

A HYBRID

Sea-Going Truck Line Spreading Far

By **BOYD BURCHARD**
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There is some question how to describe this Sea-Land Service, Inc., which began hauling trailers and bulk cargo between Seattle and Anchorage a few months ago in fast ships. You could call it a sea-going truck line or a truck-hauling ship line.

Anyway, it's a hybrid, formed to combine low-cost, relatively slow, water service with convenient door-to-door trailer pickup and delivery.

And Sea-Land is pretty well committed to going places, despite the fact it has heavy competition and is plying routes on which numerous predecessor lines have squinted themselves financially.

INAUGURATED three days after the Good Friday earthquake, the weekly Seattle-Anchorage shuttle service of the firm's two powerful C-4 "combination" vessels just this past week was committed to a preferential-berthing agreement at Anchorage calling for year-round operation.

This, despite the fact that Henry L. Gilbertson, Pacific Coast general manager, says the two ships must operate at "near-capacity" northbound in order to turn a profit.

The vessels recently added Kodiak as a stop, are getting a small amount of southbound cargo and have "spare time" in their schedules for other possible future stops. The Seattle-Anchorage run takes 85 hours; Kodiak-Seattle, 70 hours.

SEA-LAND'S investment in the Alaska service includes operation of Alaska Freight Lines under a temporary federal permit. Besides the two trailer-carrying bulk-cargo C-4's, the firm has something like 650 trailers and 50 leased A. F. L. highway tractors; also terminal leases at each port.

As with its competitors, Sea-Land's big push is for the "cream" cargo business of Alaska's major ports. Its longest-established competitor, Alaska Steamship Co., for years has called not only on the big ports but also on the small, hard-to-serve communities ranging from Southeastern Alaska to Nome. Through the years, Alaska Steam has seen many competitors come and go.

Other competition includes Puget Sound-Alaska Van Lines, with Seattle-Whittier rail-barge service every three days, and Canadian National's rail-barge service between Prince Rupert, B. C., and Whittier.

THERE IS ALSO the new Alaska Trainship Corp., like Alaska Steam a Skinner Corp. subsidiary, with car-carrying ship service north out of Vancouver, B. C.

Too, there are the four, fast trailer-carrying passenger ferries of the heavily subsidized Alaska Marine Highway System which connects Prince Rupert with Southeastern and Interior Alaska, as well as with the Kenai Peninsula and Kodiak.

The big, often-asked question: How many of these operations is 250,000-population Alaska going to be able to support? Which will survive?

PROBABLY LEAST well-known of the competitors in these parts is Sea-Land. The Alaska service is a small part of its over-all operation. The parent company has a \$22 million headquarters terminal at Elizabeth, N. J., operates a total of 14 trailer-carrying vessels intercoastally and to Puerto Rico, and has something like 9,000 trailers, many of them refrigerated. It has mechanized terminals, too, in Florida, Texas and California, and at Portland, Ore.

The 29-vessel Waterman Steamship Co., plying world-trade routes, is one of the company's divisions. Running the whole show is one Malcolm McLean, former truck-line operator who bought Waterman and its coastwise subsidiary, Pan-Atlantic Steamship Corp., in 1955.

McLean has been pushing the concept of efficient door-to-door water delivery of trailerized, sealed cargo in quick-turnaround ships ever since. Dock-to-dock delivery from Elizabeth via the Panama Canal to San Francisco, Gilbertson says, is about 14 days, 10 hours, which includes a stop at Long Beach.

EAST COAST cargo destined for Alaska is transferred to trailer-barge at Oakland, hauled north to Portland, trucked from Portland to Seattle, and forwarded to Anchorage by C-4. Plans are for extension of the barge service from Portland to Seattle.

Sea-Land recently purchased six C-4's for conversion to trailer ships "soon after the first of the year." Hawaiian and more distant service has been talked about. Also a \$20 million ship-purchase deal with Lytton Industries.

Gilbertson says Sea-Land's volume has grown from \$35 million in 1959 to \$85 million in 1963, with \$100 million forecast for this year. "We envision a world-wide trailer-ship service in the next few years," he says.

Welcome, Tustumena!

THE ARRIVAL of the state ferry MV Tustumena this morning on a maiden trip marks the return of the old order to Cook Inlet. Time was when a brisk inter-city boat traffic existed along the inlet and down the Kenai Peninsula.

That was the time of Heinie Berger and his small fleet of diesel freighter and passenger boats. Another early day freighter in those waters was Jack Anderson who also ran motor vessels between Anchorage and various ports down inlet. Pre-dating those time of the 1930's and '40's was the quite heavy water traffic supplying the town of Knik, the Alaska Railroad construction headquarters at Ship Creek, the town of Hope and various and sundry other communities now abandoned or relegated to the status of small fishing village.

The reason for the brisk traffic by water was simple. It was the only method of transportation. Gradually it was supplanted by highway and airplane and for the past decade the exciting prospect of a boat voyage to neighboring points has been virtually unknown.

NOW THE WHEEL has turned full cycle and a new sleek and graceful vessel of the Alaska State Ferry System arrives to resume a phase of transportation that some have considered almost as obsolete as the horse.

But is it?

The Kodiak Mirror of that isolated island city says definitely it is not. The Tustumena, indeed, carrying loaded trucks, passenger cars and people, will be a new breath of life for communities by the sea.

"Suddenly there's a highway to Kodiak Island — not the concrete, four-lane, bumper-to-bumper variety of highway, but a highway of scenic beauty, dust-free, and with a lure of its own," says the island newspaper.

Just as suddenly the long-time resident of Kodiak, the newcomer who feels he should get away from it all, realizes he can now plan a different kind of vacation or trip. He now has a choice in what mode of travel he may want to use in going on a vacation or when he decides to leave the island for good.

"The ferry will be a real convenience for the vacationer, though, who wants to utilize the Alaska Highway, or simply to explore the possibilities and the uniqueness of Alaska. For this type of individual, be he fisherman, outdoorsman, rock hound, history student, hunter — the possibilities are limitless.

"Kodiak stands to gain in accessibility as a city and as an island, thus increasing tourists and visitors in increasing numbers.

"We are convinced the influx of visitors will stem from the mainland — Alaskan residents who will look Kodiak's way as a vacation spot — there is a lure to Alaskan cities even for Alaskans.

"We believe the ferry's coming will have an impact on Kodiak's economy, on its very life and certainly on its future. We stand to have everything to gain and nothing to lose except our isolation."

AND SO WE SAY along with Kodiak, Kenai, Homer, Seldovia and others — Welcome, Tustumena!

Newest Ferry Big Hit Here

By **JACKIE SHERRIFF**
Daily News Staff Writer

Alaska's newest ferry, the M.V. Tustumena, docked yesterday morning at the Anchorage port amid cheers from the crowd, a seven-gun salute from the Army, colored streamers and bouncy music from an Air Force band.

Youngsters waiting with their families to see the ferry's arrival didn't take kindly to the loud gun blasts. Their assorted howls almost drowned out the welcoming bangs.

Passengers aboard the Tustumena waved and called to friends on land as the boat smoothly slid alongside the dock. Streamers flew through the air and blew in the breeze, cameras snapped, and officials hurried to get the blue and gold ribbons in place for Mayor George Sharrock to cut.

A LARGE NUMBER OF RESIDENTS turned out for the 8:30 a.m. festivities. Early arrivals were treated to the sight of soldiers practicing their firing maneuvers as they rolled the big guns into place. By the time the Tustumena was recognizable as a ferry instead of a black dot against the mountains, the crowd had grown rapidly.

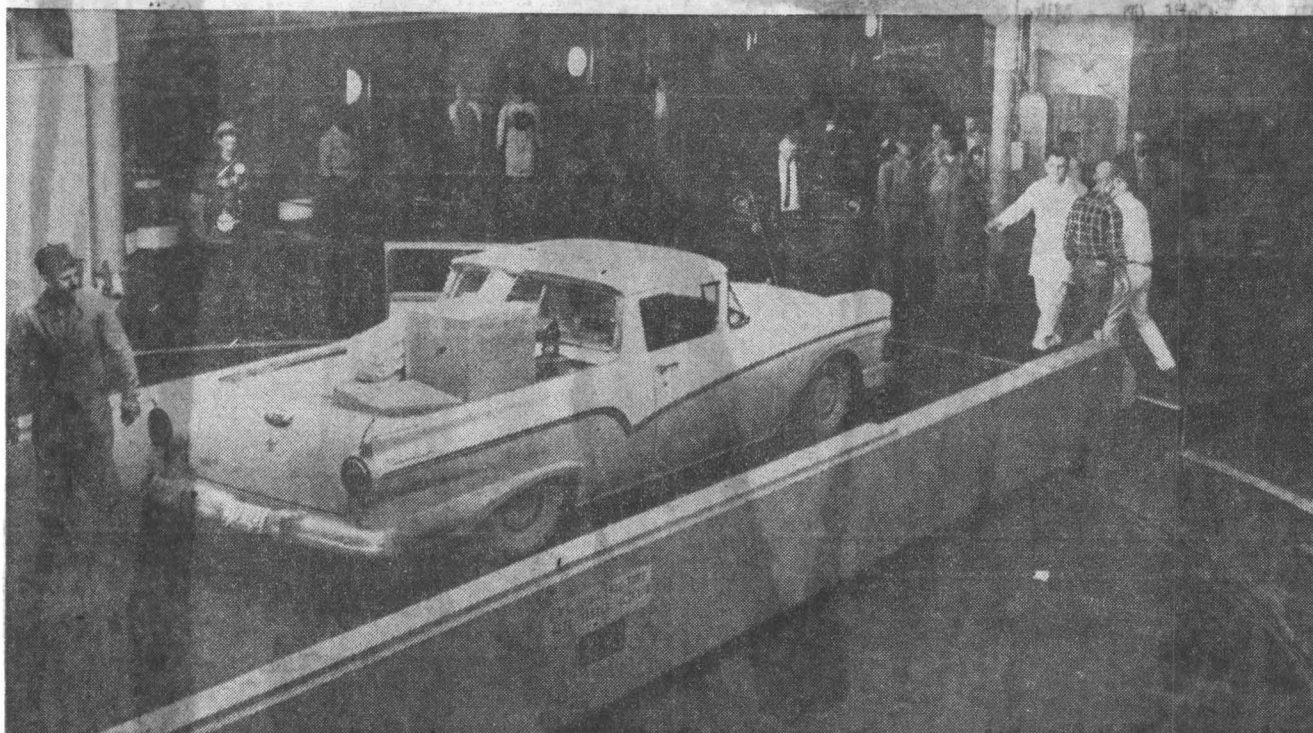
Gov. and Mrs. William A. Egan joined city and military officials in witnessing the landing of the boat. Eskimo dancers performed "welcome" and "smooth sailing" dances before the ribbons were cut and Tustumena Capt. Maitland Merkley ran down the gangplank to shake hands with the

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mayor and the governor.

Passengers disembarked and their places were taken by Anchorageites eager to see the inside of the ferry. A brief official meeting of city Chamber of Commerce board members was held on the ferry to approve a resolution of greeting for the boat. Guests at the meeting included Soldotna Mayor Burton Carver, Valdez Mayor H. Bruce Woodford, acting Mayor William Sherman of Cordova and Commissioner Richard Downing of the State Public Works department.

Tustumena Unloads



ELEVATOR UNLOADS VEHICLES FROM FERRY TUSTUMENA

The new state ferry Tustumena, now in service between Cook Inlet and Prince William Sound ports and Kodiak island, uses an unusual self-contained turntable-elevator to load and unload vehicles from the hold. In top photo vehicle is held in drive onto turntable which then turns 90 degrees and raises

vehicle above deck to unloading ramp. In lower photo motorist drives his vehicle off turntable and unloading ramp to dock. The self-contained turntable in the ferry's stern eliminates need for vehicle unloading ramps at the ferry's ports of call.

City Salute Set For New Ferry

A seven-gun salute, an airplane flyover, a serenading Air Force band and an Eskimo dance of marine blessing will greet the ferry Tustumena in Anchorage this morning.

The ship is scheduled to arrive at 8:30 at the Port of Anchorage and will leave for Kodiak at 5 p.m.

Once in port, the Anchorage Chamber of Commerce plans to hold a meeting aboard the Tustumena. On tap is a resolution giving wholehearted endorsement to the new marine highway between Kodiak and the mainland.

A PUBLIC luncheon, honoring the Tustumena's officers and visiting guests, will be held in the Alaska Room of the Anchorage-Westward Hotel, co-sponsored by the city and the chamber.

Since cars won't be allowed in the dock area, buses will be used to transport visitors from the city parking bowl, between C and E streets, to the dock. A 25-cent fare will be charged adults, but children will be allowed to ride free.

Among other festivities planned will be the presentation by Mayor George Sharrock of the key to the city and a tide-book to Tustumena Capt. Maitland Merkley.

State officials noted that the vessel, when she begins her first run tonight, will be carrying a full cargo and passenger load.