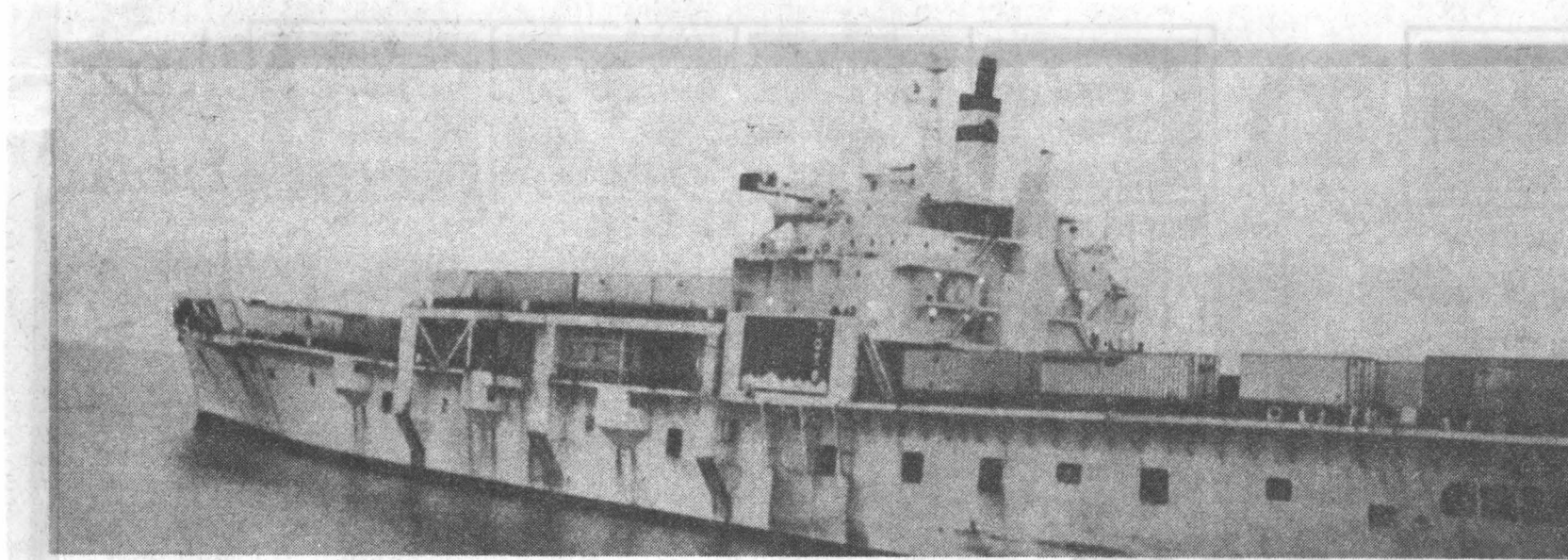




BRIDGE GIVES SEAGULLS SHELTER

A pair of plucky seagulls have chosen a busy spot to raise their young on the upper beam of a rolling ramp at the Anchorage Municipal dock. Workers say the pair is watchful but unperturbed by the activities as the ramp is rolled into place when the TOTE ships come into port and the noisy trucks ramble over the ramp below the nest. They show little concern as long as the men are working on vehicular equipment but are put to a protective flight when approached on foot, dive-bombing the unfortunate individual's head. These pictures were taken by Times photographer Alice Puster from a fork lift while the mother bird contentedly napped as the first of her offspring stretched his legs. Port officials say the pair have nested in the same spot for the past three years.



The Great Land, Owned By Totem Ocean Trailer Express, Steams Out Of Cook Inlet On Its Way South

Commission Oversees Affairs At Local Port

Affairs of the Port of Anchorage, a part of the Municipality of Anchorage, are administered by the Port Commission, with long-time transportation expert Arne Michaelsen as chairman.

The commission is an advisory group, with the Municipal Assembly and the administration having final say in decisions.

Michaelsen thinks that the port, which is a going concern financially, is one of the taxpayers' best investments.

It wasn't built on purpose to make money, he said. "It has served to save us all money in transportation bills. Freight costs have come down. A monopoly on anything is never a good thing."

Many utilities never manage to carry their own weight financially, he said.

In larger seaside centers such as Seattle, ports are usually operated as a Port Authority, with power to borrow money when they want to expand or improve facilities.



Separate Groups Have Plans For Major Port Development

Plans for two ambitious, but similar port development projects, possibly in the \$50 million class, were announced this spring by separate groups.

Both groups have secured leases on railroad land which allow a sliding lease scale based on the stage of development. Officials are given three years to come up with development plans and during this time the cost of holding the leases is minimal.

York Steel has submitted detailed drawings of what it intends to put on its 63-acre lease. A copy hangs on the office walls of railroad manager Bill Dorcy.

This project would include a small boat harbor with shop, cranes and facilities, warehouses, a multi-story office building, a seafood restaurant and bar, cargo-handling facilities, a mooring basin, warehouse, storage area and railroad spur.

The other project, a joint venture of the Aleut Corporation with Anchorage businessmen Jack E. Cole and Donald D. Emmal, would include an office building, a seafood restaurant and bar, cargo-handling facilities, a mooring basin, warehouse, storage area and railroad spur.

Both plans are in a holding pattern awaiting U.S. Army Corps of Engineer permits for dredging Cook Inlet mud.

Inlet mud would be used for land-building in both cases, providing space for buildings and other facilities.

Cole and Emmal got their lease by court direction. A few years ago when the railroad and the city were squabbling over who owned certain tideland properties, the two were holding a railroad land lease.

They were unable to utilize it while the disputing parties were in court. The district court here found in favor of the city, but that decision was turned around on an appeal to the Ninth Circuit Court. The case was remanded to district court, where the judge ordered the parties to work out a compromise.

At the same time, the court directed that Cole and Emmal be awarded another lease on available land.

When their lease was awarded, York Steel appealed for a similar lease holding, and this, too, was granted, railroad attorney David Roderick said.

Under lease terms, the leases

cost very little to hold in these preliminary stages. The annual lease goes up as development proceeds. Both leases give the parties three years to develop a basic plan.

The York Steel lease has six years in which to complete site preparation and fill and construction of a dock, all railroad approved, plus a spur track at its own expense to serve the property. The lease runs for 25 years with option to renew for another 25 years. Since the plans nearly duplicate each other, it's generally agreed that probably only one of them could feasibly develop.

Nobody wants to be quoted, but down on the waterfront, businessmen are saying privately that the waterfront area could not presently support a development of this size. The Port of Anchorage is presently making about \$1.2 million a year after expenses.

However, Alaska Railroad officials are enthusiastic about port development.

"There are all sorts of exciting possibilities in the offing," said Jim Blaisingame, assistant to the manager.

"The Susitna Dam with cheap hydroelectric power, the gas pipeline, the petrochemical plant. And the railroad expanding to Nome and other places, taking containerized freight from overseas all over the state."

Then too, he said, the port's barge traffic doesn't really have a home. With both big carriers, Sea-Land Service Co. and Totem Ocean Trailer Express having preferential berthing privileges, barges are allowed to tie up at the municipality dock only when space is available.

Pacific Dock About To Get A New Look

The old Hinchey dock, developed out of muddy tidelands about 17 years ago by Ken Hinchey, is going to be refurbished.

This dock area, distinguished by the big old World War II concrete ship Limestone, is now owned by the Sealaska Corporation of Southeastern Alaska. It's run under the name of Pacific Western Lines with D.C. "Bud" Firestone as manager.

The Pac West holdings feature a barge operation, with tugs bringing up barges loaded with general cargo (trailers, boats, vehicles, heavy equipment and lumber with a load of cement at the bottom), about once a month during the summer.

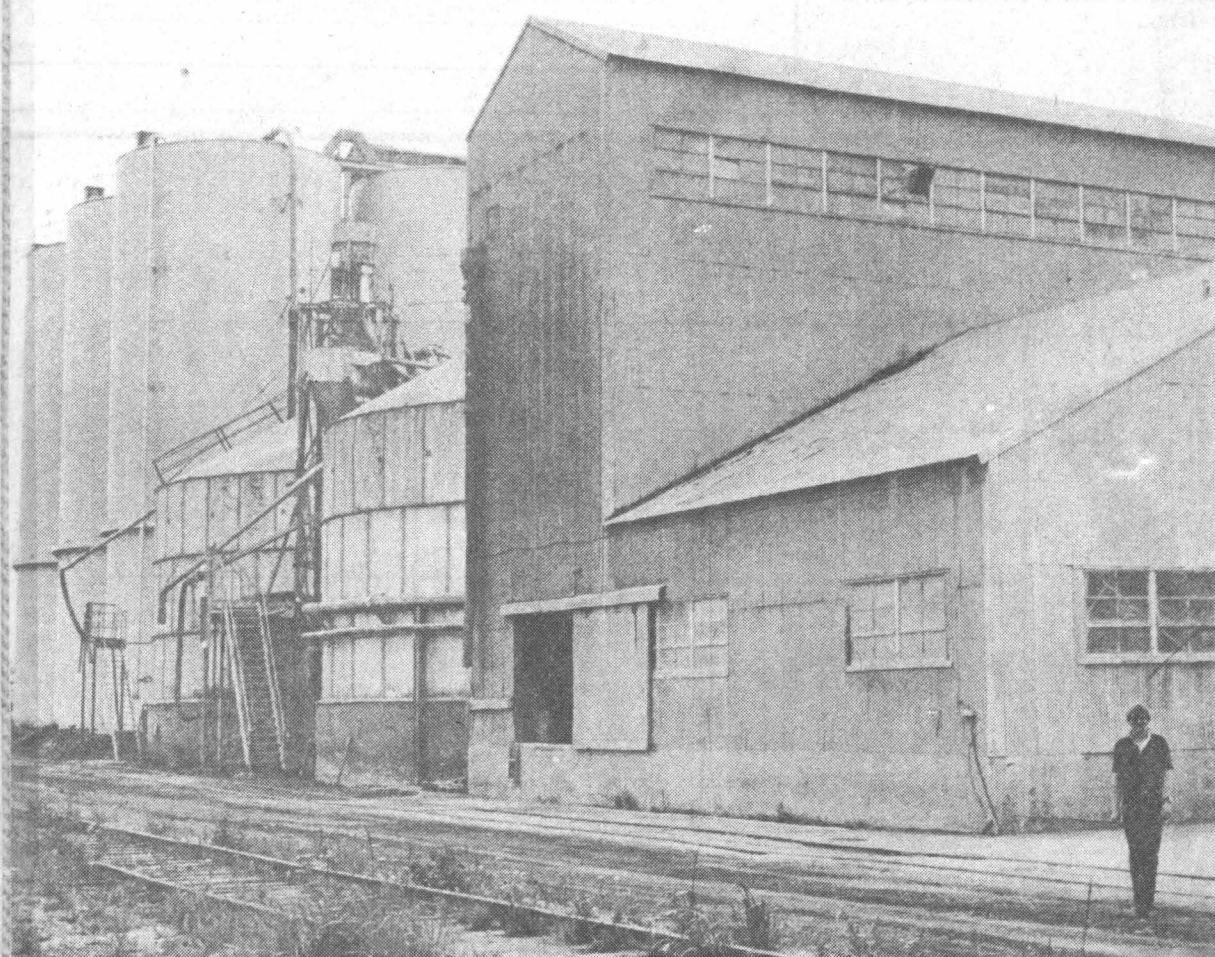
Three cranes off-load the general cargo and the cement is sucked aboard the Limestone for bagging and storage. A couple of tanks also provide cement storage.

The outfit's physical assets include two barges, the Tyonek and the Katmai, with the old Daphne as the only tug. A third barge, the Kivalaska, flipped over near Seldovia on the way north a couple of years ago, with its load of piling for the city dock going to the bottom.

It never sailed as a barge again. As a matter of fact, it's now tied up at Naknek and being used as a dock there.

Firestone says much of the equipment needs replacement and updating, and the company is proceeding in that direction.

Like all other waterfront area developments, PacWest stands on "made" land created years ago by filling operations.



WATERFRONT SCENES

Rotting piles, in photo at top, mark the spot where the Alaska Railroad built Anchorage's original dock back in 1915. Ships bringing railroad construction supplies tied up there and it was used later by local shipping. During World War II it was beefed up for the military. What was left of it fell apart in the 1964 earthquake. The far end of Anchorage's petroleum dock, where oil tankers berth for unloading, shows at the left end of the picture. Below is the bulk cement plant operated by Kaiser Cement Company. Office manager Gene Coder stands in the foreground.