

# GREAT LAND IN SERVICE BETWEEN SEATTLE, ALASKA (COVER STORY)



Presenting William Maling, second from left, president of TOTE, with the traditional photo of the Port of Seattle facilities were, from left, Eldon Opheim, general manager, Port of Seattle, Merle Adlum, president of Seattle Port Commission, and Jack Dillon area representative for Alaska, Port of Seattle. Several hundred people showed up for the open house Monday aboard the vessel. (Photo by Harry Gilmour, Port of Seattle.)

## COVER STORY (Continued from 2)

SEATTLE — The world's largest trailership, the 790-foot Great Land, arrived here on Sept. 6, began loading trailers on Sept. 6, then sailed for Anchorage on Sept. 10.

The Great Land, for use by Totem Ocean Trailer Express (TOTE), headquartered in Seattle, will eventually provide over-the-weekend service between Seattle and Anchorage. The introduction of the roll-on/roll-off service provides shippers with their first opportunity to move goods over the water between Seattle and Anchorage in the same easy fashion they currently ship their goods overland.

No specialized marine transportation equipment is required. All a shipper needs is the same transportation equipment he routinely uses for his overland move in the "lower 48."

The Great Land is capable of carrying the equivalent of 386 40-foot trailers and 126 automobiles.



William Maling

The 24-knot ship has design features 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 mid-ship house have been enclosed. De-



William B. Acton

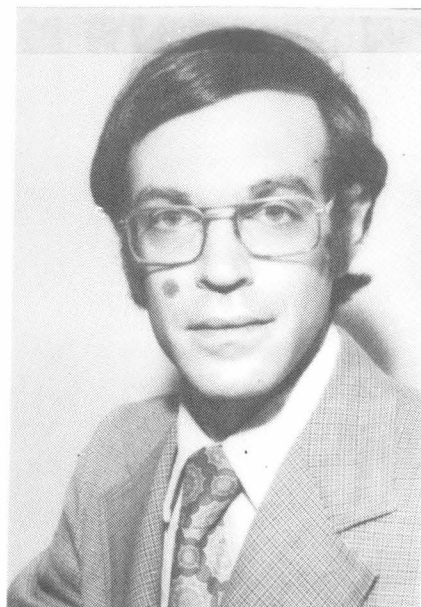
icing equipment has been provided in several areas including vehicle ramps. Special equipment is also aboard to remove ice from the other weather decks.

Sun Shipbuilding and Dry Dock Co. of Chester, Pa. built the ship. The Great Land was launched on



Ruddle Irizarry

June 17 and was sponsored by Mrs. William B. Maling, wife of William B. Maling, president of TOTE.



Leonard H. Shapiro

Recently the ship completed two days of sea trials, then traveled down the eastern seaboard, on through the Panama Canal, up the



John T. Owens

West Coast and finally arriving in Seattle.

Other officers in the Seattle office are Ruddle Irizarry, vice presi-

dent of operations; Leonard H. Shapiro, vice president of marketing sales; John T. Owens vice president of finance and William B. Acton, executive vice president. Acton, also was elected to the Sun Shipbuilding's board of directors.

Howard Acton, veteran of the Alaskan transportation scene, is general manager in Alaska.

Sea Star Stevedore Co. will be supply stevedore service for TOTE, both in Seattle and Anchorage. Heading up operations

in Seattle as terminal manager is Rod W. Carlson, while D.L. Bahner is the terminal manager in Alaska.

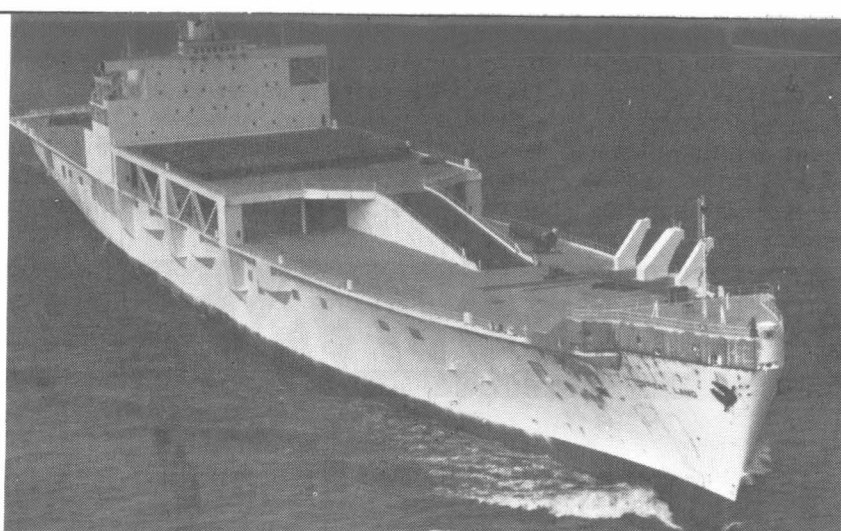
Tippetts-Abbott-McCarthy-Stratton (TAMS) the Seattle office, conducted the feasibility



Howard Acton

studies for TOTE. TAMS then designed the facility at the Port of Anchorage, and designed the Seattle facility in conjunction with the Port of Seattle.

This was a big undertaking since Alaska has some of the highest tides to be found anywhere in the world. When asked when TAMS was assigned the project if it were possible, Philip Perdichizzi, Pacific Northwest Manager for



Great Land on Sea Trials.

TAMS, replied, "It is possible, and we will do it." It has been done, so the Great Land will be the first ship of its type ever to offer roll-on/roll-off service to the shippers of the Pacific Northwest and Alaska.

# Between Us

By Robert B. Atwood



THE ANCHORAGE municipal dock is a monument to the faith of the people of Anchorage in themselves and their city.

They borrowed \$2 million to build it although they didn't know how they would pay for it. They built it even though they had no trade and commerce to use it.

The project was built on faith — faith that the city could and would support it.

George Jackson was one of the leaders in promoting it. He made the dock project the goal for his year as president of the Chamber of Commerce. That was 1954, the year the voters approved it.

Maynard Taylor and Jack Anderson were also supporters. Taylor was mayor of the city and Anderson was a councilman. Art Engbreth, now a resident of Big Lake, was also a councilman as was Jack White, now wintering in California each year.

The Anchorage Times worked with all those men and was equally enthusiastic for the dock. The glorious thing is that the dock did what everybody said it would do:

It lowered the living costs here by bringing giant reductions in freight charges on food, building materials and everything else — including newsprint.

It brought benefits for much of western Alaska because truckers hauled things from here to other cities cheaper than ever before. The dock helped make possible the development of Anchorage as the wholesale distribution center for the vast area of western Alaska.

BUT THE SUCCESS was not easy to come by. The project was started with \$2 million in general obligation bonds (that would have to be paid for by higher taxes), but Uncle Sam failed to come through with \$8 million to complete the dock. So the city borrowed \$8 million more and carried the whole load itself.

The people in the Anchorage city limits paid extra taxes on their homes, businesses and other property to pay off the first bond issue.

For many months there was a fear that the dock was a bum investment. Alaska Steamship Co. refused to send ships here. All cargo was delivered to Seward and brought by the Alaska Railroad over mountain passes to Anchorage.

The Anchorage Times searched in vain for a ship that would call here. The newspaper finally ordered a shipload of newsprint to be delivered F.O.B. Anchorage dock.

It arrived on a Norwegian freighter.

The first newsprint arrival was a delightful experience for everyone. The longshoremen set a speed record for the entire west coast by unloading the ship between tides. Reports of that achievement went far among shippers and ship firms.

The Anchorage Times chartered more vessels to bring newsprint. The Alaska Steamship Co., upon discovering it had lost the business, offered to bring its ships to Anchorage.

FROM THAT DAY on, the Anchorage dock was on the road to success. All local firms were soon taking delivery of their freight over the local dock. No longer was it necessary to pay the high cost of the rail haul over the mountains.

When the 1964 earthquake wrecked the docks in Seward, Valdez, Cordova and Whittier, the little Anchorage dock was the only one left in service. All the cargo for western Alaska had to be funneled through this facility and carried overland to the other cities.

Sealand has enjoyed almost exclusive use of the dock for containers, but now another firm, Totem, is starting competitive operations.

And as fate would have it, Jack Anderson, councilman when the city built the dock, is now the Alaska representative for the Totem line that will use the dock.

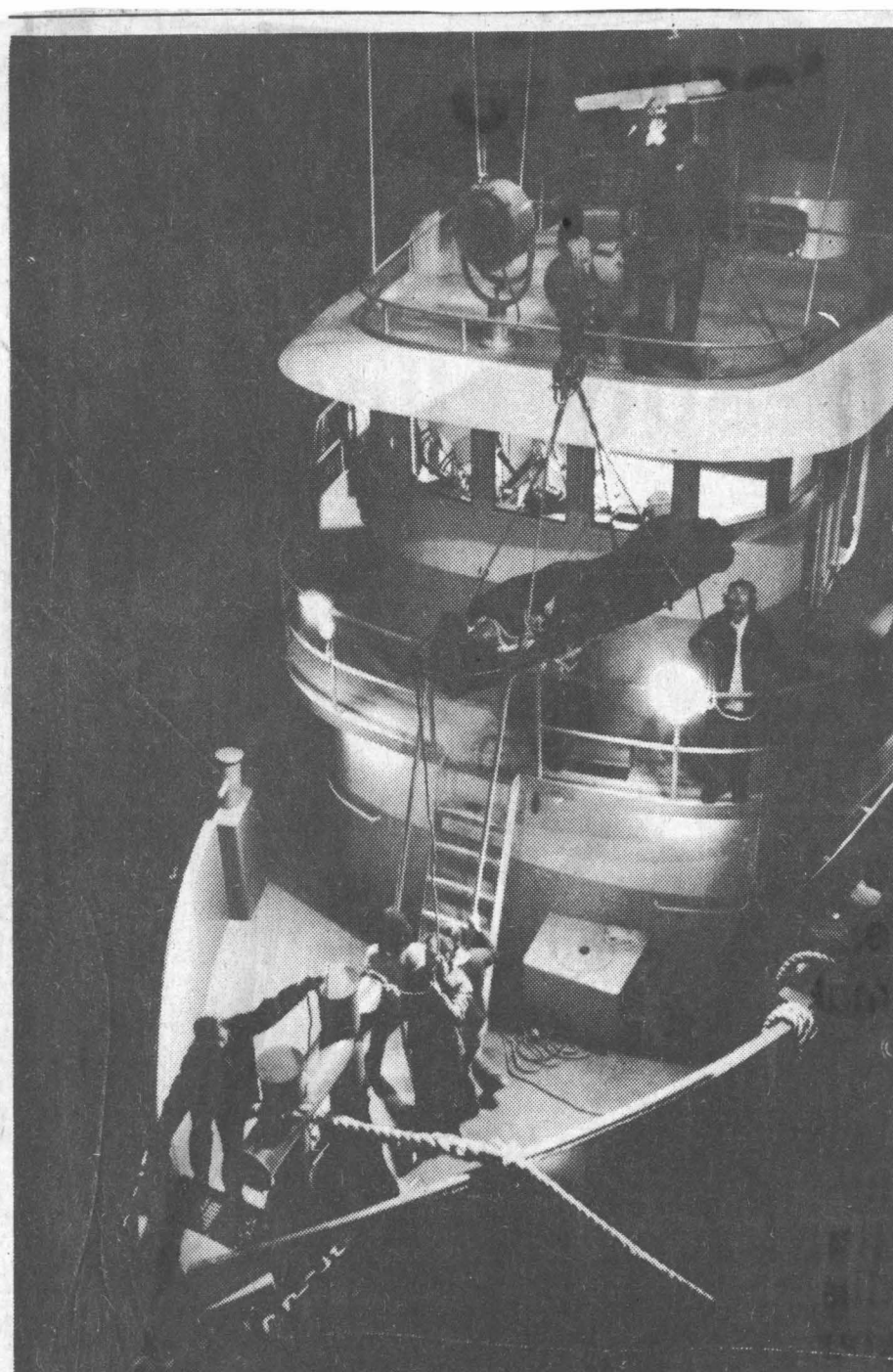
Starting next January, a third firm is scheduled to operate to the Anchorage dock. It will be Pac, a barge line that will link Portland with this city.

THE JOSTLING of the ships trying to get preferential use of the dock is destined to continue. The city must borrow more money to expand the dock and keep the trade and commerce moving.

The good news is that the commerce now can be expected to pay for the dock facilities so the homeowners and businessmen won't have their burden in their tax bills.

The trade and commerce over the Anchorage dock is a testimonial to those good people of 20 and 30 years ago. They laid the groundwork for developments that brought higher living standards today. They made it possible for today's Alaskans to have their lifestyles enriched by more amenities and opportunities in civic, cultural and economic areas.

Robert B. Atwood is editor and publisher of the Anchorage Times and a 40-year reporter on the Alaska scene.



## SKIPPER LEAVES PORT AFTER FALL

Capt. Leslie G. Williams, 35, of Lynwood, Wash., leaves his boat, the tug Kirt Chovest of Seattle, in a stretcher after breaking a leg and injuring his back last night in a 40-

foot fall from an unsecured ladder to the deck at the Port of Anchorage. He was reported in fair condition today at Community Hospital.

Anchorage Times 10/14/75