strike activities by the longshoremen.

A temporary restraining order had been signed Tuesday and a further hearing was scheduled for yesterday afternoon. But the hearing was vacated with the stipulation that the restraining order would remain in effect for 10 days and could be extended upon request.

It was the understanding of the attorneys involved that further action by Sea-Land, North Star and Pacific Western would be in the federal courts, rather than the state courts.

In the federal court where the legal battle first began late last month, Leo D. Bonser, trustee appointed by the UIW-SIU to take charge of the operations of the longshore unit, filed a show cause order requiring the longshoremen to show cause why they should not be held in contempt of court for alleged violations of Judge Plummer's Sept. 27 restraining order.

In an affidavit supporting the motion, Bonser alleged that officers of the union refused to turn over records to him, refused to turn over dispatch lists and the officers had instructed longshoremen not to work for Bonser.

## City Gets Ship Visit

While Port Director Erwin Davis requested \$1.5 million in revenue and \$5,963,850 for capital improvement from the City Council, he mentioned that a large cruise ship will visit Anchorage next July.

The Arcadia, a 715-foot cruise ship from Vancouver, B.C., will stop here July 14 with some 1,100 passengers. The ship will stay in port 12 hours.

Davis said this will be the first cruise ship to dock here and allow passengers to disembark.

Although the port facility is planning a sizeable expansion and improvement program, Davis said last night after the budget workshop session the port is not ready for an onslaught of summer vacation cruises.

"We are certainly moving in that direction, and we intend to stir up more interest in cruise ships staying here in Anchorage — perhaps for a few days while they are on these cruises, but right now the emphasis is not on passenger ships."

The ship, owned by the Pacific and Orient company, will have about 600 crew members.

The port will also be sending out folders showing plans and improvements at the port. Davis said although there are no plans for a restaurant in the port terminal area, such a facility, is possible in the upcoming years.

JOHN W. WARNER  
Navy Secretary

## Navy Boss Flies Here

There'll be another big official heading into the Anchorage area on Christmas morning, only this one will be flying into Elmendorf Air Force base instead of down local chimneys.

Secretary of the Navy John W. Warner will be making a two-hour stopover Christmas morning at 5:00 a.m.

The secretary is completing a three-day tour of the Seventh Fleet in the Pacific Ocean and is stopping here for refueling. He will depart at 7 a.m.

Warner has requested a tour of the port area during the two pre-dawn hours Christmas morning. Lt. Gen. James C. Sherrill will head the officials on hand to greet the cabinet member.

## Seattle Strike Another Crimp On Sea-Land

For the third time in a month, Alaska's Sea-Land Company operations have been disrupted by strikes. A strike against the firm, just one of the Pacific Maritime Association shippers that have been struck by the Masters, Mates and Pilots Union, has bottled up the company's vessels in Seattle and prevented the SS Mobile from sailing to Alaska today as scheduled.

Instead the containership will sail with approximately 180 vanloads of military cargo, which the union is not attempting to block, on Saturday. Ernest Webb, Sea-Land's manager in Anchorage said the ship will be primarily laden with food for Anchorage's two military installations and should arrive here late Wednesday. Other cargo is also slated to be forwarded to military installations in the Fairbanks area, Ft. Greely near Delta Junction and Adak.

Sea-Land's SS Brooklyn is also scheduled to sail on Wednesday with military cargo. The SS Galveston, which a company spokesman said should sail for Seattle from Anchorage at about midnight this evening, will not be able to unload its cargo there until the strike is settled. There is no picketing taking place in Anchorage.

"If the strike continues for any period of time," Webb said, "we'd have to institute progressive cuts in personnel. If things aren't back to normal by the end of next week we'd have to lay off office help too," he said.

By the end of next week the company would probably lay off many of its 85 drivers and warehousemen. Intrastate deliveries and transfers would keep some of the company's drivers and mechanics working though, Webb said.

The disruptions to Sea-Land service that have plagued Alaska have resulted in a loss of some business to two other water carriers, Alaska Trainship and Hydro Train, Webb said. He estimates that his company still delivers more than half of the cargo coming to Alaska though.



## AND IN THE CHRISTMAS SPIRIT, TOO

A Japanese ship dubbed, in the true Christmas spirit, the Holly Hood, docked at the Anchorage port yesterday and Arnie Michaelson, representing the port, gave Capt. Su Hwa Suk a plaque and award commemorating the ship's arrival.

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## Port of Anchorage still plans expansion

We wish to compliment you on the excellent photo coverage on the Port of Anchorage that so graphically depicts the hustle and bustle of the many and varied port operations.

Although, as you said, President Nixon's veto of certain federal funding programs could delay expansion of our Port, we do not believe this will be the case. To the contrary, the availability of federal matching grant funds of approximately \$3 million looks extremely favorable at this time. And, as you know, City of Anchorage residents have already approved a \$2.7 million bond issue for Port improvements.

Our present expansion plans call for the addition of one full-sized general cargo terminal, a second petroleum terminal and the reclamation for cargo storage and staging area of approximately 38 acres of tidelands. The cost estimate for this work is approximately \$15.5 million. The Phase I contract, which we anticipate to be under way early in 1973, will amount to approximately 350 feet of additional general cargo berthing space (Phase I), recovery of about 11 acres of tidelands and the construction of an additional dock shoreline trestle. Some improvement work in the Port Industrial Park area is also planned as part of this project.

This is an ambitious but needed expansion program which is progressing.

E. Erwin Davis  
Port Director  
Port of Anchorage

## Expansion Of City Port Awaits Federal Funds

Erwin Davis, Anchorage port director, says the only thing holding up expansion of the port this year is funding from the federal Economic Development Administration.

A notice to proceed on the preliminary dredging should be issued by March 1, to stay on schedule, Davis said, and work should begin by April.

Dredging must begin before any pile driving can take place, he said. "We hope a notice to proceed on basic dock contract will be issued by April 15."

Davis made remarks in a talk to the Anchorage Propeller Club Wednesday evening. Port expansion, the first phase of a larger project, calls for enlarging the present city dock 360 feet to the North.

The overall plan specifies dredging 180,000 cubic yards of silt and dumping it farther out in Knik Arm and creating a nearly 18-acre staging area

behind the dock.

The basis of the port's application for financial assistance from the Economic Development Administration, a section of the Commerce Department, is that it will stimulate employment in the Anchorage area.

Before the plans for the port expansion were finalized, Davis said, a \$153,000 study

was made in 1971 which involved drilling 46 test holes to determine soil conditions.

Earlier studies indicated that the port's general cargo dock would be at or near capacity in 1973 and that the petroleum dock would near its capacity in 1974.

The original berth at the city port was opened in 1961, Davis said.