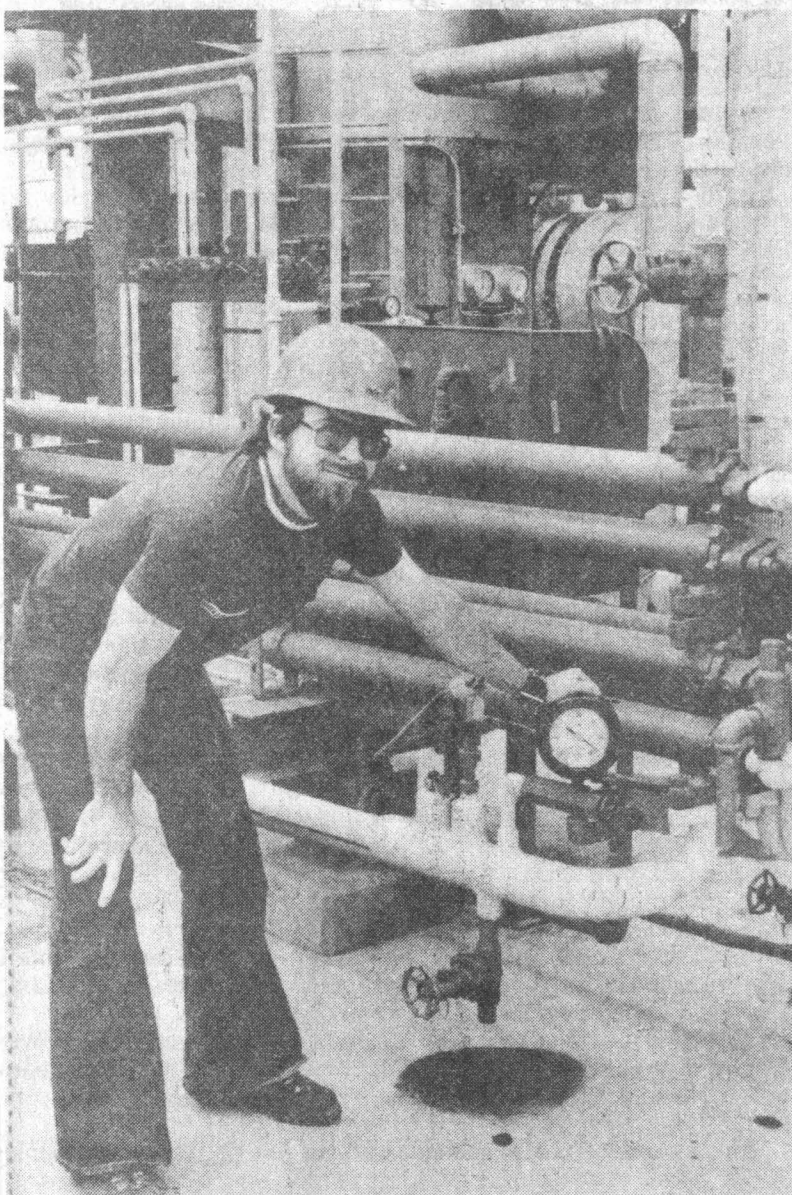


ANCHORAGE'S LITTLE REFINERY

This little refinery may not be very big, but it's complete in every detail, says manager Jack Colwell, shown adjusting a dial. Although it is located in plain view right on the Ocean Dock Road, most people don't even realize it's there. Union Oil Company brings

tankers here loaded with "feedstock," a heavy petroleum aggregate laced with diesel fuel so it will remain fluid. This mixture is then refined here to produce asphalt for paving roads, diesel for fuel and slops cut for oiling driveways and roads.



KEEPING IT CLEAN

Checking a pressure gauge, plant manager Jack Colwell keeps an eye on refinery operations. The "feedstock" that runs through these lines is sticky stuff "so we're very careful not so spill any," he said. The product is off-loaded at the city's newly updated petroleum dock and feeds through underground lines to the asphalt plant. After refining, the asphalt and other products are stored in waterfront tanks. Joe Zimmerman is in overall charge of the operation.

Petroleum Keeps Alaska Going

Petroleum products to keep Alaska's wheels turning come into the Port of Anchorage either aboard a tanker or through an under-the-Inlet pipeline.

Last year tankers delivered more than eight million barrels, weighing about two million pounds.

Chevron USA brings tankers to town three times a month, Shell Oil Company once or twice a month. Now that its pipeline from the refinery at Nikiski is completed, Tesoro no longer brings tankers to the Anchorage port.

Texaco brings tankers in only occasionally, buy-

ing some of its product from the peninsula refinery. Union Oil Company brings a heavy oil residual known as "feedstock" to the port, discharging it warm through the petroleum dock.

This is delivered to Union's asphalt plant, also located on the waterfront, and it's eventually used to pave Alaskan roads.

Shell brings in oil tankers carrying jet fuel from the Orient once or twice a month.

Basically, three grades of gasoline plus fuels and diesel fuels are shipped into Anchorage.

In 42 Years At Sea, Shelton Has Sailed Most Everything

By HELEN GILLETTE
Times Staff Writer

Meeting the captain of the 35,000-ton class Chevron Arizona is kind of a surprise.

Here's this big modernistic, automated marvel of an oil tanker steaming up from California, and there on the penthouse-type bridge is this grizzled old seaman at ease in his uncreased khakis.

Capt. W.M. Shelton, Ketchikan-born and veteran of 42 years at sea, has sailed on just about anything that floats.

This ship, he said, "has more doodads" than any he's ever captained. The 35,000-tonners have been coming in to Anchorage just a little over a year now. Before that, Shelton was bringing Standard Oil Company's 22,000-ton Hillyard Brown up here, and before that, the old Alaska Standard.

He and Capt. Jorgy Jorgenson are the only company men qualified to bring Chevron tankers up the Cook Inlet without a pilot. Both are retiring soon. Shelton will leave the ship in September "to spend these last few years with Mamma" in San Rafael, Calif.

His life at sea has kept him from home a lot, just as it did his merchant marine captain father, James S. Shelton.

Shelton has the air of a man who's seen about everything happen in his travels around the globe and isn't about to get upset.

Once a long time ago he lost a ship, the Pantages, off Yakutat. "We just got in a big blow," he said, "and couldn't keep it off the beach."

There was no danger for the crew so, "We waited until the tide went out and the sea moderated and walked ashore."

The most tiresome part of his career was as a merchant seaman in the South Pacific during World War



NEEDS NO PILOT

Ketchikan-born Capt. W.M. Shelton, standing on the deck of the 35,000-ton Chevron Arizona, looks back on 42 years at sea, much of it in Alaskan waters. Only he and one other Standard Oil Company captain, Jorgy Jorgenson, are qualified to bring ships up the Cook Inlet without pilots, and both of them are due to retire soon. Shelton will leave the sea in September, plans "to do a little traveling with Mamma." She's Irish and he's Welsh, English "and mostly Irish" and they'll look up relatives they've never seen in those countries.

II, working in convoys.

The captain takes a certain amount of pleasure in his super-automated ship. It's bigger than the Hil-

lyard Brown, for instance, but just as easy to dock because it has bow thrusters.

That's like a built-in tug when you're docking, he said.

The Arizona and its sister ships are impressive. What immediately takes the eye is the gleaming white five-story superstructure that houses quarters, offices and instruments, with a penthouse-type bridge on top.

This white apartment building rises from a long dull red tanker base. Below the water line, its tanks carry half a dozen kinds of fuel.

Actually, as tankers go, it's of modest size.

"The right size to go into most city ports," the captain said.

Most operations can be run from the spacious control room. Even so, there's always a man up above on the bridge, of course. The control room contains two long banks of buttons, knobs and flashing lights. These are the control panels, one for the engine room, the other connected to the oil holds and connecting pumps, pipes and valves.

"We don't twist valves on and off any more," the captain said. "Just punch a button."

The generators and the fresh water cooling system that keep fans and machinery at the right temperature are controlled from here, too.

The Chevron tankers are unusual in that they use fresh water instead of salt water for cooling. Therefore no evaporator is needed and corrosion problems are ended.

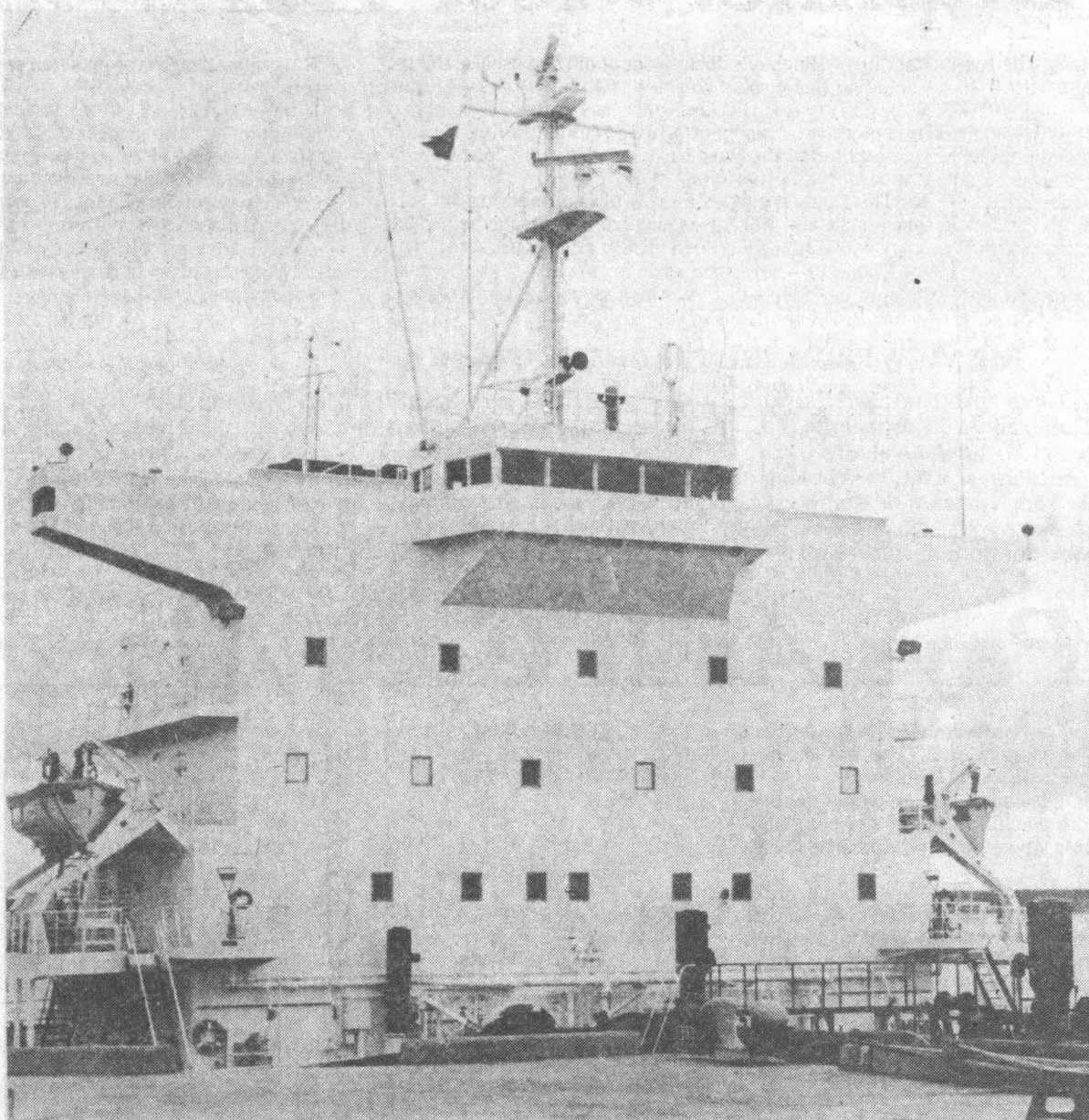
"Don't get fish in the fan no more," the captain said. It's the first fresh water cooled ship he ever had.

The ship uses six tons of fresh water a day.

The Chevron ships pick up oil from various California refineries and bring it to Anchorage. They also make side trips to the Nikiski refinery near Kenai and bring oil products back to Anchorage. After pumping oil off here, the ship then steams back to California.

After all his travels, Capt. Shelton likes Alaska and Hawaii best. It's the people, he said. "When you walk down the streets of Anchorage and even of Honolulu, you're at home. The people are friendly. In San Francisco if you say good morning to a man, he pulls away."

One thing for sure, he says, he never saw any kind of a job ashore that he'd want.



OIL TO FUEL ALASKA'S RAILBELT

This shining white superstructure, topped by a penthouse-type bridge, provides offices, control rooms and living quarters for the crew who bring oil north from California for Chevron USA. The company, with Tom Ihto in charge of Anchorage operations, started bringing the new bigger tankers into the local

port just a year ago. Since Chevron buys some petroleum from the Tesoro refinery on the Kenai Peninsula, these vessels also make shuttle trips to Nikiski, picking up Alaskan-refined products for the railbelt market. Most oil tankers originate on the West Coast, with some coming from the Orient.