Brochure continued from previous page.

Expertise and Experience Bring Smooth Administration and Operation

As it is the case with any new enterprise, administration and operations are problem areas that will disappear only after some time. TOTE has been somewhat fortunate in this respect inasmuch as the company's "teething problems" never were of a particular seriousness.

"We understand that in this business, the two major problems are control of equipment and accounts receivable. So far, we have been very fortunate in both areas and did not encounter any adverse experience," states John T. Owens, vice president-finance and administration.

TOTE's trailer control system will soon be automated. Control involves about 1600 separate pieces of equipment.

"We thought that it would be better to first understand our business very thoroughly before we decide how to automate," explains Owens. "But our short experience with manual equipment control has convinced us to mechanize as quickly as possible. We are using the IBM System 32, which has been especially designed for smaller businesses. The advantage of this system is that it can be individually tailored to the requirements of one company. There is no shared time and our System 32 is entirely our own."

Of course, automation is not restricted to equipment control; it encompasses most administrative and also some operational functions of the company.

An important part of it is in the area of documentation. The paperwork—as Owens characterizes it—is "overwhelming."

"The regulatory bodies require such extensive reporting that a separate bookkeeping system must be established which evolves around their needs alone and differs from the system catering to the needs of management," he says. "As a result, we have almost two sets of books."

The computer must take care of most of the paperwork and documentation. To this extent, it is of particular importance for TOTE's "Pro Bill," an innovation in the Alaskan market introduced by Owens to better control and speed up the paperwork process.

These Pro Bills are produced from the shipper-provided bills-of-lading. But they are issued in pre-numbered, numerical sequence, which considerably tightens the control of all shipments.

* * *

The actual operation of the "Great Land" is the responsibility of vice president Ruddie E. Irizarry. He was previously in a similar position with Transamerican Trailer Transport, ever since the inception of the first trailership service, between the U.S. East Coast and Puerto Rico.

Irizarry expresses great satisfaction with the performance of the ship. Built for a top speed of 24 knots, she has maintained speeds in excess of 22 knots in spite of extremely rough and stormy winter weather. Sailings are programmed so as to provide regular departures from Seattle each Friday evening, arrivals in Anchorage on the following Monday morning, departures from Anchorage in the early morning hours of Tuesday, and return to Seattle on Thursday.

The ship is managed for TOTE by International Ocean Transport. She has a 32-man crew—members of the Seafarers International Union. "Everybody is very impressed with the vessel's performance," says Irizarry. "The officers laud her maneuvering capability, and the crew appears to be satisfied with working conditions, quarters and facilities aboard."

Irizarry himself has great praise for the crew and stresses in particular their readiness and "unusual initiative" in protecting and securing the cargo, and their overall "active interest" in the success of the entire venture.

Port time for discharge and loading of the ship is between 12 to 15 hours, depending on the load factor, type of wheeled cargo and the experience of the longshoremen. Trailers pulled by yard hustlers and other self-propelled wheeled vehicles are driven over stern ramps in Seattle and side ramps in Anchorage. The latter are 300 feet long to make it possible to work the ship through the entire 34-ft. tidal range.

The orderly and speedy discharge depends of course largely on good stowage and pre-stowage planning. "With such an operation, working over the stern ramp in one port and over side ramps in another, you have to coordinate the loading very carefully so as to stow in a fashion that will allow the best possible and fastest discharge," says Irizarry. "We have been pleased with the effort of Sea Star Stevedoring, a joint venture of Seattle Stevedores and North Star Stevedoring in Anchorage."

He concludes:

"We are capable of turning the ship on a weekly schedule and provide our customers with fixed weekly departure and arrival days. Such regularity and dependable service is the major factor for TOTE's ultimate success, particularly with the grocery, liquor, department store and major consolidator accounts." □

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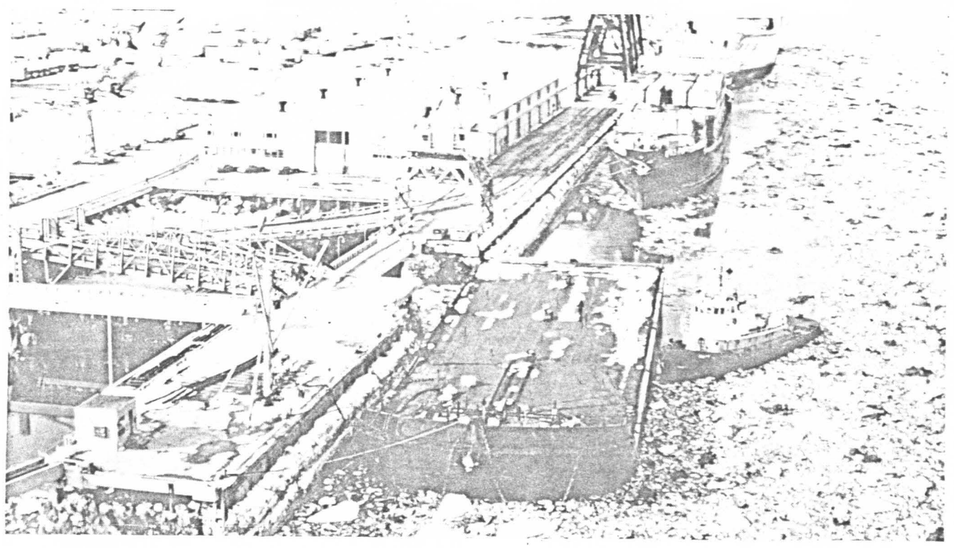

times the design load.

The load supported by the wharf foundations include a deck live load of 600 psf (2.930 kg/m²), 40 psf (195 kg/m²) snow loads, railroad loading, trailer-truck loading, crane loads, wind forces, vessel mooring and docking forces, the dynamic force of the ice floes impinging on the wharf, and the dead load of 20 ft (6.1 m) of ice surrounding the piles. In addition, the foundations must sustain earthquake forces. Considering that the harbor bottom at the face of the wharf had to be dredged to 35 ft (10.7 m) below mean lower low water in order to provide sufficient draft at extreme low water, the unsupported length of many of the piles had to be greater than 70 ft (21.3 m). The use of bracing in the tidal zone to reduce the unsupported length was not feasible because of possible damage by ice.

The long unsupported length may have helped the overall structure stand up to the 1964 earthquake by giving it a longer natural period. However, the main force was probably taken by the batter piles with some assistance from the vertical piles acting as cantilevered beams. Although the resistance of vertical piles to lateral forces are often ignored, there were so many under the main structure at Anchorage that they were included in the design analysis. The entire deck forms a continuous locking cap so all the piles act as an integral structure which is capable of resisting a lateral force equivalent to 15% of the deadload and partial live-load, plus the ice loading on piles.

Cracks formed in the deck at the tops of the batter piles indicating that they were subjected to high stresses during the 1964 earthquake. The old timber pier, which only had vertical piles, collapsed during the shaking. The area-wide subsidence is believed to have contributed significantly to the distress of the batter piles which angle through the soil. Vertical piles settled uniformly with the soil mass. At any rate, the cracks did not restrict use of the dock and were easily repaired with epoxy grouting. Largely because of its proven resistance to Nature's forces the Anchorage Marine Terminal received the 1976 Grand Conceptor Award from the American Consulting Engineers Council.

This is one of the few structures that stood up to the extremely severe 1964 earthquake. It was the first port facility open to wintertime marine shipping for population centers in south-central and interior Alaska.

The recently completed construction of the latest stage of the marine terminal, incorporating a roll-on/roll-off trailer facility, continued the proven design of the initial structure. The total cost for the terminal to date is nearly $30,000,000 and the project was constructed within budgetary limits. Another 180-ft (55-m) expansion on the north end of the Anchorage terminal is scheduled for the spring of 1977. ▽

Harry Ekizian, P.E., has been involved in port development with TAMS since 1947. From 1961-1973 he was Head of the Ports and Harbors Department. In recent years he has served as Project Manager for Port Issers, a new port and industrial complex in Algeria, and other special projects.

he Anchorage Times, Saturday, February 12, 1977

USS ROANOKE HERE ON FIRST VOYAGE

The USS Roanoke, in Alaskan waters on a shakedown cruise to test the new vessel in cold weather operations, will arrive at the Port of Anchorage Friday. The 658-foot ship was commissioned Oct. 30 in Long Beach, Calif. and underwent its first sea trials in January.

Ships Anchor For Rondy

A Coast Guard cutter and a Navy ship on its first voyage will help Anchorage residents celebrate the Fur Rendezvous next week.

The Coast Guard Cutter Storis, based in Kodiak, arrived yesterday at the Port of Anchorage and is to remain until Tuesday. The 230-foot vessel, which carries a crew of 79, will be open for public visits from 10 a.m. to 3:30 p.m. daily.

The Storis is here for the crew's shore leave before returning to fisheries patrol in the Gulf of Alaska and the Bering Sea.

The Navy ship, the USS Roanoke, was to arrive yesterday and remain until Feb. 22.

The Roanoke was commissioned Oct. 30 at the Long Beach, Calif., naval shipyard and underwent sea trials Jan. 13 and 14 in the Long Beach area in preparation for the Alaska trip. The vessel is in Alaskan waters for cold weather tests.

The 658-foot ship carries a crew of 457 and is armed with Seasparrow missiles and two 20mm guns. Its mission is to supply operating forces with fuel, food, dry goods and ammunition, including missiles and torpedoes.

Anchorage Daily News, Monday, February 14, 1977—

Sea-Land strike ends

A 12-day-old strike by Teamsters Union Local 959 against Sea-Land Service Co. ended Sunday, and the company said its employes would begin returning to work this morning.

Union members were informed of the settlement at a hurriedly called meeting Sunday afternoon. Although union officials were unavailable for comment, sources close to the Teamsters said a settlement had been reached between union secretary-treasurer Jesse Carr and top Sea-Land officials in New Jersey during Outside negotiating session last week. Carr and union spokesman Dean Berg were both reported out of town Sunday.

Jim Hinchcliffe, Sea-Land manager in Anchorage, however, confirmed that the strike had ended, but declined to discuss details of the settlement.

The strike, which began Feb. 2, cost Sea-Land an estimated $1.38 million. While some company services were disrupted, supervisory personnel performed many delivery functions. At one point Teamster pickets followed Sea-Land trucks around to picket unloading operations.

Wednesday, February 16, 1977—3

TOTE ship aids fishing vessel

The S/S Great Land, an 800-foot [illegible] owned by Totem Ocean Trailer Express Co., arrived in port [illegible] hours late Monday morning, but [illegible] officials apparently didn't mind the delay the Great Land [illegible] delayed by escorting a [illegible] fishing vessel to safety.

The Seattle-based Snowbird lost electric power and was taking on water in high seas 160 miles off Alaska's southeast coast when it issued the May Day alarm the Great Land picked up. The 184-foot fishing craft had been struck by 30-foot waves and 50 knot winds that smashed the wheelhouse windows, causing the water to enter the vessel.

The Canadian weathership Vancouver was diverted from its station 650 miles off the British Columbia coast and the Great Land, roughly 40 miles from the fishing vessel, was directed to the scene by the U.S. Coast Guard. The Great Land stood by until the Coast Guard cutter Laurel arrived from Kodiak to escort the Snowbird to Ketchikan.

None of the Snowbird's five-man crew was reported injured, and TOTE operations are returning to normal.

he Anchorage Times, Tuesday, May 3, 1977

Freight Ships, Barges Push Port Activity To New High

What was probably the busiest day in history took place yesterday at the Port of Anchorage with four vessels working at the mile-long dock.

Besides regularly scheduled Totem Ocean Trailer Express and Sea-Land vessels, a Japanese ship, Toshin Maru, was tied up unloading steel.

Also, at the far end, General Contractors Inc. had a barge engaged in the annual spring port dredging under contract for the municipality.

Port Director Bill McKinney said that if last summer's 200-foot addition hadn't been completed, not even the three freight-carrying vessels could have been accommodated at one time. The Japanese ship, he said, would have had to anchor until the two scheduled carried were unloaded.

Elsewhere on the Anchorage waterfront, a barge was being unloaded at the Anderson Dock. At the Pacific Western dock, workmen were clearing away stockpiled freight from the waterfront in preparation for the arrival of two barges in tandem later this week.

It will be the third tandem haul coming into this dock since the season opened.

Anchorage Daily News, Monday, May 9, 1977

Totem Ocean Trailer Express (TOTE) has added a second roll-on - roll-off trailership to their Alaska service, the S.S. Westward Venture, built by Sun Shipbuilding and Dry Dock Company in Chester, Pa. The S.S. Westward Venture due here today, is a copy of TOTE's S.S. Great Land and will enable the company to have two sailings per week to Alaska on a year round basis.