

# STRONGER

Than ever — is this vital link in the chain of transportation that assures the moving of cargo from its source to your doorstep.

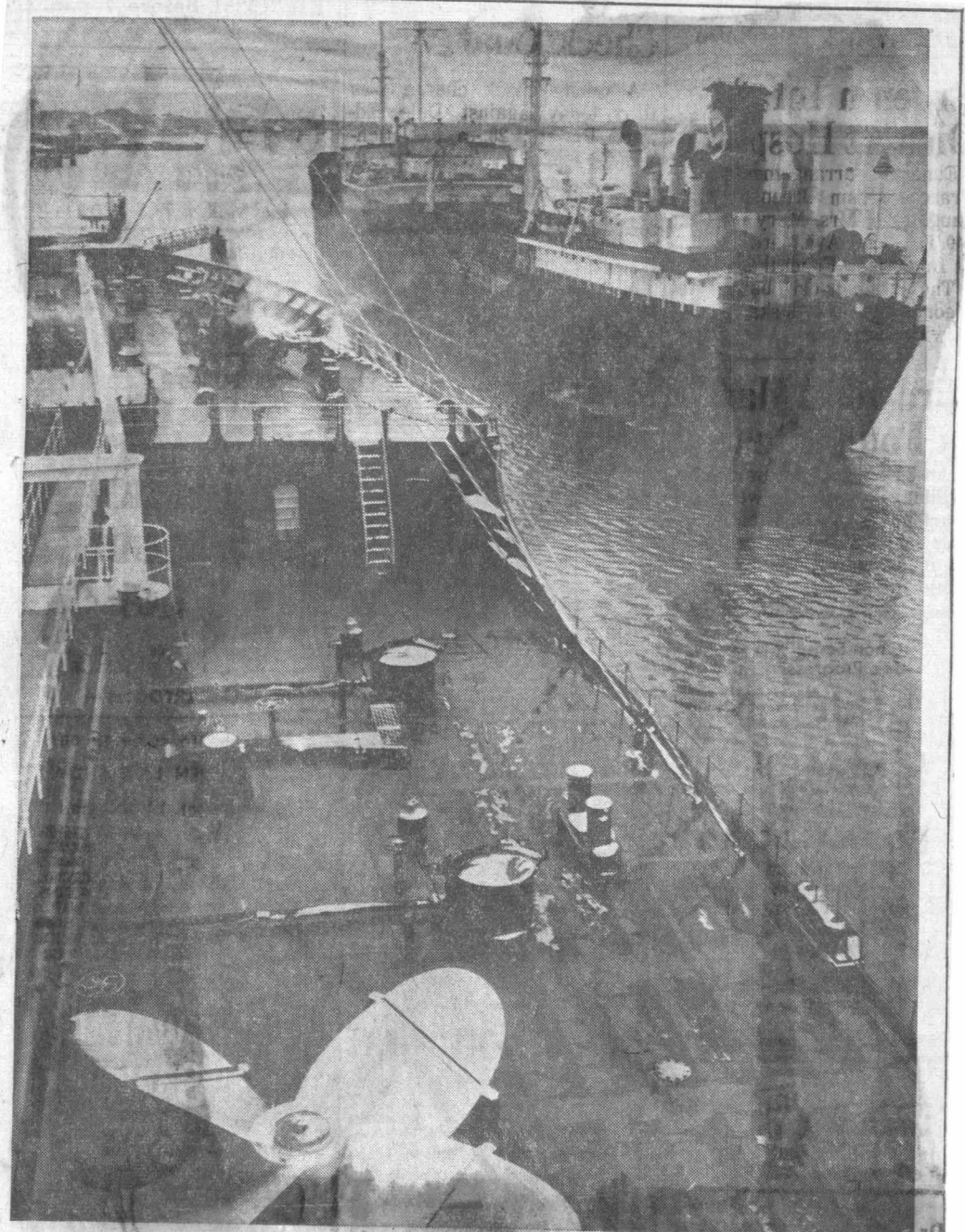
SERVING  
ALL UNITS  
THAT SERVE  
ALASKA

- SHIPS
- TRUCKS
- RAIL
- PLANE
- PIPE LINES

## TEAMWORK THAT PAYS IN SAVINGS FOR ALL

By providing the heart of Alaska with direct low cost transportation — the Port of Anchorage assures economic benefits for all Alaska — BENEFITS THAT WILL GROW WITH THE EXPANSION OF THE PORT.

ARTIST'S CONCEPTION of proposed extension to municipal marine terminal — tanker berth general cargo.



TWO TANKERS TIE UP AT PORT

Port of Anchorage activities are speeding up with the approach of winter. Here the Standard Oil tanker H. D. Collier is shown approaching its tie-up to the port's petroleum dock Thursday afternoon. In the foreground is the deck of Standard's Chevron Transporter, unloading at the port's municipal terminal. The Chevron Transporter is the largest vessel to use the port facilities to date.

## The City Beat

By ED ISENSON

In this day it is hardly news when an Alaskan travels to Italy. But when Italy travels to Alaska . . . well, that is worth some comment.

The chunk of Italy which traveled to Alaska has the most unlikely name of "Chevron Transporter." It is, of all things, a tanker chartered by the Standard Oil Co., a most un-Italian company.

Even the most imaginative reporter would have to concede that an oil tanker with an Italian crew — doesn't look much like Italy. But Italy is really more than just a place or a country: it is a state of mind. It is also a state of the stomach.

Yesterday Capt. Gaspare de Palma invited some officials of Standard Oil, the port and representatives of the press aboard his ship for a tour of the vessel and lunch.

Let it be stated here that a hamburger and cup of coffee on the dead run is definitely not in the Italian style.

Capt. de Palma described the two-hour meal this way: "There is nothing of special — just the taste."

His command of English was perhaps not perfect (of course our command of Italian was limited to "molto bene, basta and buon giorno"), but it added a color which few of us can surpass.

A former captain of the "Chevron Transporter" was also present. He was Capt. Orlando Rolla.

Both the Italian captains spoke a competent English with a flourish and many smiles. But when they spoke Italian to each other they added to the flourish and smile the animation of arm acrobatics. Just watching them was quite enough to cheer anyone.

Following dessert, which was a kind of a neapolitan ice cream cake, the assembled guests chose sides — those for or against Italian espresso coffee.

After the first cup, we wandered into the pantry for a demonstration of espresso coffee making by the stewards. There sat a large outer-space type machine which apparently forced steam through the ground coffee and down into the cup. It was instant coffee at its most complicated best.

So that's what it is like to go down to the sea in ships — good food and strong coffee.

### INTERNATIONAL NEWS LETTER

February, 1965

#### Weekly Schedule into Anchorage Port Maintained in Coldest Temperatures

In spite of some of the coldest temperatures and worst ice condi-

tions in years, Sea-Land Service, Inc. has maintained its weekly schedule into the Port of Anchorage. The C-4 cargo ships the S.S. Anchorage and the S.S. Seattle have navigated the ice-filled inlet with little or no trouble.

Although the extreme tidal range and current keep the inlet from freezing solid, no other shipper has been able or willing to call at Anchorage during the winter. (Port of Anchorage, February 8, 1965)