

Large Tanker Unloads Big Shipment at Port

The Hillyer Brown, 26,000 gross tonnage tanker of the Standard Oil Company of California fleet, unloaded approximately 50,000 of 140,000 barrels of residual fuel here Tuesday and then left for Seward.

The tanker, one of the largest of the company's extensive fleet, docked at the sub-port of Whittier, the Army facility at the Port of Anchorage. The ship is captained by J. A. Markley and carries a crew of 40.

The ship was the second large Standard Oil tanker to dock here within the month. Earlier, the J. L. Hanna, a T-2 type with capacity of 130,000 barrels, was an Anchorage port visitor. The Hillyer Brown has been diverted from its usual run to Hawaii while the Hanna is in drydock.

The W. H. Berg, another of the larger tankers, will be in

berth here the first week in August, according to C. W. Edwards, district sales manager for the company.

The Brown left here at 10 a.m. Tuesday and arrived in Seward at 6 a.m. Wednesday.

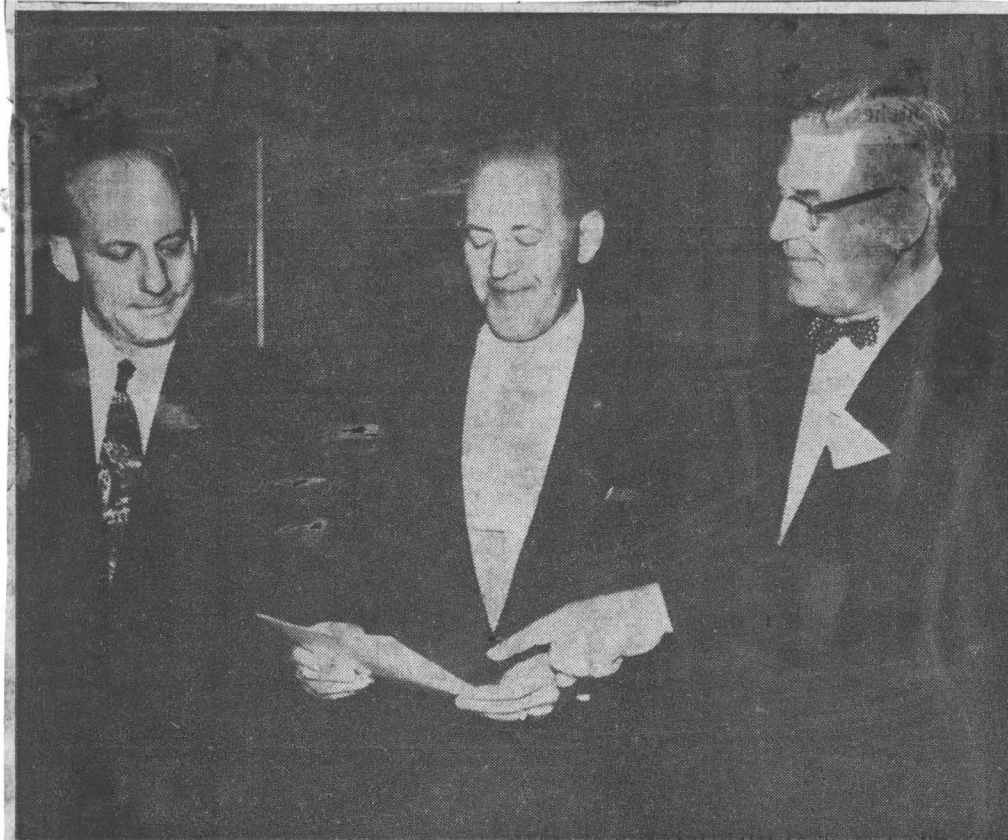
Pumping operations during the time the ship was discharging cargo here was at a rate of 4,000 barrels an hour. The ship and span craft, docked at highwater slack and was berthed against a breasting barge. Within six hours after pumping operations started the cargo was lightened sufficiently to guarantee its scheduled departure without tidal difficulty. The entire operation, according to C. W. Edwards, district sales manager for the company and G. W. Wahto, of the company personnel, was logistically set up in advance of the ship's arrival.

Tidelands Regulations Go Into Effect

The new state tideland regulations went into effect Wednesday. They require persons intending to use or develop tidelands or materials therefrom to claim a preference right to such lands to obtain appropriate applications from the Alaska Division of Lands.

The rules and regulations governing the management and disposal of state-owned tidelands were discussed earlier this year at public hearings at 11 coastal cities.

The 1959 legislature provided preference rights for persons who occupied and developed tidelands prior to Jan. 3, 1959. Upon sufficient proof of qualifications, persons shall have the right to the grant or purchase of the tidelands occupied.



SHIPPING RATE HEARINGS OPEN—Shown before the start today of three-day hearings conducted by the Federal Maritime Board on increased steamship rates between Alaska and Seattle are, left to right, Alaska Atty. Gen. Ralph Moody; Arnold J. Roth, examiner, Federal Maritime Board, and Stanley Long, counsel, Alaska Steamship Co. Port of Anchorage, City of Anchorage and other local witnesses, as well as witnesses for the state, are participating in the hearings, held in the U.S. District Court Room.

Witnesses Heard At Rate Hearing

Hearings conducted by the Federal Maritime Board opened here today on the 10 per cent hikes in steamship rates which went into effect last January between Alaska and Seattle.

The three-day local hearings here resumed from Seattle. Presiding is Arnold J. Roth, examiner, Federal Maritime Board, in the U.S. District Court room.

AMONG THOSE participating are Alaska Atty. Gen. Ralph Moody; Martin Friedman, special counsel, State of Alaska; S. S. Berdon, of the New York certified public accountants firm of Ferro, Berdon & Co., for the state; Malcolm Miller, General Services Administration counsel.

Also Stanley Long, counsel, Alaska Steamship Co.; Jack Dillon, assistant traffic manager, and R. L. Rose, traffic manager, also of Alaska Steamship Co.; Edward Schmelzer, public counsel representing the Federal Maritime Board.

The first witness called by Friedman was Berdon, who told of examining financial records of Alaska Steamship Co. and affiliated companies. Included in his testimony was listing of the net worth Dec. 31, 1955, before reorganization, of the Alaska Steamship Co., of \$7,940,219, and after reorganization, Jan. 1, 1956, of \$4,396,388.

MOODY WAS scheduled to call other witnesses for the state today. Henry Roloff, Port of Anchorage director, and John E. Croul Jr., local economic consultant, were to appear on behalf of the port and the City of Anchorage. Several local businessmen also are scheduled to testify at the hearings.

City Attorney Richard O. Gantz also is participating. Intra-company relationships between shipping firms are being examined as well as traffic patterns to ports served by Alaska Steamship Co.

The hearings will be resumed in Seattle.

WORLD ROLE IS SEEN IN FUTURE OF ALASKA

Wright brothers made their first flight, he added. As the stand on the threshold of greatness, military attaches from 35 foreign countries were told yesterday.

The visitors were guests of the Greater Anchorage Chamber of Commerce at a luncheon, when Henry Roloff, new port director, was the speaker.

THE LUNCHEON came at the center of a day of touring military bases, the city of Anchorage and a Nike site. Today the attaches are visiting the port of Whittier. The visitors are on a geographical tour of the state as guests of the U.S. Army, Alaska. They will leave for Fairbanks tomorrow.

Alaska "will grow into one of the world's most strategic areas," predicted Roloff. "This land is just beginning to take its place in the world."

HE SAID Alaska could be a deterrent to war because its resources could help to house, clothe and feed millions of poverty-stricken men who could otherwise start a war. Alaska's present position was determined when the

Powers Of Port Group Under Study

Discussion over possible increase of the powers of the Anchorage Port Commission was held by the City Council in an informal meeting with the port commissioners last night.

The session was held in the home of Councilman William Besser. Council members also reviewed applications for the position of city manager, but no choice was announced.

ACCORDING TO Councilman George Sharrock, discussed were "responsibility and authority in policy making and administration of the port" could be given to the Port Commission, headed by Harold Strandberg.

"I personally do not think the council itself is competent to run the port. The commission should do it, since it is the expert," Sharrock said.

The question of port powers was brought up by the council, Sharrock said. Under the city charter, a commission is limited to advisory function only. Within the charter, the council is exploring legal delineation of the commission's powers so it may function administratively also, Sharrock indicated.

CITY ATTORNEY Richard Gantz is to review the city charter and the "port" ordinance to determine whether there is a need to spell out the rights and duties of the commission.

Gantz pointed out "there are points of conflict between what the charter says and what the city code says" as to the commission powers.

"The ordinance clearly delegates administrative powers rather than just advisory," Gantz explained.

AS AN example, Gantz said, the ordinance gives the commission jurisdiction over all the tidelands along the city's waterfront. Under the city charter, the leasing and selling of public lands is under council jurisdiction.

He foresees that the commission may be given the right to negotiate leases and contracts subject to council approval rather than their being negotiated by the city manager.

Hearing To Resume Here

Freight Rate Case Moves From Seattle

SEATTLE (AP)—Testimony of three witnesses yesterday wound up the first part of a Federal Maritime Board hearing into the 10 per cent increases in steamship rates between Alaska and Seattle which were placed in effect last January. The hearing resumes at Anchorage at 10 a.m. Thursday.

Two Port of Seattle officials, John G. Foster, auditor, and George T. Treadwell, chief engineer, described and gave details about properties leased by Alaska Steam from the port.

Norman Schreck, whose firm audits the company's books, testified about certain exhibits he helped prepare relating to intra-company relationships.

AN ALASKA Steam spokesman said it still has several other witnesses to present when the hearing session resumes here, on its return from Anchorage.

The named respondents in the case also include Coastwise Lines, which has discontinued service since the rate increase; Puget Sound Alaska Van Lines, and Alaska Freight Lines. The hearing began here July 12 before Arnold J. Roth, a board examiner.

Errol Anderson, traffic manager of Alaska Freight Lines, and Ralph F. Sites, vice president and general manager, were questioned earlier by Martin Friedman, special counsel for Alaska.

ANDERSON discussed the traffic pattern to ports served by the company and said the company endeavored to keep its twice-weekly sailing schedule.

Sites was questioned about changes in ownership and operation. He said Alaska Freight Lines had discontinued service in the early part of September, 1959. Alaska Northern Express began operating the company fleet on a lease basis on Sept. 15, 1959 and in December bought Alaska Freight's stock. Sites said.

WORLD PORTS AND THE MARINER

July 1960

Construction of the Port's new \$8,000,000 terminal facility is underway with completion scheduled for November of this year.

Henry Roloff, recently named as Port Director, announced that the new budget will provide funds for setting up the administration of the Port office and, additionally, includes the necessary salary reserves for new staff personnel to be selected some time this fall.

The new terminal will be equipped with two 40-ton and two 8-ton high-speed level luffing cranes. Efficient, fast operating cranes are essential to the Port of Anchorage because of tides that range from minus 4 to plus 35.

ANCHORAGE PROGRESS

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Anchorage Adopts Budget

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The budget provides for new port staff to be selected sometime this fall, and for completion of a quick-turnaround terminal facility scheduled for completion in November.

Governor Unveils New Terminal Plan

SEATTLE — A jump from a proposed \$4 million ferry terminal to one that would cost in the vicinity of \$21 million is a long leap.

Gov. Albert D. Rosellini has unveiled plans for a super-terminal which would stretch from Washington to Madison Streets. The terminal would include facilities for ferry boats, helicopters, office buildings, restaurants, a hotel-motel, marine exhibit and a year round foreign and local exhibit.

Rosellini stressed the fact that he was merely publicizing the project and only through the cooperation of the City of Seattle, the Port Commission and State would such an ambitious plan succeed.

He lauded the plan drawn up by Charles A. Baylon, architects and engineers, as a "good and realistic one that would create much tourist attraction."

The architects sketch unveiled

Officials Tour New City Dock



NEW CITY DOCK received a progress check Saturday morning when Henry Roloff, port director, led port commissioners and members of the city council on a tour of the facility. Eighty-five per cent complete now, the dock is expected to be finished by Nov. 23. All that remains is

the installation of power and sprinkling system and erection of the control cabs for the cranes. Shown touring the dock are, from left, William Besser, Henry Roloff, Kelly Foss, Roy Nigh, Rod Johnston and John Stout, chief inspector for the project. (Daily News Photo)