



"S.S. Anchorage" arrives through the ice.

## Captain Sees No Problem In Winter Service Here

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CAPT. ERWIN NELSON  
Nothing Worries Him

"Nothing in this steamship game worries me any more. I'm too old."

That was Capt. Erwin Nelson's answer to the question of what concerned him yesterday in sailing the 11,373-ton "S.S. Anchorage" through the ice in Cook Inlet to the Port of Anchorage.

The crusty captain, a veteran of 45 years at sea, said there was "no problem" breaking through the ice.

"WE PLOWED right through that easily enough," he said.

The 520-foot Anchorage operated by the Sea-Land Service, Inc., of New Jersey, is one of two ships plying between Anchorage and Seattle, each making a round trip every two weeks.

Capt. Nelson said he believed yesterday's voyage through the ice was the first time such a large vessel had made it. "But I couldn't bet on it," he added.

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ASKED WHETHER he was looking forward to another bout with the ice, Capt. Nelson said, "I'll be right back here in two weeks."

Sea-Land intends to maintain weekly service to Anchorage throughout the winter. The "S.S. Seattle," a sister ship of the "Anchorage," is scheduled to leave Seattle today for Anchorage. Nelson said his ship cut through ice channels from about two to five feet thick.

"YOU GET a little vibration is all," Nelson said of the sensation felt on the bridge of his ship.

Nelson said he sailed in Alaskan waters about 10 years total, as a seaman, mate and captain. He remembers calling at ports in southeastern Alaska, in Prince William Sound and Kodiak in the 1920s and early 1930s.

The ice in Cook Inlet extended down past Nikishpa, he said.

THE "ANCHORAGE" made the tide up the ice-filled inlet at about 15 knots, he said. The tide was running about five or six knots, Nelson added.

Nelson discounted any danger which might be involved in maintaining winter service to Anchorage.

"There's no danger if you know where you are," he said.

SEA-LAND has taken special precautions so that its ships will know where they are. Both the Anchorage and the Seattle carry two radar sets each, and Loran apparatus to establish location electronically when fixes on the sun or stars cannot be made.

Both the ships are being outfitted with two huge searchlights reportedly capable of sending beams out four-and-a-half miles. These will aid in night operations in the ice.

The worst part of the trip from Seattle, Nelson said, was off Vancouver Island and Queen Charlotte Sound where high winds and "mountainous seas" delayed the "Anchorage" two days.

HE SAID winds of 45 miles an hour were reported on shore. But Nelson estimated at sea — where he and his ship were — the winds were more like 60 to 70 miles an hour in gusts.

Nelson is scheduled to take the "Anchorage" back through the ice this evening.



### SHIPPING FIRM'S OPERATIONS EYED

Heart of Sea-Land's multi-million dollar shipping operations to Anchorage is the firm's office at the Port of Anchorage municipal terminal. Here James Herd, left, operations manager for Alaska, talks over one phase of the company's program with William McKinney, office manager.

## Service To Port Called Vital; Sea-Land May Hike Sailings

Sea-Land's weekly shipping service between Anchorage and Seattle has been termed "vital to our existence," by Port Director A. E. Harned.

The service, begun eight months ago, pays half the cost of operating the port, Harned said.

He said the shipping firm is spending "literally millions of dollars" to provide weekly service into Anchorage.

Figures made public by Sea-Land verify Harned's statement.

Two ships, the Seattle and the Anchorage, now serve Cook Inlet. A third is being converted with an eye to putting it in service next summer.

With the third vessel, which is completely containerized, Sea-Land could make two calls each week into Anchorage, Harned said.

To provide weekly service, Sea-Land has converted its two vessels so they can plow through inlet ice "like a taxicab pulling up to the curb."

Cost of converting the two

vessels was \$31,500. This includes ballast to lower propellers so they clear floating ice, an internal water recirculating system, a de-icing system, radar and floodlights.

Dock alterations, paid by Sea-Land, cost \$32,000.

Sea-Land pays \$1,500 a week for tug service into the port. It has purchased 400 special cargo trailers at a cost of \$3.6 million. Special equipment for Alaska operation cost an additional \$400,000.

Sea-Land's weekly payroll for teamsters and longshoremen totals \$30,000. It pays \$329,000 for terminal facilities annually. Its ship facilities cost \$119,000.

Each week, Sea-Land pays Alaska Railroad \$15,000 for piggyback service into Fairbanks.

Local vendors get about \$3,000 weekly for truck parts. A total of 3,000 gallons of truck fuel is purchased locally each week.

Annual licensing fees come to \$16,500.

Repairs Didn't Delay Sailing

SEATTLE (AP)—If necessity is the mother of invention, an Alaska-Seattle shipping firm has proved it.

Sea Land Service, a freight firm traveling between Anchorage and Seattle was faced with a problem last week. One of its two freighters on the Alaska run, the 11,000-ton "Seattle," arrived here Sunday with a full cargo and a crack in the keel rudder stay.

"We're the first freight outfit into Alaska with anything bigger than a small ship," Charles Hiltzheimer, Seattle manager of the line said yesterday.

"Everybody tells us that a big ship just can't be taken through the ice, but we're doing it," he added. "It's imperative that we maintain our weekly schedules."

The broken rudder mount had to be welded and the cargo unloaded. Rather than lose a week, the company decided to fix the mount and unload and load the ship at the same time.

## Disposal Site Plan Studied

Use of three tideland areas as disposal sites for material removed from the location of the Fourth Avenue buttress was eyed today by City of Anchorage and Corps of Engineers representatives.

City Manager Robert Oldland said the city's port director will issue permits for tidelands to be used for disposal of clay and sand excavated from the buttress site.

Involved are an area between the Alaska Railroad depot and Ship Creek, an area between the Ocean Dock and the port roads, and a third area north of the Port of Anchorage municipal terminal.

An estimated 500,000 cubic yards of gravel will be used for the buttress.

Orren Hillman, public works director, said an estimated 500,000 cubic yards of unclassified fill would be removed to allow for buttress construction.

## New Barge Run Starts

Sea-Land Expanding Facility At Seattle

OAKLAND, Calif. — New barge service to Seattle has been inaugurated and terminal facilities at the Port of Seattle are being expanded, it was announced by Sea-Land spokesmen.

On alternate Wednesdays, the Sea-Land trailer carrier Columbia departs Oakland, arriving in Seattle the following Tuesday. The barge leaves Seattle for Portland, Tuesday night and arrives Friday. It departs Portland Friday night for Tuesday arrival in Oakland.

This new schedule gives Seattle complete service between Puerto Rico and East Coast ports and ties in with Sea-Land sailings to Alaska. Also, inter-coastal rates at Seattle will now be on a level with other Pacific Coast ports (Los Angeles, San Francisco and Portland).

In addition, Sea-Land is expanding facilities 60 per cent at its Ames Terminal in Seattle to provide additional capacity with emphasis on Alaska trade needs. This was announced by C. I. Hiltzheimer, general manager, Alaska Division.

Sixteen doors and corresponding dock space will be added to the 27-door truck terminal. A 25-ton whirley-type crane is available for breakbulk cargo. For larger lifts, a 200-ton shear-leg derrick is at dockside. There is also a siding for handling rail deliveries direct to the terminal or shipside.

The surrounding 11 acres of marshalling yard are completely paved and will accommodate 347 trailers awaiting ship arrival. The yard is also equipped with 440V jacks for Sea-Land refrigerated units.

## Port Commission Asks Single Bond Package

The Port Commission last night decided to toss all its eggs in one basket and recommend to the City Council a single general obligation bond package to finance both the proposed permanent petroleum dock and dry cargo dock extension.

The total needed for the two projects is \$2.25 million.

The council had briefly considered the matter during budget review sessions and referred it back to the commission.

BEHIND the move to combine the two projects is the fear the dry cargo extension would be defeated in a referendum vote. The extension, which is termed essential for the growth of the city dock, is estimated to cost \$500,000.

The petroleum dock is actually and statistically a money-making proposition. Its cost is set at \$1.75 million.

Efforts by the Port Director to secure funds from the Office of Emergency Planning for repairing the temporary petroleum dock damaged recently were approved by the commission.

PORT DIRECTOR, Capt. A.E. Harned, advised the board that \$50,000 would be needed to reconstruct the facility, and that an attempt was being made through the Alaska Disaster Officer to secure OEP funds for the necessary repairs.

The commissioners questioned the advisability of reconstructing the dock, using the same materials that were used in the old facility, but Harned told them that it "boiled down" to a simple matter of economics—that the \$50,000 repair was necessary to accommodate a potential \$300,000 profit from heavy traffic anticipated at the dock during the spring and summer season.

In other business, the commissioners approved a proposal by Lt. Col. J.N. Shaver, that any petroleum product destined to the military, whether carried on a military-owned or commercial tanker, should be subject to the graduated rate scale approved for military oil hauls through port facilities.

A PROPOSAL to renew a contract with the engineering firm of Tippetts-Abbett-McCarthy-Stratton was tabled by the Commission.

The \$4,000 contract, under which the firm provides design and engineering services to the port—due to expire Dec. 31—was tabled pending a consultation with other engineering firms in the area to determine their capability of performing similar services to the port at a possible reduced rate.

A request by the Port Commissioner that the mayor be asked to declare Jan. 4 as "Port of Anchorage Day" was approved by the commissioners.

## Sea-Land Ship In Historic Ice Run

ANCHORAGE — History was made this week in the State of Alaska when Sea-Land Service's big C-4 Anchorage smashed her way through three foot thick ice to the City Dock here. It was a 70 mile, 24 hour battle, but the winterized container carrier — all 520 feet of her, was victorious.

Capt. Erwin Nelson and his 43 man crew brought in 166 cargo containers, automobiles and other cargo for discharge at the traditionally ice-locked Port of Anchorage.

The Anchorage encountered gale force winds en route north before she ran into the ice. She was two days behind schedule on arrival.

Both the Anchorage and her sister ship Seattle have been ballasted aft to keep their propellers below the ice level.

Temperatures down to 35 degrees below covered 95 per cent of Cook Inlet with ice, but the Anchorage made the run without ice-breaker assistance.

### Seattle Sails

The SS Seattle sailed for Alaska Thursday and will attempt the same feat.

Sea Land's Seattle manager S. C. Jackson said:

"In getting through this ice the way we have, we've proved a lot to ourselves as well as to everybody else."

## Borough-Wide Port District Proposed

The possibility of setting up a borough-wide port district was voiced by Councilman Clifford Groh in Saturday's review of the city port's operating budget for 1965.

Groh, who is also a borough assemblyman, noted that the port has reduced freight costs to the entire area.

Councilmen were divided on the advisability of asking public approval for \$2.25 million in port bonding in one issue.

The city's bonding program for 1965 has not yet been reviewed in detail.

The port seeks bonding for \$1.75 million to build a permanent petroleum dock and \$500,000 to extend present dry cargo facilities.

The Anchorage City Council has approved the job of personnel officer for the city.

Cost of the new position is \$12,000 a year.

The personnel position is a new item included in the city's 1965 budget proposal.