



The chart shows the Port of Anchorage area and the tideland on which the port hopes to expand.

Maritime heritage important in city's predominance

By ANDY WILLIAMS
Daily News Business Editor

Besides being Air Crossroads of the World, Anchorage is also the Hub of Alaska. For this distinction, it owes as much to its accessibility by sea as to its central geographic location.

The city's name, of course, is a reminder of its maritime heritage, and the fact that it has access to the ocean and a rail system, even more than the fact that it is an air center, probably accounts for the city's dominance in Alaska. Anchorage is the only urban area in the state, with the exception of Seward and Fairbanks when the Yukon is open, that is served by all modes of transportation.

ALMOST ALL of the supplies used in the central part of Alaska are handled through the port. Air cargo, highway traffic through Canada, goods grown or manufactured in Alaska and a little cargo from Seward and Whittier account for the rest of the supplies.

The port owes its importance in the area transportation link to the fact that the cheapest way to ship anything is by water. The next cheapest way is by rail. The port owes its present livelihood to luck, fairly wise management and planning and the generosity of city residents who have voted nearly \$15 million in revenue bonds to build it.

Although officials say that "the handwriting was on the wall," the port owes its emergence as the dominant ocean port in Alaska to an act of God.

THE 1964 earthquake completely wiped out the port at Seward, which was the Alaska Railroad's main port and had handled three times as much cargo as the Port of Anchorage the year before the earthquake.

"The earthquake put Seward out of business," said Erwin Davis, Anchorage port director.

"The year after the earthquake, they were still on the ground with no business and ours had increased substantially," he said.

DAVIS EXPLAINED that Sea Land had agreed to start using the Anchorage port before the earthquake, and that "because we already had a modern facility here not badly damaged by the quake, we just naturally took over."

Located remotely at the far end of Port Road past the Elmendorf Air Force Base cutoff, the port of Anchorage has a 600-foot general cargo dock and a similar facility for petroleum tankers, and operates cranes and other equipment to handle ships.

This year the Anchorage port hopes to handle 2.2 million tons of cargo. General cargo hauled by Sea Land, several barge operations and an occasional foreign freighter that stops by only accounts for about one-fourth of the total cargo but about 45 per cent of the port's revenues. The rest of the cargo is petroleum products, which are expected to amount to about 1.6 million tons this year but bring in less port revenue because they are easier to handle and take up less wharf space than general cargo operations.

THE PORT provides about 115 jobs for local residents, including 14 persons employed by the city and about 100 persons at Sea Land service and two dock supply and stevedore companies. There is no telling how many workers in warehouses and elsewhere owe their welfare directly to the port.

Sea Land is the port's largest "client," shipping about 90 per cent of the general cargo. In turn the Alaska Railroad is the port's largest "customer," shipping goods to Fairbanks and the railbelt area.

William D. McKinney, assistant port director, said the port made about \$680,000 last year, half of which went into the city's general fund and the other half used for early retirement of the general obligation bonds.

THE METHOD under which the port is operated is different from that used in most other port cities where port authorities have been established.

A Port Commission serves as a link between the city government and the port, channeling city directives concerning port policies and planning and suggesting operation and expansion.

The commission, whose five members are appointed by the city, has control over the tariff schedule, recommends as to whom is appointed port director and votes on building plans, the latest of which was a three-phase expansion plan that would take the port to 1985 and cost nearly \$10 million.

THE MONEY would be raised through revenue bonds voted on and paid for by residents within the Anchorage city limits, a fact that galls some who consider that the benefits of the port are areawide.

A port authority similar to ones in almost all major ports in the Lower 48 could tax areawide, purchase land and probably deal more effectively with long range planning than the present system, according to Davis, but would require a constitutional amendment enabling a fourth type of government in the state.

The first phase, costing \$4,970,000 would include a second general cargo terminal extending 714 feet north of the present one. The second phase, costing \$2,280,000, would include a second petroleum terminal extending south of the present one. The third phase, costing \$2,205,000, would be for development of 38 acres of back-up land to support the general cargo terminals.

DAVIS SAID the study that recommended the plan said the general cargo terminal should be built by 1973 and the petroleum terminal by 1974. By 1985 the study expects the port to be handling about 6 million tons of cargo a year.

The port commission approved the plan but the city has said it won't handle it until funding has been arranged through the Economic Development Administration. Davis said negotiations are being conducted with the EDA for \$1,185,000 for first phase construction and that he is hopeful of a start by next summer. Another expansion plan is to dredge out around

the docks to increase depth from 35 feet at "mean lower, low water" to 40 feet. Some of the oil tankers draw more than 35 feet and now must come in with the tide and unload before low tide to keep their clearance.

DAVIS SAID the dredging should equip the port to handle all ships docking here for the conceivable future. The Cook Inlet tides, third highest in the world, present no problem and are in fact important to the port's operation. The tides are the only thing that keeps Anchorage ice-free in the winter, and Davis said ship captains have found a way to get the current to assist in berthing.

The only other problem that crosses Davis' mind is the Shoal.

Sitting squarely in the middle of the channel off Fire Island, the shoals expose rock to 12 feet of the surface at low water. A tanker tore its bottom out on the rocks a few years ago, and Sea Land vessels have touched in the area a couple of times and now only cross at high water. The obstruction restricts passage in other cases for more than half of the tidal cycle.

Davis said the U.S. Army Corps of Engineers has studied ways to remove the obstruction but so far has made no proposals.

Although the port has demonstrated its vitality in the transportation link since it was completed in 1961 near the old Alaska Railroad dock built when the town was started, officials consider that it is still in its infancy. They point out that 2 million tons a year look pretty insignificant beside the 50 million tons that the Port of Seattle handles.

Although there is no lack of tidelands in Anchorage, Davis said the port probably is limited from going beyond one dock extension past the present plans. A plan to build facilities on Fire Island was studied and rejected, and the port is eyeing land at Point McKenzie on the far side of the Inlet to be used if a Knik Arm crossing is built.



Coming in Strictly Business

If Anchorage International Airport makes Anchorage the air crossroads of the world, it is the Port of Anchorage that makes the city the crossroads of Alaska. Fully 60 per cent of the supplies consumed in Alaska come through the port. For a look at the port's operations and plans for a giant expansion see Strictly Business in the Monday Daily News.

Council Appeal Is Won

Wednesday, July 11, 1973, Anchorage Daily Times 21

Council Grants Appeal Of Trio

(Continued from Page 1)

Three young men who were stopped by port security police in the port area in June for no apparent reason won an appeal to the City Council last night. Field interrogation cards which were filled out by the officer at the time they were stopped are to be removed from city police files.

The incident raised a minor flurry among councilmen, resulting in a demand that the administration review field interrogation procedures and report back to the council at its July 24 meeting. Mayor George Sullivan promised that the matter will be discussed more fully at that meeting.

The incident began at 11:33 p.m. June 16 when the three—Dan Doogan, Steve McKeever and Paul Carnicelli—were stopped by Officer Robert E. Dinwiddie as they were driving around the port area.

Dinwiddie claimed in his subsequent report on the matter, that the car in which the three were riding was clocked at approximately 45 miles per hour. The posted speed limit in the area is 30 miles per hour.

The three wanted to know why they were being stopped and Dinwiddie said he told them it was "a routine stop for our information because we need to know who is in that area and why, especially after business hours."

Dinwiddie further stated, "Both officers (an Officer Lyons was also involved in the incident; explained to the subjects that this was an industrial area and that at that time of night they had no business being down there, and that the reason we were telling them that was simply for their own safety."

Dinwiddie added he warned them about the speed at which they were observed traveling and let them go. Dinwiddie further said he and another officer had observed "These same subjects in that area on previous occasions, with

juvenile girls in their vehicle, during late hours of the evening and cruising the back roads of the area."

In speaking for the three men Doogan claimed Dinwiddie had made at least two discrepancies in his report.

Although the officer claimed they were speeding, Doogan said "we were never given a ticket." Doogan added that when they knew they were being followed, some time before they were stopped, they checked the speedometer which showed they were traveling at 25 miles per hour, five miles below the speed limit.

As for Dinwiddie's claim that the three had been seen in that area on previous occasions, Doogan pointed out that he had been at school out of state since last September, returning only the night before the incident. Similarly, he said, McKeever had also been away at school since September, returning for a short time at Christmas, and arriving back in town only two nights before the incident.

Carnicelli, Doogan said, had bought his car in May and it had been inoperable for two weeks, giving him about three weeks in which he might have been driving in the area.

Doogan, referring to a memo from Police Chief Earl Hibbsman which mainly defended the field interrogation system, said some points were well taken but questioned the need to keep cards on file of innocent citizens as well as suspicious characters.

Doogan further noted that there were no signs posted in the port area to warn people that they would be subject to a police check after a certain hour.

"It appears that anyone in the port area after 10 p.m. can be termed a suspicious citizen," Doogan said.

Doogan asked the council that it instruct the police to remove the field interrogation cards from its files.

Under intense questioning, led by Councilman James Campbell Dinwiddie admitted that only one of the three, Carnicelli, had been stopped in the area previously, and that occurred "sometime prior to September."

Dinwiddie said he did not recall who else was stopped with Carnicelli, did not remember the license number of the car in which Carnicelli was stopped, and although he had made out a field interrogation card, it could not now be found. Carnicelli denied any recollection of being stopped at that time.

Councilman Peg Benkert asked why the area was not posted. Port Director Erwin Davis said the field interrogation was not unique to the port area, although there is an unusual situation existing there. In an earlier memo to the council, Davis said there had been numerous threats to the security of the area.

Campbell pointed out that a similar problem could exist at Merrill Field or any other city properties, none of which are posted to warn people that they could be stopped.

"Basically it gets down to whether or not you have long hair and look suspicious or if you look like a 49-year-old businessman as to who gets stopped," Campbell charged.

Mrs. Benkert expressed a concern that "it is not only these boys who have a card on file for doing nothing wrong, I wonder how many other cases there are like this?"

In addition to granting the request of the three to have the files removed, the council also directed the administration to bring back a report designating areas which should have warning signs.

Anchorage Daily Times, Wednesday, July 11, 1973

Police Interview Practice Raises Question Of Rights

By PAUL EDCORNS
Times Staff Writer

A routine police procedure practiced in Anchorage, a field interview, has raised a question of infringement on constitutional rights.

For the Anchorage Police Department and numerous police departments across the country, the interview is a routine practice of stopping individuals on the streets of the city and asking them about their activities.

Ideally this is to be done politely and courteously.

Even when ideally conducted, the question of infringement of constitutional rights has come up.

Superior Court Judge Peter J. Kalamarides, who once served as Anchorage police chief, said he believes there is an infringement of constitutional rights if the questions must be answered and if a permanent record is kept.

Police Chief Earl Hibbsman last month said a permanent record is essential. "We are no longer a small town with one man walking the beat who can remember in his own mind who he saw and where?"

"What a field interview is all about," Hibbsman said, is stopping people, particularly those who do not appear to belong where they are. An officer asks who they are and what they are doing there. Some people appreciate this, others object.

"I remember stopping one businessman downtown one night, and when I explained to him what I was doing the man said we should keep it up and stop more people. He said, 'There are too many burglars running around here,'" Hibbsman said. "But there are others who think we have no business stopping them for any reason."

Judge Kalamarides said if an officer has reasonable cause he may stop and question a person but that that individual does not have to answer any question. He emphasized that a refusal to answer cannot be the grounds for an arrest.

Hibbsman, this morning, declined to answer any questions about whether police had taken citizens to the police station for refusing to answer questions. He said he would answer questions on the procedure with clearance from the city's public relations department.

Kalamarides said some states with statutes allowing search and frisk by an officer do not allow questioning.

"Yes, an officer can ask questions," Kalamarides said. "There can be no law against him keeping that information in his head. But putting it down on paper seems to be an entirely different matter."

He described the stopping and asking of questions as a seemingly innocent first step that could lead to violations of a person's rights under the fourth and 14th amendments. In an interview last month, Hibbsman described incidents in which such field interrogations led to the arrest of criminal suspects.

He said, "One night an officer observed two boys at the rear of a store in Mountain View. He contacted the boys and learned who they were. A few nights later the store was

burglarized. Based on that officer's information, we had some place to begin in that investigation and it was finally determined that those two boys were responsible for the burglary and some of the stolen property recovered."

"These interviews help in investigations, either in finding possible suspects or witnesses," Hibbsman said. "When a crime is committed and there are but a few investigative leads, the investigator relies on the file to gain additional information."

A review of the file will show if anyone had been questioned in the vicinity and during the time of the crime. This can lead to the identification of not only the suspect, but witnesses who may have helpful information, he said.

"Field interview reports written during the days preceding the crime are also studied to determine if a known criminal had been observed in the area."

Hibbsman also suggested that such interviews may serve as a deterrent if a man, intent on committing a crime, decides to leave the area.

Hibbsman said in his department the field-interview reports are kept for one year. He cited an instance in which such a report was used to disprove an alibi of a man on trial here. The man had said he was in Superior Court in Fairbanks. A field-interview report showed he was in Anchorage.

Thursday, July 12, 1973, Anchorage Daily Times 5

Arcadia Will Bring 1,100 Passengers

Luxury Ship To Dock Here

The Arcadia, one of the largest passenger ships cruising the Pacific, will drop anchor here Saturday.

The luxury liner operated by the P & O Lines Inc. of North America will make what is believed to be the first scheduled stop for such a ship in Anchorage.

The 719-foot liner carrying about 1,100 passengers and a crew of 600, will dock about 8 a.m. Saturday for a 12-hour fuel and water stop.

Shortly after arrival, customs agents will clear the ship and City Mayor George Sullivan will welcome Captain J. L. Chapman of England and his passengers before tours of Anchorage begin for the passengers.

Anchorage will be the second port of call for the ship, home ported in Vancouver, B.C. The ship called in Ketchikan and cruised in Glacier Bay before beginning the leg across the Gulf of Alaska which will bring it to Anchorage.

According to Charles Stover of the North Star Terminal and Stevedore Co., steamship agents for the liner, about 56 passengers are expected to disembark here before the ship continues on to



ARCADIA ENTERS SAN FRANCISCO BAY

The Arcadia, foreground, said to be the largest passenger ship to enter San Francisco Bay, passes a smaller sister ship, the Spirit of London, passing through the Golden Gate.

The Arcadia will call in Anchorage Saturday on its way to the Orient. It is believed this will be the first time such a passenger ship has made a scheduled stop here.

Yokohama and Kobe, Japan; Hong Kong; Guam; Sydney, Australia; Pago Pago, and other South Pacific ports.

Passage is available from Anchorage for persons holding correct travel papers, Stover said. Cost for ship accommodations to Japan vary from \$350 to \$1,535, depending upon the stateroom.

The vessel, said to be the biggest ship to enter the San Francisco harbor, has called in Southeastern Alaska several times

during the past few summers.

During other seasons, the ship makes calls in Hawaii, Mexico and the Caribbean. Crew members for the ship are, traditionally, from India and Great Britain.