



CAPTAIN WATCHES SHIP UNLOADING

Capt. M. D. Stewart was on the bridge of the Coastal Nomad this morning at the Port of Anchorage as 500 tons of newsprint was unloaded. The first Alaska Steamship vessel to dock here in more than a decade brought the captain back to Anchorage for his first visit in 20 years. The newsprint is for the Anchorage Daily Times. (Anchorage Times Photo)

Alaska Steam Ship Docks At City Port

When the Coastal Nomad arrived at the Port of Anchorage at 2:30 a.m. today, it gained the distinction of being the first Alaska Steamship vessel to dock here in more than a decade.

For the skipper of the vessel, Capt. M. D. Stewart, it was his first trip to Anchorage in 20 years.

A veteran of 37 years with Alaska Steam, Capt. Stewart was quite impressed. "It's a beautiful dock," he said as he stood on the bridge of the 340-foot vessel this morning. "Marvelous."

DURING World War II, Stewart brought ships into the Army dock here "once in a while," he explained. Now his primary destination in Alaska generally is Seward.

Stewart said the ship had no difficulty in tying up at the dock for unloading operations. The ship carried 5,000 tons of cargo under the deck, including 500 tons of newsprint for the Anchorage Daily Times.

Watching the newsprint being unloaded, the captain commented, "Down at Port Angeles (where the paper was loaded), they were quite curious why so much newsprint. They were surprised that so much was needed for one point."

STEWART explained that the Coastal Nomad has a crew of 38. Built as a warship, she is one of three chartered from the U.S. Maritime Commission by Alaska Steam which also operates 12 of its own, he said.

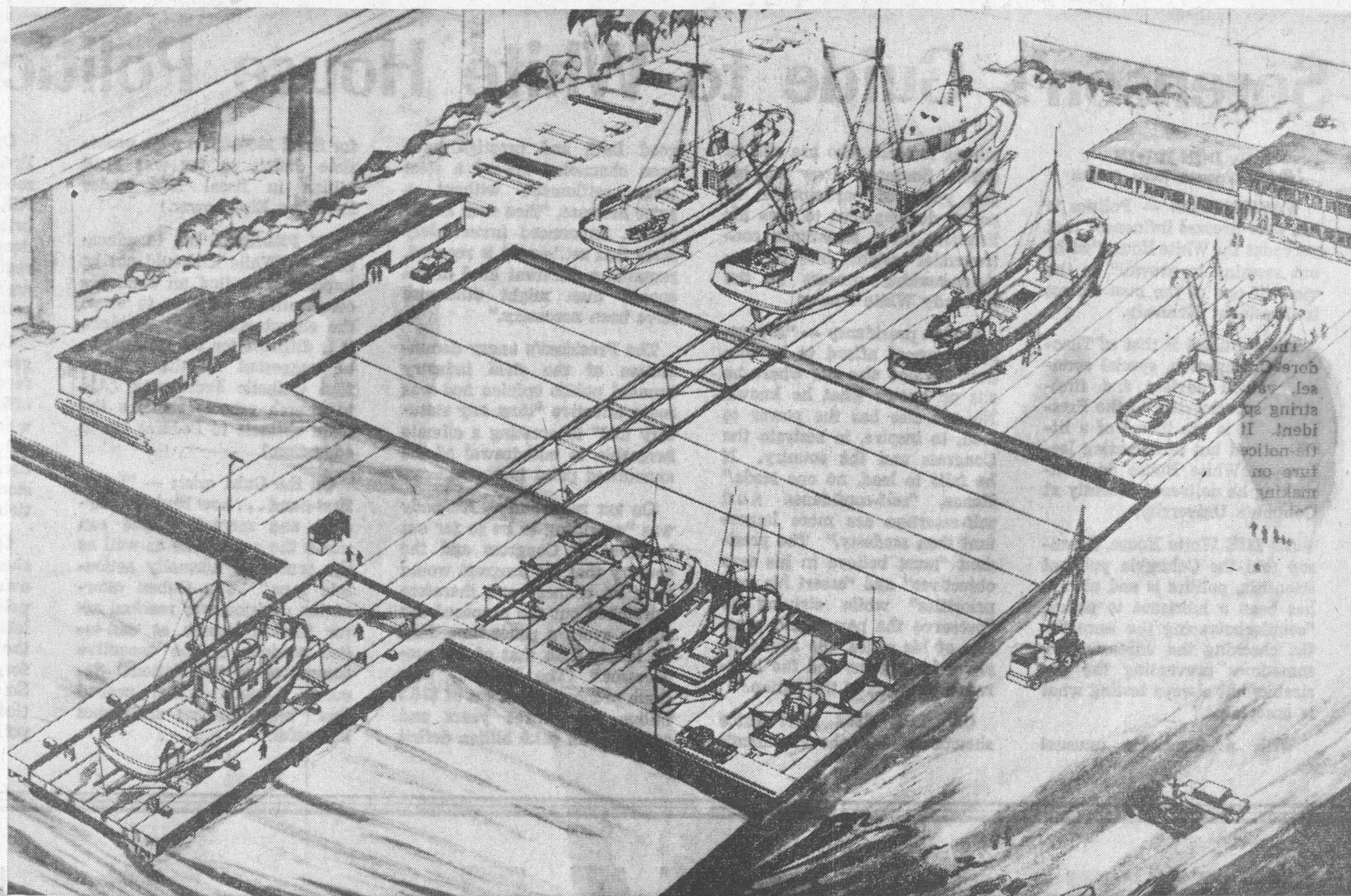
En route to Anchorage, the motorship stopped in Tongass Harbor, Hawk Inlet, Port San Juan, Seldovia and Homer. At Seldovia, it passed the MV Malaspina, flagship of the Alaska ferry system.

Another crew member of the Coastal Nomad said the Malaspina made a quick entry and departure at Seldovia before continuing its southbound journey.

To depart Anchorage this afternoon, the Alaska Steamship vessel will make stops at Port Williams, Uganik Bay and Kodiak on its trip south.

Before departure, Stewart planned to see a friend, Stewart Marlatt of Sunrise Bakery.

"I bought his yacht which he had when he was in the Seattle area," he explained. "I sail for a hobby."



Syncrolift Drydocking System . . . Designer Calls It Ideal for Anchorage

He'd Drydock Ships in Port of Anchorage

A Florida naval architect checked out the port here yesterday and then set out to convince maritime interests that his fast, new way to drydock ships is perfect for conditions here, especially the wide tidal range.

THE FLORIDAN is Raymond Pearlson, president of Pearlson Engineering Co., Inc., in Miami. His innovation is a system of marine elevators named Syncrolift that can be built to hoist ships weighing up to 10,000 lifting tons.

To oversimplify it, it's a platform lowered into the water by a group of cables. A ship is run onto the platform and then the cables hoist them out of the water.

Once up, the ship is moved off the platform and into the repair yard over a network of railroad tracks. The platform immediately is free to hoist up another ship. And the number of ships that can be repaired at once—in contrast to the one-at-a-time floating drydock—is limited only by the size of the repair yard.

OF COURSE, the machinery is a bit more complicated than that sounds. In fact, it's so precise that it keeps a ship perfectly level while raising it. The electric motors in Syncrolift can come into action at full load and synchronize with each other in a fraction of a second.

But taking the operation as a whole, Pearlson says, flexibility and simplicity of idea are its backbone.

"It readily adapts to places with wide tidal range," he said. "You can lift a ship during any tide, high or low. It's simply a matter of using as much cable as you need."

"AND THERE'S no tying it up while repairs are made on a ship. You just move the ship into the repair yard."

Also, Pearlson said, the platform can be used to lift and lower equipment and cargo on and off ships, "a tool with almost limitless uses."

In building the system, it can be started small and lift capa-

city can be increased over the years by adding platform length, motors and cables.

"Actually, marine elevators have been used for some time," Pearlson said, "but for some reason they had been limited in small vessels."

PEARLSON DESIGNED and built his first experimental Syncrolift five years ago. In the last three years, his company has installed nine of the systems in ports in Europe, Africa, South America, Canada and the United States. Six more under construction now are scheduled to go into operation within six months.

The Floridan came here on returning from a trip to Europe and Japan. Steel Fabricators, Inc., in Anchorage is the agent for his company.

Among others, Pearlson explained his system to the Port Commission at a meeting yesterday. At that time, Anchorage maritime insurance engineer Bob Logan compared it to other drydocking systems as

the "difference between a horse and buggy and a limousine."

LOGAN SAID one reason maritime insurance rates are so high in Alaska is because "there absolutely are no adequate repair facilities here," making it necessary to tow vessels to Seattle for repair.

And, he said, "You've no idea how much money is wasted up here on temporary repairs."

Logan urged, as he has for a long time, that the commission help in an effort to make Anchorage a ship repair center of Alaska. He said a system that can hoist at least 1,000 lifting tons is needed.

PEARLSON SAID his company often furnishes plans and basic electric equipment for the systems and that labor and other materials are furnished by local construction companies.

Today, Pearlson was to visit Seward with Melvin Cook, of Steel Fabricators here. After a few days, he plans to go to New York and then return to Miami.