

## ALASKA TRAILERSHIP LAUNCHED AT SUN SHIP

CHESTER, PA — The largest, fastest trailership built to date, SS Great Land, was launched here at Sun Ship last week.

For use in the Pacific Northwest to Alaska trade, it was christened by Mrs. William B. Maling, wife of the president of Totem Ocean Trailer Express (TOTE) for whom the vessel is being constructed.

TOTE is an Alaskan corporation with the shipyard as the primary stockholder.

Mrs. Maling christened the 24-knot trailership with the traditional bottle of domestic champagne and was assisted by her two daughters, Miss Sheryl Maling and Miss Leslie Maling, who served as maids of honor for the launching ceremonies. The ship's name is derived from one of the state's unofficial nicknames — The Great Land.

William B. Maling, TOTE president, indicated the immediate availability of preferential berth space in Anchorage, is clouded by a dispute over a Section 15 filing under the Merchant Marine Act between the Anchorage Port Authority and a competitor, Sea-Land.

Maling expressed confidence that the matter would be resolved by the city-controlled Port Authority on the basis that a new competitor in the Alaskan trade would not only add cargo carrying capacity to the tight Alaskan shipping picture but would also substantially increase revenues moving across the Anchorage dock.

Additionally, TOTE's new service will offer shippers to Alaska a new ocean transportation mode geared to handling a variety of highway trailers and wheeled vehicles.

Maling indicated that negotiations with the Port of Seattle were progressing toward agreement on TOTE's use of the Pier 37/39 complex.

Assuming the dispute is promptly resolved by the City, Maling indicated the service would start in late August this year from Seattle with the maiden voyage arriving in Anchorage 2-1/2 days later. The weekly sailing schedule calls for a Friday departure from Seattle with a Monday morning arrival in Anchorage. The service is intended to duplicate any United States inter-city capability.

The Great Land will be the largest trailership ever built and the first vessel in the second generation of Sun Ship trailerships. When completed in August, the 790-foot trailership will be capable of carrying the equivalent of 390 40-ft. trailers and 126 autos.

The Sun Ship trailership is a flexible, "pure roll-on/roll-off" vessel capable of carrying assorted highway trailers, automobiles and other wheeled or tracked vehicles. The vehicles are driven on and off the vessel over shoreside ramps. A system of internal ramps and an elevator provide access to all holds.

Anchorage Daily Times, Thursday, June 26, 1975

## Docking Agency To Get Battle On Berth Right

By SUZAN NIGHTINGALE  
Times Staff Writer

A tangled dispute over which of the city's ports will be used by two competing shipping firms has been referred to the Federal Maritime Commission for resolution.

The City Council has requested the maritime commission to take preferential berthing rights for Port No. 2 from Sea-Land Services, stating Sea-Land's operation from that port is "no longer in the public interest."

The city is requesting the commission to grant preferential berthing treatment for the No. 2 port to a competing firm, Totem Ocean Trailer Express.

The Totem line requires the No. 2 port to facilitate its SS Great Land, the largest trailer ship in the country.

A preferential berthing

agreement guarantees a specific berth to carrier ships at the time of arrival.

The dispute dates back to April when the city entered into an agreement with Sea-Land, granting preferential berthing for Port No. 2. Although Sea-Land was located in Port No. 1 then, Sea-Land's vice president for Alaska, Jack Baker, said his firm agreed to the move because of advantageous operational facilities there.

Baker said the No. 2 port lends itself to more efficient operations and has a wider dock than No. 1.

The city had sought to open Port No. 1 to tanker ships at that time.

However, before Sea-Land effected the move, the Totem firm expressed a desire to berth in Port No. 2 to operate a competitive carrier business from the Pacific Northwest to Anchorage. The Totem ship requires the No. 2 port to accommodate its 790-foot length.

The standard Sea-Land carrier is 525 feet long, and is capable of operating out of Port No. 1 as is being done now.

After consideration, the city and the state decided that the additional carrier service would be in the public interest to Alaska, both in increased cargo and increased revenue.

Proceedings have started to grant the Totem line preferential berthing for the No. 2 Port and leave Sea-Land in Port No. 1.

Sea-Land maintains that the city is reneging on its own agreement.

In addition to his statement regarding the efficiency of Port No. 2, Baker acknowledged that the Totem line undoubtedly would take over some of Sea-Land's business.

"There's only so much traffic in an operation like this," Baker said. "We'd be sharing business."

The larger Totem ship also could haul loads currently not within Sea-Land's capabilities. The Great Land's larger size and roll-on, roll-off loading procedure would allow it to carry such items as mobile homes and earth movers.

July 12, 1975

## ACTON TO HEAD TOTE OPERATIONS IN ALASKA

ANCHORAGE — TOTE has named Howard Acton, a veteran of the Alaskan transportation scene, as its general manager in Alaska.

In his new post Acton will be responsible for all aspects of terminal operations in the Port of Anchorage for Totem Ocean Trailer Express Inc. (TOTE), connected with the entry of the 24-knot roll-on/roll-off trailership — the SS Great Land.

With the Great Land slated to start-up service in the Pacific Northwest to Alaska trade in late summer, TOTE President William B. Maling pointed out that Acton's across-the-board transportation experience in Alaska gives TOTE the "Alaskan-seasoned management familiar with, and ready to respond to, the needs of our Alaskan customers. Being aware of transportation problems unique to Alaska, TOTE felt that Alaskan experience was essential for system services."



Howard Acton

Acton's wide-ranging experience includes service with Sea-Land, Kenai Air Service, and Crowley Maritime Corp. Highlights of this Alaskan service have included his service as manager, Alaska Marine Operations in establishing Sea-Land operations in Alaska in 1964 and most recently his setting up of Sea-Land's transshipment service in Kodiak as Alaska operations manager (Kodiak-Alutian Chain).

Acton indicated an eagerness to "get on with the job of establishing TOTE's fast, flexible service in Alaska" but noted that the August start up of this service has been clouded by a dispute over a Section 15 filing under the Merchant Marine Act.

As a result of this unapproved filing, Sea-Land, a TOTE competitor, is presently seeking a preferential berth space that effectively precludes TOTE's use of the pier.

Encouraged by an Anchorage City Council resolution that authorized negotiations that would assure berthing for TOTE, and declared the pending agreement with Sea-Land no longer in the public interest, Acton said that the continued support of the city and state authorities and the Alaskan people we'll be serving, is still needed if TOTE is "to be in service on schedule in August."

Although Federal Maritime Commission (FMC) action is required Acton felt that if the interests of the city and State were being served, then the FMC would take quick action to permit TOTE entry, later giving both shipping lines a fair hearing.

Acton, a 1945 graduate of the U.S. Merchant Marine Academy, served in the Merchant Marine from 1943 to 1961 and still retains an active U.S. Coast Guard license.

Among the professional licenses Acton holds, include a 1st class pilot's license that qualified him for service in Cook Inlet and other Alaskan waters as well as a commercial pilot's license.

MARINE DIGEST

Anchorage Daily News, Friday, July 18, 1975

## Firm names officer

TOTEM OCEAN Trailer Express, Inc. (TOTE), which expects to begin Seattle-Anchorage freight service next month, has named vice president for marketing-sales and finance.

Leonard Shapiro, formerly associated with the New York Central Railroad and New York Port Authority, has been named vice president in charge of marketing and sales. John T. Owens, a former supervisor of general accounting for Burroughs Defense and Space Group, was tapped as vice president for finance.

Both men worked for Sun Shipbuilding and Dry Dock Company of Chester, Pa., prior to their assignments at TOTE, a subsidiary of Sun Shipbuilding.

Shapiro, 32, a graduate of Florida Southern College and the University of Pennsylvania's Wharton School of Finance and Commerce, served in the U.S. Army's Armor Corps before joining the New York Central. Shapiro joined Sun Shipbuilding in 1970 as transportation analyst, and later worked as transportation economist before being promoted to transportation research manager.

Shapiro is a registered practitioner before the Interstate Commerce Commission and is a certified member of the American Society of Traffic and Transportation.

Owens, 48, graduated from LaSalle College and before joining Burroughs worked for the Budd Company and served as senior budget analyst for the Martin Company. He joined Sun Shipbuilding in 1966 as assistant to the controller and manager of cost accounting. In 1973 he was named controller.

Shapiro and Owens will be headquartered at TOTE's Seattle office and report to President William Maling.

Anchorage Daily Times, Wednesday, July 23, 1975

## TOTEM GETS BERTH FROM CITY COUNCIL

Preferential berthing for Totem Ocean Trailer Express Inc. for Terminal No. 1 at the Port of Anchorage was approved by the City Council last night, ending a dispute that had threatened to go to the Federal Maritime Commission.

Totem will use Terminal No. 1 one day a week to berth its 790-foot carrier The Great Land, said to be the largest trailer ship in the country.

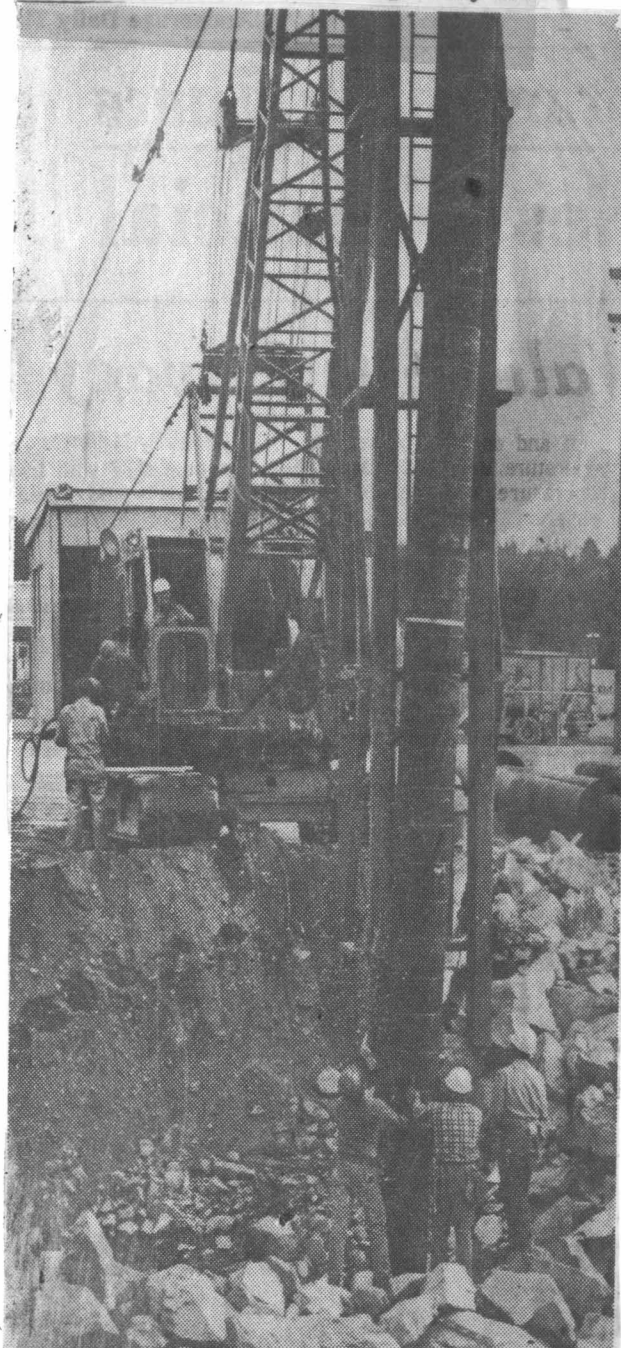
Sea-Land Services which earlier had protested the Totem berthing arrangement, will operate out of Terminal No. 2.

Initially, Totem had requested preferential berthing for Terminal No. 2, due to the size of its ship. The large ship would have reached into the unfinished portion of Terminal No. 3 to accommodate its length. Sea-Land protested that request, stating it had signed an agreement with the city for preferential berthing out of Terminal No. 2.

A compromise agreement allowed Sea-Land to retain its preferential berthing rights for Terminal No. 2 while the Totem firm will be assigned to Terminal No. 1 at the end of the port.

The berthing arrangement still must be approved by the Federal Maritime Commission. Such approval is considered forthcoming since Sea-Land has withdrawn its protest.

Monday, July 28, 1975, Anchorage Daily Times



## PORT EXPANSION BEGINS

Workmen begin driving piles to expand Terminal No. 1 at the Port of Anchorage to accommodate a new Totem Ocean Trailer Express ship. The City Council is to finalize approval today of Totem's preferential use of the terminal.

20 Anchorage Daily Times, Friday, July 18, 1975

## Totem Chief Visits To Talk Rights



WILLIAM MALING  
Shipper Firm Skipper

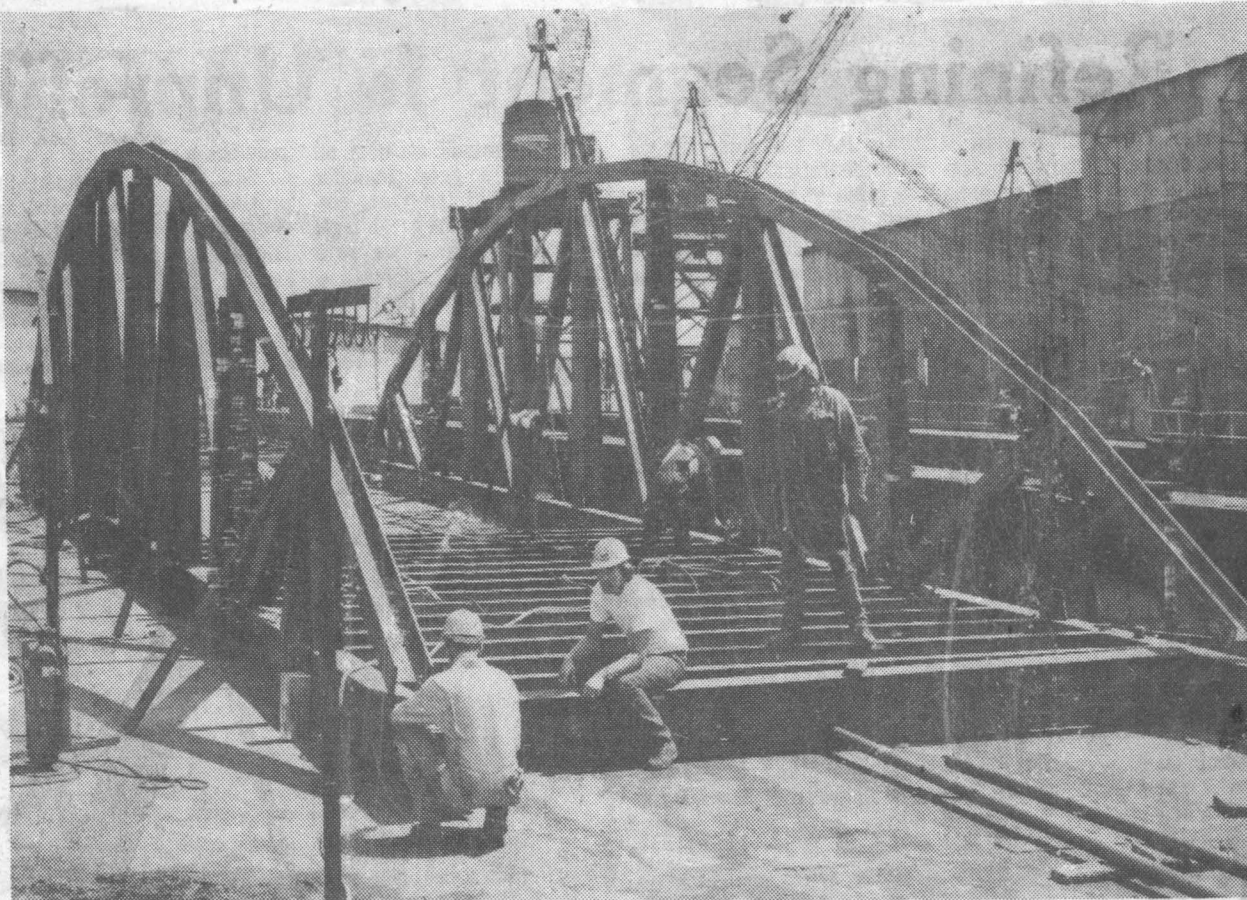
William B. Maling, president of Totem Ocean Trailer Express is in Anchorage negotiating with the Anchorage City Council on the firm's right to berth with Sea-Land at the city dock.

The Seattle based roll-on-roll-off oceanborne cargo carrier is scheduled to begin shipping to Anchorage next month pending City Council sanction.

Maling, who supervises the new Seattle to Anchorage ocean cargo firm as president and chief executive officer, makes his home in Seattle with his wife and five children, according to a company news release.

The 42-year-old Maling was born in Boston, Mass. where he spent many of his young years. As a mechanical-industrial engineering graduate of Drexel University, he became project engineer in the project control group for Sun Shipbuilding, parent company of Totem. Later Maling became department head for Sun Shipbuilding's sales group which led to his 1964 appointment as marketing manager.

In 1971, Maling was appointed corporate secretary of the East Coast shipbuilding firm. A year later, he was named vice president of the cargo ship production group and in 1974 was elected to Sun Shipbuilding's board of directors. That same year Maling became vice president of corporate development.



## RAMP SECTION NEARS COMPLETION FOR TOTEM EXPRESS

The first 100-foot section of a 300-foot roll-on and roll-off bridge ramp for Totem Ocean Trailer Express takes shape at Lockheed Yard in Seattle. Complete ramp assemblies will be in place in

Anchorage and Seattle in late August. Five ramps are to be used by the Great Land, in the Seattle-Anchorage trade, a company news release said.

## Pacific Shipper 7/14/75 Seattle-Alaska RO/RO Service

The Seattle Port Commission has approved a proposal by the Port's director of real estate, Glenn V. Lansing, to negotiate a contract-involving portions of Piers 37, 39 and 42—with Sun Shipbuilding and Dry Dock Company, which is planning a roll-on/roll-off service between Seattle and Alaska.

The port has proposed rental of \$384,000 annually (\$32,000 a month) under a 20-year lease subject to rental reviews every three years. The Port also would be entitled to collect from Sun annual dockage fees of about \$80,000 total.

Meanwhile, Sun Shipbuilding has launched the 24-knot RO/RO trailership Great Land at its Chester, Pennsylvania, yard. The vessel is scheduled for delivery to Totem Ocean Trailer Express (TOTE) which is to operate in the Pacific Northwest-Alaska trade. TOTE, an Alaska corporation, is owned principally by Sun.

William B. Maling, TOTE president, noted that the new carrier—which plans weekly service between Seattle and Anchorage—is currently involved in a preferential berth dispute over a Section 15 filing between the Anchorage Port Authority and a competitor, Sea-Land Service. (PACIFIC SHIPPER: June 30.)

Mr. Maling expressed confidence that "the matter will be resolved by the city-controlled Port Authority on the basis that a new competitor in the Alaskan trade will not only add cargo/carrying capacity to the tight Alaskan shipping picture, but will also substantially increase revenues moving across the Anchorage dock."

"Additionally," he said, "TOTE's new service will offer shippers to Alaska a new ocean transportation mode geared to handling a variety of highway trailers and wheeled vehicles."

The 790-foot Great Land, will be capable of carrying 490 forty-foot trailers and 126 automobiles.

Assuming that the Sea-Land dispute "is promptly resolved by the City" (of Anchorage), Mr. Maling said the service will be started late in August from Seattle, with 2-1/2 days transit to Anchorage.

The weekly sailing schedule calls for a Friday departure from Seattle and a Monday morning arrival at Anchorage.

The service, according to Mr. Maling, "is intended to duplicate any United States inter-city capability."