



### ANDERSONS ARE REAL VETERANS OF INLET BOATING

Standing on the lawn in front of their Government Hill home, Lois and Jack C. Anderson Jr., reminisce with their son, Carl, about early days of shipping on the Cook Inlet. Anderson's father, Jack C. Anderson, started a passenger and freight service out of the Anchorage waterfront in 1938. He's retired and living

in San Diego, and the family business, Cook Inlet Tug and Barge Company, is now in the hands of the younger Andersons. Another son, Jack III, better known as Andy, is often out of town aboard the brand new family tug, Gale Wind, and his wife, Sharon, rides along. Carl is skipper of the tug Pacific Wind.

## Third Generation Goes To Sea

Capt. Jack C. Anderson Jr., can stand on his front lawn and look down on the city's bustling two-mile long waterfront, complete with half a dozen docks, an assortment of oil tank farms and roads filled with heavy truck traffic.

It looks a whole lot different than it did in 1938 when he was a teen-ager helping his father run a passenger and freight company up and down the Cook Inlet.

It was mudflats from one end to the other, right up to the edge of the dirt road that ran out to the old Ocean Dock. Actually, it was all dirt and mud right up to the edge of the Government Hill bluff.

Jack Anderson Sr. is 79 now and enjoying retirement in San Diego, but the family boat business has never stopped. It's known as Cook Inlet Tug and Barge Company now, and the son is in charge.

Actually, young Anderson says he's about ready to let his sons, Jack III — always known as Andy — and Carl, take it over. They've been running the tugs ever since they were little kids.

Anderson says it never occurred to him that the port would develop as it has.

"But it was certainly needed," he says.

"The railroad had a stranglehold

on our freight.

Mrs. Lois Anderson, mother of Carl and Andy, says her sons could barely toddle when their father had them polishing brass.

They know the business, she says. The family usually all went along on the boat, with mother doing the cooking and taking care of kids, Carl said.

Andy got married to a Seattle girl last winter and the whole family thinks it's great because Sharon wants to go right along on out of town trips.

All the Andersons live on Government Hill overlooking the waterfront. Andy and Sharon are fixing up an older house near his parents' place. Carl, who turned 21 recently, has an apartment in the basement of his folks' place.

However, he basically lives aboard his tug, Pacific Wind. His business is at the Port of Anchorage and his work consists of helping Sea-Land Service Co. and Totem Ocean Trailer Express and other big vessels come in and out of the port.

Originally the Andersons' off-loaded cargo and passengers at two old railroad docks. Then they filled in their piece of railroad lease property, now known as Anderson Dock, and put a building on it. When the building went down during the earth-

quake, they replaced it with a steel building. This lease property with improvements and three 150-ton capacity cranes has since been sold to North Star Stevedoring.

However, the Anderson tugs usually tie up here when in town.

A high point in the family career happened in October 1964 when Jack Jr., Lois and Andy were on the spot when two oil tankers collided three-fourths of a mile off the Anchorage Port.

The boats burst into flame, but Jack and Lois and Andy, on two tugs, managed to save the lives of all crewmen except one. Afraid to wait, that man jumped overboard and drowned.

Thirty men were taken off the boats. Andy, alone on one tug, got seven off, and his parents managed to get the rest.

That was quite a day, Mrs. Anderson recalls. It was about 4 p.m., the Andersons has let their crew off and gone aboard their tug on a routine mission.

The tanker Sirrah was at anchor and the Santa Maria was coming in when the two collided. Anderson, watching it happen in slow motion, told his wife to hold on and get ready for action. Despite the flames, they tied up to the burning tankers long enough to rescue the men.

In 1974 they lost one tug, the North Wind, in Turnagain Arm about three miles off Girdwood. The crew was all asleep when a big bore tide hit, early in the morning on Memorial Day.

"It was sitting dry, and the tide simply rolled it over," Anderson said.

The crew got out and saved themselves by crawling up on the barge. Later they were taken off by helicopter.

None of the Andersons was on board.

For a long time the mast was showing, but you can't see it any more. He figures it's buried down there in Inlet mud somewhere.



### SKIPPER AT CONTROLS

Carl Anderson, who was practically reared on his father's tugboats, edges the Pacific Wind into the Port of Anchorage. He handles local tugboat chores aboard the family-owned Pacific Wind, taking vessels in and out of the Anchorage port. Skippers have a wide, fast-changing tidal range, a threatening shoal right in the approach pattern, fast currents and strong winds to contend with as they prepare to dock.

## Free trade zone envisioned for city

With visions of half again as much traffic through the Port of Anchorage and a rail link to both British Columbia and Minneapolis, the Anchorage Economic Development Commission Tuesday urged the creation of a free trade zone here that would enable shippers to avoid export and import duties.

The plan, presented by commissioners Janet Pursley and S.B. Mitford, could mean as much as \$1 million additional tons of freight handled here, according to Mitford. Municipal Transportation Director Ron Garzini, an avid supporter of the zone, said roughly 2 million tons are now handled by the port annually.

Pursley told the assembly that funding of a director of economic development to work out of the mayor's office would help the project. He recounted brainstorming sessions with Canadian decision makers laying the groundwork for a lobby on behalf of the rail line.

Anchorage is the closest American community to China and much of the Orient. In addition, its proximity to Western Europe via polar air routes makes the creation of the trade free zone here a natural, Pursley said.

Free zones enable shippers to switch from one mode of transportation, say from air to barge, and move the freight on without having to pay a tariff — as long as the product comes from or heads to another country.

"You are just ducking the duty," Garzini said. "Trade free zones mean jobs."

The natural resources of the northern Pacific rim area — predominately lumber and fish — could fill sea-going vessels that deliver commodities to Anchorage and then return empty, Mitford said.

Garzini said it is conceivable the proper federal authorities could clear the project within six months, but that the process probably will take much longer. "You have to get the signatures of about five secretaries," he said. "It gets real complicated."

Should a large international company commit itself to the effort by promising to use the zone, its creation could occur very quickly, Garzini said. Otherwise, it could be several years.

The commission plans to request \$2,000 from the assembly for secretarial and graphics work to help pursue the free trade zone.

Also, a \$250,000 grant to push the project is pending in the legislature in Juneau, Garzini said.

## City's Longshoremen Are Fastest Crew In West

Fifty-three men and three women make up the membership of the local that handles longshore duties on Anchorage's waterfront.

When the membership can't handle all the work, dispatchers can call on about 125 "casuals" to fill out its crews.

This little band — Anchorage Independent Longshore Union Local No. One — has been called the fastest crew on the West Coast.

Once or twice they've set West Coast records for getting ships in and out of port.

Recently one of the local's truck driving squads brought the truck driving rodeo award home from competition in Tacoma, Wash.

"I'd take this group over anybody," said Darrel Bahner, Sea Star Stevedoring Company representative. That company has contracts with longshore groups here and throughout the country.

An Anchorage longshoreman's duties include getting freight on and off the ships and barges coming in and out of the local waterfront, including the Port of Anchorage, the Anderson Dock and the Pacific Western Lines Dock.

Longshoremen live their lives by the comings and goings of ships. Some of them are always on hand to handle the lines whenever a vessel or barge is arriving or departing.

Members run some of the cranes used for unloading and loading vessels — Crane Operators Union Local No. 302 members run the others — and also drive trucks on and off ships.

Seven of the present group are charter members of establishment of the local in 1950. Two of them were longshoring here as early as 1948.

Since those days, longshoring's changed a lot, says Nelson Skinner, who started working the ships here in 1950, serving as president for a number of years.

The work is a lot easier now, but it's also kind of dull, he said.

"Standing around," he said, "waiting for things to happen."

Back then, men physically handled all cargo, taking it off with hand carts and four wheel dollies, lifting and straining.

"Any way to get it out to where we could get it onto a pallet and handle it with a fork lift."

Back then the biggest fork lift around was four tons, he said. "Now they got 30 tonners all over the waterfront."

They have to, because some of the containerized vans weigh 30 tons.

These days there's almost no loose freight to handle. It comes neatly packaged in vans. Some of these vans, already on wheels, are simply driven off the ship and others are lifted off by crane and set on waiting wheeled

chassis.

When the challenge started to go out of longshoring, Skinner managed to get into the crane operating end of the business.

Now, when Anchorage's two big local shippers, Totem Ocean Trailer Express and Sea-Land Service Co., arrive on their twice-weekly schedules, Skinner is often one of the men sitting in the little crane cab 70 feet above the dock, running the equipment that plucks freight-carrying vans off the vessel.

Tote ships feature roll-on, roll-off stock hauled by tractors; Sea-Land vans are picked up by cranes and set down on wheels and frames waiting on the dock.

But the big tide changes that occur during unloading help keep things interesting. When the tide's out, and the ship's setting on mud, it's as much as 120 feet from the cab to the bottom of the ship.

A crane operator stays on duty as long as it takes to unload a ship, sometimes 14 or 15 hours. The union keeps two men on duty and they spell each other, an hour on and an hour off.

Longshore Union No. One was able to arrange with Crane Operators' Union No. 302 for rights to run the three cranes on the dock.

Harold (Bud) Fallon, Anchorage's first longshoreman back in 1947, is still working his trade.

Holding the second number and starting in 1948 is Ralph Alonis, also still working.

"The rest of us started in 1950, Skinner said. He was for some time head of the local."

Bud Kowalski, presently business agent, is number four in the union, and Skinner number five.

Local longshoremen always were an independent group. Since they were so few and needed muscle, they felt the need to affiliate with a bigger union.

They tried out five different Outside groups, found them all unresponsive to Alaskan needs, Kowalski said.

For a year they tried it on their own, but didn't care for that.

Then shopping around, they found they could get "the most for our dollar through affiliation with Alaska Teamsters' Local 939."

"We still have our autonomy," Skinner said. "We elect our officers, we're just affiliated."

Mrs. Myrl Johnson, about 73, runs their records office, keeping track of their hours, wages and other finan-

cial transactions.

"They're just a nice bunch of boys," she said. "And I don't know what I'd do if I wasn't taking care of them."

Seven men still working were members when the group organized in 1950. They are Ralph Alonis, Harold (Bud) Fallon, Fred Zura, Kowalski, Skinner, Benjamin Wyatt and Jim Curran.