

Ship Day Dawns Twice Each Week

On ship day, twice a week, Sea Star Stevedoring Company terminal manager Darrel Bahner stays in touch with all his longshore walking bosses by walkie talkie.

Any problems that come up are his.

This stevedoring company is in the business of providing longshore help for loading and unloading ships. And here in Anchorage Totem Ocean Trailer Express is the only customer it has.

Bahner, a man who's been in transportation since 1964, likes to work Tote ships. His ship day office is located next to Tote offices in a couple of trailers parked at the north end of the dock.

Recently, the Tote ships have been bringing between 320 and 330 loads north and taking almost half that many back south. It carries containerized freight in roll-on, roll-off, 40-foot vans. The vans are blocked and tied down for the voyage. At destination, they are simply pulled ashore by trucks for delivery to customers.

Frozen fish, packed by Alaskan processors in Anchorage, Seward, Kodiak and other points, is a big back haul right now, with 38 loads going south on one ship last week.

Basically, backhaul loads consist mostly of "retrograde" or pipeline surplus, vehicles and scrapped cars.

Tote ships Westward Venture and

Great Lander arrive Sunday and Thursday, making the trip in 68 hours. Ordinarily they're unloaded in one tide, heading back within 10 or 15 hours.

Each day, by 3:30 p.m., Bahner tells the longshore union how many men, if any, he'll need for the next day.

For each load, Tote furnishes Bahner with a working chart showing where each load, with customer's name, is located on the ship. "Hot stows" as indicated by Tote are unloaded and delivered first.

"Hot stows" range from firecrackers landing here on July 2, to fresh meat for a weekend sale, to other urgently required merchandise.

Tote provides a variety of vans for customers, like reefers, (refrigerated vans), dries, insulated, open tops, flat beds, bubble noses.

Besides loading and unloading them, Sea Star's contract calls for van preparation at the dock area. They're cleaned, and crews make certain refrigeration or heating equipment is working before they're shipped south.

Bahner is assisted by six "walking bosses," all longshore union members. There's a shipyard boss, a regular yard boss and others in charge of automobiles, as well as a boss on each deck of the ship.



READYING THE GREAT LAND FOR DEPARTURE

Casting off the bow line, Anchorage longshoremen ready the Totem Ocean Trailer Express vessel Great Land for departure from the Port of Anchorage. Local crews try to get the big Tote and Sea-Land Service Co. ships unloaded and turned around within one tide, a 12-hour period. Sea-Land and Tote vessels are

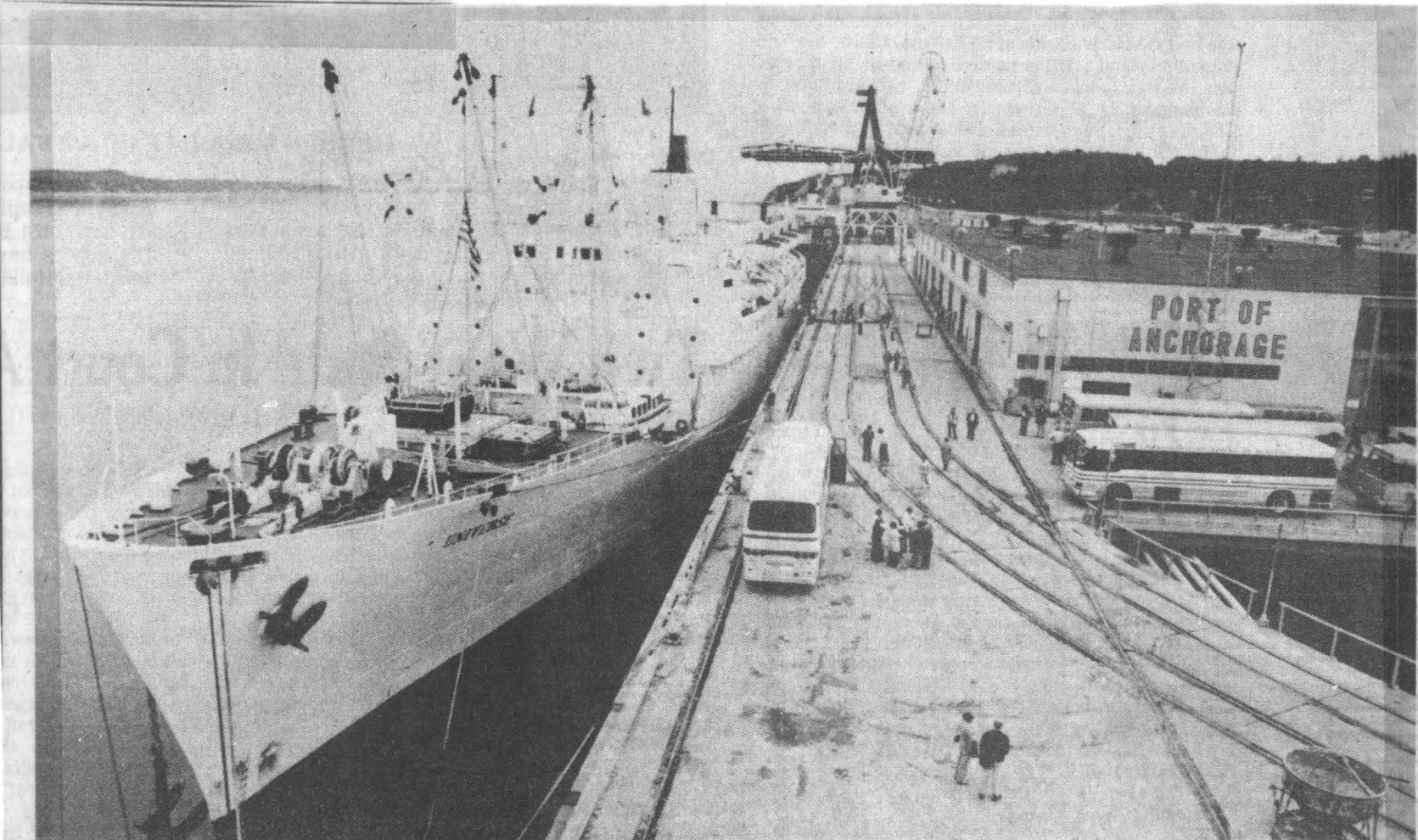
nudged out from the dock by Carl Anderson in the tug Pacific Wind. He also meets them in the channel to assist them on incoming trips. Handling longshore chores are, left to right, Ray Trundle, Dennis Connella and Danny Bryant.



THEY UNLOAD THE SHIPS

Longshoreman Bud Kowalski and son Steve chat a moment during unloading of a Sea-Land Service Co. vessel at the Anchorage port. The senior Kowalski, who started work on the Anchorage waterfront in 1950, is business agent for Anchorage Independent Longshore Union Local No. 1. Steve, a truck driver, drives loads on and off Sea-Land vessels. A second Kowalski son, Mike, is a member of the longshore local, established here in 1950.

The Anchorage Times, Saturday, July 29, 1978



PASSENGER SHIP DOCKS IN ANCHORAGE

The U.S. Universe, the first passenger ship of the World Explorer Cruises, docked at the Port of Anchorage this morning. The ship was scheduled to depart within eight to 16 hours with a capacity 550 persons aboard. The cruiser will make stops at Glacier Bay, Juneau, Ketchikan, Seymour Narrows, Vancouver and

Victoria. Port Director Bill McKinney this morning presented a plaque to captain Chao-Gen-Yen. Two more cruises are planned for August. A spokesman for the ship said there will be no public tours of the vessel today.

S.S. Universe To Dock Here Saturday

By STEVE HANSEN
Times Staff Writer

The S.S. Universe will be in Anchorage on Saturday. And when it arrives, it will be the first cruiser of the World Explorer Cruises to dock here.

Port director Bill McKinney will present a plaque to cruiser captain Chao-Gen-Yen when the ship docks at 8 a.m. Saturday. According to Cindy Cheney, conference coordinator at Travel Exchange Express, the boat will be filled to capacity of 550 people and stay in Anchorage from eight to

16 hours.

Two more cruises are planned for August, both of which have been sold out.

The 14-day cruise originates in Victoria, B.C., and follows the coast making stops at Prince Rupert, Sitka, Yakutat, Valdez and Anchorage. On the return voyage, the boat docks at Glacier Bay, Juneau, Ketchikan, Seymour Narrows, Vancouver and finally returns to Victoria.

The cost of the excursion ranges from \$795 to \$1,495 depending on the special luxuries desired. Ms. Cheney said the cruises will operate primarily

in June, July and August.

The S.S. Universe, formerly the S.S. Atlantic, is from the American Export Lines built in the United States. It made its maiden voyage in 1959 and has been refurbished in 1970 and 1976. It has air conditioning and is "fully equipped to meet all American standards."

On the Universe, American style food is served with wines and liquor also available. It is 564 feet in length, 76 feet wide and weighs 18,100 tons. It travels at an average cruising rate of 16 knots and is staffed with physicians and nurses.

The Anchorage Times, Wednesday, May 2, 1979

Assembly Discusses Trade, Merrill Field

Foreign trade and the future of Merrill Field were the main topics at an Anchorage Assembly work session Tuesday night.

In a progress report to the assembly, representatives of the Anchorage Economic Development Commission spoke of their attempts to develop Anchorage as an international port.

The commission is proceeding on a number of development courses, including establishing a free trade zone at the Port of Anchorage, a rail link to the Yukon and Northwest Territories and another rail link to British Columbia.

The assembly followed a commission proposal to send a telegram to the Legislature recommending state matching a \$250,000 appropriation made by Washington State for a rail link study through British Columbia.

S.B. Mitford, a commission member, said a rail link to the Yukon has the potential of annually bringing 1 million tons of products across port docks.

"But to export you must import," said commission member Janet Pursley, who along with Mitford discussed the plan with the assembly Tuesday.

Both commission members said a foreign trade zone would insure imports. Foreign exporters could bring unfinished or unassembled cargo in, store it at the zone, assemble and prepare the cargo without attracting an extra duty or tariff.

"It would be tremendous if we

could even have a miniature zone, we don't have to have a million acres. We just need to put something there, and then we can use sub-zones away from the port itself if we need to," Mitford said.

"Had this been going three years ago, there would have been a lot of cars coming through Anchorage directly, instead of being shipped through Seattle," Mitford said.

In other business, the assembly listened to land-use recommendations made by consultants for Merrill Field, who presented a number of graphs and charts showing proposed land use.

One chart showed a light grey for light industrial use areas which included the controversial Penland Park mobile home court and Northway shopping mall. Assembly member Dave Walsh raised some question over the grey-coded area, asking "is that battleship grey over Penland?"

The consultants said the biggest problems for Merrill Field land use are to the east and west, where there are existing residential areas. Airport planners attempt to keep air traffic lanes away from heavy residential area lanes as a safety requirement.

Merrill Field officials are attempting to get the 20-year land use planning guidelines adopted by the assembly so the airport can receive Federal Aviation Administration funding for physical layout improvements.