

Navy sets sail 7-8-85 Times



Flotilla departs after Alaska port of call

Times Staff

The largest fleet of Navy vessels assembled in Anchorage's port since World War II was scheduled to leave town today, after sailors hosted more than 40,000 visitors on ship tours.

Five ships were to line up at high tide this morning, giving downtown workers one last view as they marched back out to sea. The seven U.S. Navy ships docked in the Port of Anchorage Wednesday for a five-day break for the sailors, and a refueling stop.

But the sailors also used the break to let Alaskans see what a nuclear-powered cruiser armed with guided missiles and other naval vessels look like up close.

No formal head-count was taken to determine how many people toured the vessels, but estimates were around 40,000, said Cmdr. David Bishop of the Naval Security Group Activity, Anchorage.

The cruiser USS Truxtun, two fast frigates, the USS Harold E. Holt and the USS Brewton, and four mine sweepers were scheduled to leave town at about 9 a.m., Bishop said.

seven ships reached the city last Wednesday, the naval contingent in Anchorage consisted of 40 men.

Commander David A. Bishop, commanding officer of the Naval Security Group, and his small band rallied to the occasion. With the help of Tyler Jones, port director, and Jack Brown, operations and maintenance supervisor at the port, the Air Force 6981st Electronics Security Squadron, Army transportation services, and the friendly people of Anchorage, the Navy's visit to Anchorage has certainly gone smoothly.

Handling 7 ships was no small task

Before 1,600 sailors in

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Photo by Wilbur Covett

Secretary of State George Shultz surprised his friend and former staff member, Rear Admiral J.T. Howe, at the Port of Anchorage Friday

Shultz pays admiral surprise local visit

by Robert B. Atwood
Times Publisher

Secretary of State George Shultz, on the way from Washington, D.C. to Hong Kong, visited his friend and former staff member, Rear Admiral J.T. Howe, aboard the admiral's flagship, the U.S.S. Truxtun, at the Port of Anchorage Friday.

The visit was a surprise to both men. The secretary's stop was primarily to refuel his airplane. He thought he had an hour to wait in the Elmendorf air terminal. On learning that Admiral Howe and his ship were at the Anchorage port, he told his

party, "Let's go," and off they went.

The secretary had the appearance of a tourist, dressed for leisurely travel. He wore slacks, tennis shoes and a maroon sweater bearing the insignia of the Department of State.

Secretary Shultz and Admiral Howe had much to talk about. Admiral Howe traveled extensively with Secretary Shultz and attended many of the international conferences when he was assigned to duty at the State Department.

Secretary Shultz was in Anchorage en

route to meetings of the Association of Southeast Asian Nations (ASEAN), an organization to promote political and economic cooperation among non-communist nations of the region. Before returning to Washington, he also will visit Australia for meetings in regard to ANZUS, the defense treaty with Australia, New Zealand and U.S. as signatories.

The meetings in Australia will be without participation of New Zealand, as a result of that country's ban on visits by nuclear-armed warships.

Offshore exploration delay is bad news for consumers 7-8-85 Times

By C.T. Sawyer

THE CONSUMERS of America need to keep a close watch on what Congress does in the next few weeks about offshore oil and natural gas leasing.

Congressional imposed moratoria have slowed down the search for offshore oil and gas for the past four years, and the same lawmakers now are trying for a fifth year.

At a time when U.S. energy consumption is rising, proved reserves of oil and gas are declining and Americans are increasingly dependent on foreign oil, any further delays in exploring this country's outer continental shelf mean bad news for all U.S. consumers.

IT CAN TAKE YEARS of exploration to find new offshore fields. And when commercial fields are discovered in deep water or in remote areas, it can take up to 15 years to do all the work that is necessary to bring them into production. Therefore, every year lost now lengthens the time Americans will be deprived of much-needed domestic energy supplies.

In each of the past four years, some members of Congress have inserted language into Department of Interior appropriations bills prohibiting the spending of government funds to hold lease offerings in certain offshore areas. In some instances, the moratoria even prevented In-

terior from conducting the scientific studies and analyses that must precede lease sales.

Each time, the moratoria were described as temporary, and each time the restrictions became law with a minimum of public attention. But when the moratoria are renewed year after year, the delays seriously disrupt the offshore exploration program.

THE CURRENT MORATORIA apply to about 46 million acres off California and New England. There is talk of possibly expanding the restrictions to close off some of the waters off Alaska, where oil and gas exploration have just begun. And some of the same Congressmen have introduced legislation proposing to ban leasing in certain offshore areas until the year 2000.

Some members of Congress have argued that the leasing moratoria have not harmed this country's energy supply situation. But other lawmakers see the facts quite differently.

Last year, the Senate Appropriations Committee declared that the moratoria "have only served to reduce necessary revenues to the federal treasury, dramatically slow down this nation's move toward energy independence and, perhaps most importantly, served to threaten the very

security of the United States."

This spring, 21 Congressmen representing 12 states either testified or submitted comments to the House Interior Appropriations Subcommittee, expressing their opposition to offshore leasing moratoria.

For example, Rep. Trent Lott of Mississippi, the House Republican Whip, testified that the moratoria "pose very real threats. They have already increased the federal deficit, increased the national trade deficit and weakened our gross national product."

A statement submitted by Democratic Congresswoman Lindy Boggs of Louisiana contained these words:

"Four years of the ill-considered leasing bans have cost us heavily in oil and gas production, jobs and economic growth. We should not spend another year arguing about moratoria. We must get on with the business of exploring and development our offshore frontier, which provides the greatest opportunity for finding new reserves."

REPUBLICAN Congressman Larry E. Craig of Idaho said that a decision to delay or ban exploration now is a decision to deprive the United States of available, secure oil and natural gas in the 1990s, because most of the supplies that will be

needed then have not yet been discovered.

Democratic Congressman Charles W. Stenholm of Texas pointed out that offshore leasing moratoria are directly at odds with efforts to deal with national concerns such as future energy supply, domestic employment, federal budget deficits and the balance of trade problem.

Although some California Congressmen support offshore moratoria, Gov. George Deukmejian and 11 California members of the U.S. House of Representatives have signed letters voicing their opposition to the continuation of those restrictions. They urged that federal and state officials work together to balance the nation's energy needs and environmental concerns. In addition, witnesses representing many different segments of the California population have appeared at hearings to testify in favor of offshore oil and gas exploration and to talk about the importance of those efforts in maintaining a healthy economy and creating jobs.

These views deserve serious consideration as Congress weighs the offshore moratoria issue for the fifth consecutive year.

C.T. Sawyer is vice president of the American Petroleum Institute.