

MARINE DIGEST

July 19, 1975

TOTE'S RAMP NEAR COMPLETION AT LOCKHEED

SEATTLE — The first 100-foot section of a 300-foot roll-on/roll-off bridge ramp for Totem Ocean Trailer Express (TOTE), takes shape at Lockheed Yard in Seattle. Complete ramp assemblies will be in place at pier facilities in Anchorage and Seattle in late August. Five ramps are to be built. They will be used by the "Great Land" in the Seattle-Anchorage trade. The "Great Land" is the first all ro/ro trailership to be utilized in this trade. (Photo by Jim Davis)



SUN SHIPBUILDING AND DRY DOCK COMPANY

welcomes you to the launching of the

S.S. GREAT LAND

constructed for:

TOTEM OCEAN TRAILER EXPRESS, Inc.

Sponsor: MRS. WILLIAM B. MALING

Sun Hull No. 673

The S.S. GREAT LAND is a large, fast trailership that will be operated by Totem Ocean Trailer Express, Inc. (TOTE) in the Pacific Northwest to Alaska trade. This is the largest trailership ever built and the first vessel in the second generation of Sun Ship trailerships.

The GREAT LAND 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. The GREAT LAND will have the capability of carrying the equivalent of 390 40-ft. trailers and 126 autos.

The propulsion plant will be a modern steam type with geared turbine drive, producing 30,000 shp on a single screw. Centralized control will allow regulation of the speed and direction of the propeller from the bridge.

Design features have been incorporated into the GREAT LAND to enhance the vessel's all-weather operating capability in the Alaskan trade. Enclosures have been constructed to protect cargo and equipment. Areas around the midship house have been enclosed. De-icing equipment has been provided in several areas including vehicle ramps. Removing ice from other weather deck areas will be accomplished through the use of special equipment.

Keel Laid: December 9, 1974 Launching: June 17, 1975

CHARACTERISTICS

HULL

Length, Overall.....790'-9"

Breadth, Molded.....92'-0"

Depth, Molded.....60'-1 5/8"

Draft.....28'-1 5/8"

Speed, Knots.....24

Displacement, Tons.....31,762

Deadweight, Tons.....16,875

MACHINERY

Main Engine:...General Electric Cross Compound Turbine

Boilers:.....Two Babcock & Wilcox Boilers; Specific Fuel Rate .491 lbs./shp-hr.

Propeller:.....21'-0" Diameter 5 Blades

SUN

SUN SHIPBUILDING AND DRY DOCK COMPANY

Chester, Pennsylvania

Anchorage Daily Times, Saturday, July 19, 1975

Council To Consider Special Port Rights

The City Council Tuesday is to consider a memorandum to approve preferential berthing assignment at the Port of Anchorage to Totem Ocean Trailer Express Inc.

And at a special meeting at 4 p.m. Tuesday, the council will hear on first reading an ordinance that would require financial disclosure of candidates for city offices.

The council July 8 directed Port Director E. Erwin Davis to begin negotiations to allow Totem to share the port's southern terminal with oil companies, allowing Totem to sail a 790-foot vessel into port weekly beginning this year.

The council earlier had approved a resolution asking the Federal Maritime Commission to grant a preferential berthing assignment to Totem for a terminal north of the petroleum tanker terminal. However the commission already was considering an application from Sea-Land Freight Services Inc. for the same preferential assignment. That resolution was repealed later.

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.

In other action yesterday, the council:

Anchorage Daily News, Monday, July 28, 1975

Council to discuss election, berthing

The City Council will meet in a special 4:30 p.m. session today to consider an ordinance changing the city election code and a proposal for full preferential port berthing for a new shipper.

The council decided last Tuesday to draft an ordinance that would extend the deadline for filing for City Council candidates.

CITY CLERK Jean Michou said the ordinance change is needed to remove confusion that may arise because of the Sept. 9 election on unification of the city and borough governments.

As the city ordinance now reads, City Council candidates must file for that office prior to the unification election date. By extending the deadline, city candidates would be saved their efforts if voters agree to unify. The ordinance will be up for first reading today.

Also on the agenda for council approval is a proposal to grant Totem Ocean Express Co. preferential berthing rights at the Port of Anchorage's Terminal 1. The shipper plans to sail its first, 790-foot trailer vessel into Anchorage in late August, and has applied to the Federal Maritime Commission for the preferential status.

UNDER THE agreement, the carrier would be allowed to use part of the port's petroleum dock to the south because of the ship's extra length. Totem would pay the city \$426,625 annually in port fees, plus additional fees for excess tonnage of more than 250,000 tons.

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.

Anchorage Daily News, Wednesday, July 30, 1975

Carrier receives city berthing rights

Totem ramps take shape at the Lockheed Yard in Seattle. Five of the ramps are under construction for shipment to Anchorage to accommodate the carrier's large vessel.

The Anchorage City Council Monday gave its final approval for a new trailer ship carrier to begin operations into the Port of Anchorage.

Under the agreement approved with Totem Ocean Trailer Express, Inc., the carrier was granted preferential berthing rights at the port's (southernmost) Terminal 1 and part of an adjacent petroleum dock.

The agreement was the final step the carrier needed to clear in order to receive Federal Maritime Commission approval to begin operations into the port. The council Monday also agreed to ask the federal agency to approve Totem's request on an expedited basis so the carrier can begin sailing from Seattle to Anchorage once weekly by September.

Totem will pay port user charges of \$426,625 annually; fees for excess tonnage shipped here; \$50,000 annually for use of a port transit cargo area; and 18.4 cents per square foot annually for leasing 8.5 acres in the port Industrial Park.

The carrier has begun building \$700,000 in trestle equipment at Terminal 1 to allow offloading of its large cargo. Under the agreement approved Monday, the carrier would be credited with the trestle improvements if the city requires Totem to move to Terminal 3, now under construction at the northern end of the port.

Totem would build a new trestle facility at Terminal 3, and the city would purchase the equipment or lease it.

Councilman Bill Besser asked Monday whether the city will have use for the trestles at the southern terminal if Totem moves. One of them, said, Port Director E. Erwin Davis, probably will have little value to the city.

Mayor George Sullivan said the carrier has conceded "the value of the (Terminal 1) trestle to the city" may be very small.

Sullivan said Totem agreed to allow the city to determine the value of the facility and will abide by the worth, the city places on it if the Terminal 3 credit arrangement is needed in the future.

Last week, Totem President William Maling said the company has gambled it may have to "swallow a trestle at a cost of \$700,000 as a cost of entry into the Alaska market."