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Twice A Week, Every Week

Sealand Ships Shuttle Supplies From Seattle

By MIKE HENDERSON
Show Times Editor

Ever wonder while you were sitting around with nothing to do how most of the things you use from Outside get up here?

Needless to say, they don't just trans-substantiate from a warehouse somewhere in Seattle into your neighborhood grocery store, or car lot, or hamburger stand. Neither do they drop out of the sky. And neither are they made down the street.

Most of the consumer goods, building materials, office supplies, machinery, etc., etc., etc., come up on ships operated by Sea-Land. Ships leave Seattle every three and a half days and tread along the North Pacific coastline into Cook Inlet and up to Anchorage where they are unloaded on the Port of Anchorage dock. During the few 'slack months' of the year, the interval may grow to more than three and a half days.

How much in supplies does it take to keep places like Anchorage, Fairbanks, Seward, Kenai, Homer, and Palmer going? Well, each ship that Sea-Land brings up carries between 325 and 360 vans of goods.

That's something like 700 trucks-full a week. Every week. And that's just what Sea-Land brings. The rest of it, around a third, comes up on private barge shipments or by air freight.

Cars? Each shipment brings something like 100 cars and trucks — 200 each week. Again, that doesn't include private shipments. But even if it didn't include private shipments, that's still better than 10,000 new cars and trucks a year. Not many if your in Detroit. But a lot if your in Alaska.

"Quite a bit of the perishable goods come up air freight, along with smaller, more valuable items that aren't usually stock-piled up here," says Tim Murphy, the swarthy marine manager for Sea-Land.

Even so, refrigerated vans with nitrogen cooling systems have allowed such things as strawberries, watermelons and flowers to be transported by boat with no problems.

Murphy says Sea-Land decided to ship to Anchorage after the earthquake in 1964 when building supplies were in high demand but were hard to get.

"Sea-Land started out coming to Alaska with a pair

of freighters, each with a capacity of 325 vans," he continues. "Now we're running three with 360-van limits and one of the old ones."

You'd think it would be sort of complicated to get sea shipments to Alaska. But it really isn't. They place the loaded vans on the ship in Seattle, maneuver the vessel to Anchorage and plop the cargo onto truck chassis waiting on the dock.

Truck vans, then, once they are loaded, are really not that different from railroad cars. You just have to keep track of them and make sure they get to the right place. They slam the doors of the vans in Seattle and don't open them again until they get to where ever they're going. Just like mailing a 20-ton letter, only it costs more than eight cents.

Times photographer Jim Martin, whose undying curiosity leads him just about anywhere, decided it was high time somebody went out and captured some of the subtleties of ocean freight shipping. He came back with some revealing shots from the Port of Anchorage dock which illustrate the sophistications of high-level freight handling.

Tuesday, May 2, 1972, Anchorage Daily Times

Ships Bring Cars
Direct To Alaska

Nissan Motor Corp., United States distributor of Datsun automobiles, is the first auto manufacturer to ship cars directly to Alaska.

The Tachibana, sailing directly from the Hommoku Wharf in Yokohama Harbor, arrived in the Port of Anchorage Monday with 300 new Datsuns aboard. Normally, they would have been sent in small quantities from Seattle.

By shipping direct to Alaska, Nissen is able to reduce transportation costs on each car by around \$200. "Most of this savings will go directly to the customer,"

"Three things happened to make this new program possible, Gordon said. "First our export division was able to arrange ample spaces on a ship bound for Alaska. Secondly, Datsun dealers in Alaska have increased sales to the point where their increased demand for inventory warrants the large shipment of cars that is the only way that is economically feasible. And, finally was our continuing concern for reducing costs."

Cars from the Tachibana will be temporarily stored in a dock-side facility before being shipped to the four Datsun dealers in Alaska.

Says Port
Expansion
Needed Now

A \$16 million proposed expansion program for the Port of Anchorage is so vital that its initial phases should begin immediately, with or without federal funding, the Anchorage Port Commission says in a resolution to come before the City Council in its regular meeting Tuesday.

The expansion program was recommended in 1970 in a study by a consulting engineers team, but has been held up since then by lack of support from the Economic Development Administration which must approve federal funding, Erwin Davis, port director, says.

The Economic Development Administration is waiting for fiscal 1973 appropriations to be made before it proceeds with even preliminary discussion of the project, Davis says.

"The city's position is we recognize that funds are not now available. But we wish to clear the pre-application stage and have the project on the record when funding does become available," Davis says.

In the Port Commission resolution, which was approved in an April meeting, the commission urges the council to "pursue avenues available to them" to resolve funding for the project.

The resolution notes the 1970 study recommended additions to the present facilities should be operable by 1973 to keep up with marine traffic.

It says the city administration "has been unsuccessful to date in accomplishing even the first step towards securing a preliminary application conference with the Economic Development Administration for a federal assistance grant."

Even if funding is secured early this year, phase one of the project would not be completed until 1975, two years past the recommended date, the resolution says.

Wednesday, May 3, 1972, Anchorage Daily Times 3



DATSUNS ARRIVE IN ANCHORAGE

The Japanese freighter Tachibana was in port Monday to deliver the first direct shipment of automobiles to dealers here. The 300 Datsuns, slated for sale throughout the state, are presently

parked in the dock area. The direct shipment will save buyers about \$200 per car, according to Don Gordon, Portland regional manager for Nissan-U.S.A.