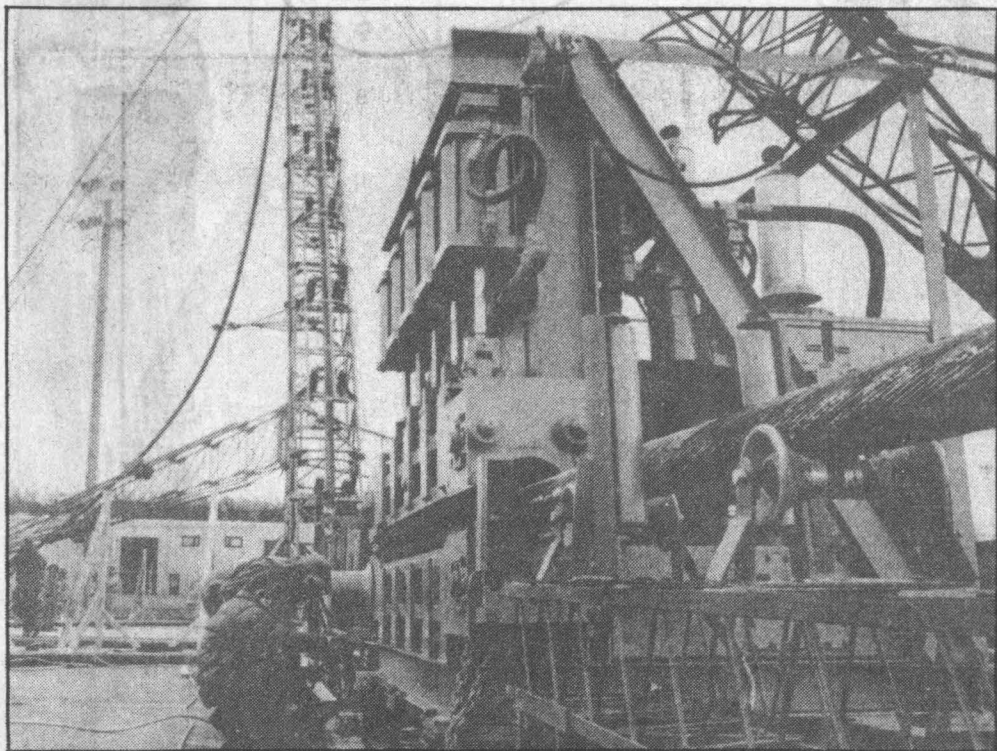


#### GETTING IT OUT OF THE SHIP'S HOLD

Workmen keep a wary eye on huge coils of pressurized submarine cable as it's slowly pulled ashore for over-winter storage on the Anchorage docks. The coil rides over the horseshoe-shaped roller-sector, suspended from an Anchorage Port gantry crane, and from there is routed over metal rollers built into a runway on the ground. This runway, made up of small portable sections, takes the cable to the Chugach storage area, where it's once again coiled into a tight circle.



#### THIS MACHINE SUPPLIES THE PULL

This small machine is powerful enough to pull the six-inch 39½-pound-a-foot steel-belted cable out of the Phaedra's hold and across the dock. All the way from the ship the cable rides on metal rolls like the ones shown in the foreground. As it comes through the "puller," the cable feeds onto a metal A-frame chute that guides it into the storage area via the horizontal coiling arm in the background. An adjacent crane holds the A-frame upright.



#### SHE BATTLED HEAVY SEAS

The Greek flag fluttering from her stern, her name printed in Greek alphabet, the vessel Phaedra waits at the Anchorage docks while crews take off her 1,900-ton cargo of submarine cable. Ship's master Capt. Jimmy Katsakis had to deal with two hurricanes in

the Caribbean, tropical storm Guillermo off the Mexican coast, and "heavy, heavy, heavy" weather in the Gulf of Alaska during his 43-day voyage from Italy. It was really more of a trip than the 104-meter vessel was built for, he said.



#### COILING IT ALL UP AGAIN

The coiling arm, turning constantly like a merry-go-round, feeds out the heavy cable, and a sturdy crew coils it into a neat circle. As the rounds of cable grew higher on Friday, workmen built styles to reach even with the top. The men

follow red guidelines painted on the floor to make sure the circle stays true all the way. When all 1,900 tons of it are coiled up securely, it will be covered. Left to right are Glenn Keir, Larry Petty, Dan Herold and Ken Carlin.

## Chugach Electric Receives Cable

By HELEN GILLETTE  
Times Staff Writer

A 1,900-ton cargo of underwater and land cable — more than 20 miles of it — was unloaded here last week from the Greek ship Phaedra.

The cable, destined to provide another circuit from Chugach Electric Association's generation plant at Beluga on the other side of Cook Inlet, is worth between \$6 and \$7 million. Most of it is submarine cable, to be used for four four-mile lines at a Knik Arm crossing north of the Anchorage dock area.

Unloading the cable took more than four days, with crews working day and night to get it off the ship and re-coil it in its winter resting spot in the port storage yard.

The big cable-laying project will take place next summer after the Inlet's completely ice-free.

The project means that this area has another circuit linking it with Chugach's major electricity generation plant.

The Inlet's about four miles wide at that point and there will be four cables, says John Polyansky, Chugach's manager of major projects, and the man in charge of the unloading project.

Chugach presently has 10 under-the-Inlet cables in place, running from substations at Point Woronzof and Point McKenzie, just across the Inlet from Anchorage. The first of them were installed about six years ago.

The cable is made by Industrie Pirelli, a Milano, Italy company which has supplied all of Chugach's underwater lines. Here to supervise unloading is the company's manager of submarine cable and pipe installation, is Capt. Giuseppe Monti, a man who's made "dozens" of trips between Milan and Anchorage during installation of the other Pirelli cables.

He'll come back in the spring to supervise installation.

This cable takes very special handling, because it's filled with oil, a synthetic mineral oil based product that has to be kept under constant pressure of 36 to 45 pounds. The oil acts as a cooling bath that keeps the electric transmission lines from overheating.

Getting the cable ready to roll gingerly off the Phaedra meant setting up a an involved system that includes use of one of the Port of Anchorage cranes to suspend a special roller-sector hanging over the hold, a long "runway" equipped with rollers, an A-frame chute and a coiling arm held in place by a crane, a compressor setup to keep the oil pressurized, and a special pulling machine ordered from Seattle.

Except for the "puller," most of the equipment was manufactured by Pirelli.

The Phaedra, a 104-meter freighter from Piraeus, Greece, had to be modified for hauling the cable. Special welding was done in the hold and also on top of the deck to secure the cable from "rolling in the pitching sea," Capt. Jimmy Katsakis said. A power supply had to be run to the holds to energize the oil pressure pumps.

The bulk of the cable, the submarine variety, rode in the hold while the land cable was fastened down on the deck.

The skipper, a ship's captain for five years and a sailor since 1962, has had special cargo in his charge before, things like railroad trains and heavy equipment. But this is his first shipment of "unique special cargo."

And it was well, Katsakis said, that the cable was secured for the trip. During the 43-voyage, there was scarcely a calm day.

In the Caribbean, the Phaedra "faced the hurricanes David and Frederick," and off the Mexican coast the tropical storm Guillermo. The storm that Katsakis dealt with in the Gulf of Alaska didn't have a name, but he'll remember it anyway.

Off Kodiak, he said, it was "heavy heavy weather . . . and . . . fog . . . and rain."

During his trip of "one storm after another," his wife, Fotini, was staying on the bridge, "helping me mentally."

The Phaedra is too small a ship for what she had to face on this voyage, her master says. For a couple of days in the Caribbean, the skipper says he knew fear. "As we were entering the Caribbean, David was hitting the Dominican Republic," he said. (Two thousand reportedly died in the storm.)

"In front of us is David, slow moving, so I slowed . . . And back of us, coming fast, is Frederick . . ."

Times Photos  
By Alice Puster



#### HE'S IN CHARGE ON THIS JOB

John Polyansky, Chugach Electric's man in charge of major building projects, pauses beside the special A-frame chute that feeds the heavy submarine cable down onto the circular staging grounds where crews work to coil it into a tight circle. Capt. Giuseppe Monti, superintendent of Industrie Pirelli's submarine cable and pipe laying operations, is also here to assist with the unloading operation.



#### THE SHIP'S MASTER

Capt. Jimmy Katsakis, relaxing on deck while crews unload his ship's cargo of submarine cable, says that his wife Fotini, "who always makes the trips with me," stayed on the bridge "helping me mentally" during the tempestuous 43-day trip from Italy.