



SEAFARER RETIRES—Captain Henry Burns, master of the Alaska Steamship Company vanship Nadina, from the bridge of his ship signalled "finished with engines" in anticipation of his retirement December 23 after 51 years of seafaring.

Veteran Seafarer Captain Burns Retires After 51 Yrs. of Sailing

SEATTLE—It was Christmas at home this year and from now on for Captain Henry Burns, 67, master of the Alaska Line vanship Nadina. When he docked her at 7 a.m. on December 23, he retired from 51 years of seafaring.

Born at Naustdal, Norway, north of Bergen, of a family of farm folk, Burns was the only one to follow the sea. At 16 he was sailing the Norwegian coast, which he later found was so much like the Alaskan run.

At 18 he was sailing the Atlantic. Then in 1919 he cast his lot with American ships, first sailing for Texas Oil Company from New York to Port Arthur.

Burns spent a year on the three-masted barque "Snowden" sailing between New York and Buenos Aires. Then in 1922 he came to the West Coast with the war prize

"Ruth Alexander," when she
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Veteran Seafarer . .

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came out to join the Pacific Steamship Company fleet.

The summer of 1923 Burns sailed to Alaska on the "Queen." That fall he obtained his second mate's license, without sitting for his third mate's license because he had sufficient time at sea.

In 1924 Captain Burns began a five-year tour with the American Mail Line, next sailing with the Tacoma-Orient Line and later with the American-South African Line, when he made personal acquaintance with the Roaring Forties on trips to the "Horn."

By 1933 Captain Burns had his master's license and went to work for the Lomen Company as skipper of the SS Baldwin, packing general cargo to Nome and frozen reindeer to market in the States.

Three years later when Alaska Steamship Company purchased the Baldwin, Captain Burns went with her.

Later he commanded most of the passenger liners in the Alaska Line fleet—the Alaska, Aleutian, Baranof, Denali and Yukon. The Yukon was his favorite... "a beautiful handling ship and beautiful to look at."

Since the passing of the line's passenger service in 1954, Captain Burns has commanded most of the freighters in the fleet, and in a trade where a tug assist is hardly heard of, he develop-

ed a reputation as an expert ship handler, navigating and docking vessels under the most difficult circumstances.

In the days before Ripple Rock was blasted out of Seymour Narrows, Burns was known for his cool in taking passenger liners through those hazardous waters.

"I'd do it all over again," he said. Though he expects to miss the sea, there won't be those times away on Christmas Day. There will be more trips to Mazatlan and Hawaii.

But before Captain and Mrs. Burns begin to roam, there's a painting job for him at home, 120055 First Ave. N.W.