



**SHIPPERS STUDY DOCK** — Having a look at Anchorage's new dock (port to starboard) George Grimes, president of U.S.-Alaska Corp.; Henry Roloff, new port director; and Captain Asami, master of the M.S. Kazukawa Maru. Capt. Asami's vessel will discharge a cargo of Japanese products here for Grimes' company in May but will use the Army dock as the new port wharf will not be completed at that time.

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## Port Director Starts To Work Immediately

By VIRGINIA O'REILLY  
Daily News Staff Writer

Creation of a competitive tariff for the use of the Anchorage port is the first task of H. Henry Roloff, new director of the Port of Anchorage.

Roloff said this morning a complete schedule of tariff rates must be established before he can begin the big job of selling the port to potential users.

He added the tariff must be low enough to offer savings to the port's customers and high enough to amortize the \$6,000,000 in revenue bonds which are financing the construction of the port facility.

According to Roloff, one of the major items of work facing him is to get an actual breakdown of Seattle to Anchorage charges now levied by steamship companies.

He said it is easy enough to get the total rate but a breakdown of its various components is difficult to obtain because they involve water rates from Seattle to Seward, wharfage from Seward to Anchorage and other items.

He also said truck rates will have an important bearing on the Anchorage port's tariff. "It is important that Anchorage be identified as a contender in the Alaska trade picture," he stated.

To help him in fixing the tariff, Roloff plans to ask the port commission to hire a traffic engineer on a contract basis. "The business of running a port is similar to the medical profession," he said. "All surgeons are doctors but not all doctors are surgeons and I am not a traffic engineer."

Roloff said he will also have to speed up the process of becoming an Alaskan by working hard to become acquainted with the people he will be working with and all phases of Alaska transportation.

In July, Roloff will represent the Anchorage port at local hearings on the 10 per cent rate hike requested by the Alaska Steamship company and other Alaska shippers.

The Federal Maritime board has scheduled a hearing in Anchorage for July 21 to hear the city, state's and union's side to the requested 10 per cent increase in Alaska rates.

The city, the state and members of the CIO woodworkers and pulpmill workers unions have filed intervention papers with the FMB. The FMB has also scheduled a hearing in Seattle on July 12.

## Waterborne Rate Hearing Closes Here

Federal Maritime Board hearings on increased waterborne commerce rates between Seattle and Alaska closed here yesterday and will be resumed Monday in Seattle at 9:30 a.m.

Board Examiner Arnold J. Roth presided at local hearings which started Thursday. They were moved from Seattle to give local witnesses an opportunity to testify.

VICTOR FISCHER, local planning expert, presented a lengthy report for the State of Alaska on Alaska's economy and the role that transportation plays. He pointed out that construction volume and industrial development are on the increase.

Alaska, he said, is dependent on waterborne cargoes and rates are important, affecting cost of living. He said the new state needs additional transportation facilities and equitable rates to make exploitation of natural resources possible.

Concluding testimony was given by John E. Croul Jr., economic consultant and chairman of the Greater Anchorage Chamber of Commerce economic development committee. He told of a recent report showing unlimited potentials for the railbelt area. He spoke neither for nor against the 10 per cent increase in shipping rates as the Chamber took no stand on the issue other than a decision to have Croul testify at the hearing.

WITNESSES yesterday also included Ken Sheppard, of Alaska Concrete Conduit Co.; Donald W. Pearson, Fairbanks, in the restaurant, hotel and food supply business; and Arthur Skinner, Juneau, in guns and sporting goods business.

Also heard yesterday was Henry Roloff, Port of Anchorage director, who told of the \$8,000,000 municipal dock scheduled to be completed in November and in full operation by May 1961. He said the local facility has a responsibility to lower transportation costs.

Pearson called "ridiculous" any clamor over high freight rates having an adverse effect on high cost of living. "This is only part of it," he said, adding that his relations with Alaska Steam had been favorable.

SKINNER presented what he contended were excessive charges for goods shipped from Seattle to Juneau as compared to charges on them from origin in the East and Midwest to Seattle. Another Juneau man, James Wilbur, manager of Don Abel Building Supply, was among witnesses called Thursday by Alaska Attorney General Ralph Moody.

Stanley Long, counsel for Alaska Steam, told the board examiner he had intended to call several other witnesses in addition to Pearson-Mel Cook, of Steel Fabricators; H. A. (Cappy) Faroe, Northern Supply, and George Paulson, of Brady Floor Covering—but testimony which they might have given about the regular and excellent service provided by Alaska Steam is already in the record.

## Rate Boost Hurts State, Board Told

Adverse effects on Alaska economy will come from increased water shipping rates, according to testimony given at Federal Maritime Board hearings here yesterday. The witnesses were called by the State of Alaska.

The hearings, held before Arnold J. Roth, examiner, Federal Maritime Board, in the U.S. District court room, started yesterday and had been scheduled for three days. Roth said, however, the hearings here may close late today. They will resume in Seattle.

The state's witnesses were questioned by Atty. Gen. Ralph Moody; Stanley Long, counsel, Alaska Steamship Co.; and Edward Schmelzer, public counsel representing the Federal Maritime Board.

WITNESSES to be heard today were to include Ken Sheppard, local businessman, and Vic Fischer, Alaska State Housing Authority official. Henry Roloff, Port of Anchorage director, and John E. Croul Jr., economic consultant, also were to be heard.

Yesterday John Alcantra, local poultry dealer, spoke of adverse effects of increased freight rates on the Alaska poultry industry. He said that increases would mean a boost of 2 cents per dozen in the cost of egg production because of tariffs on grain and feed shipments, placing Alaskan producers at a disadvantage.

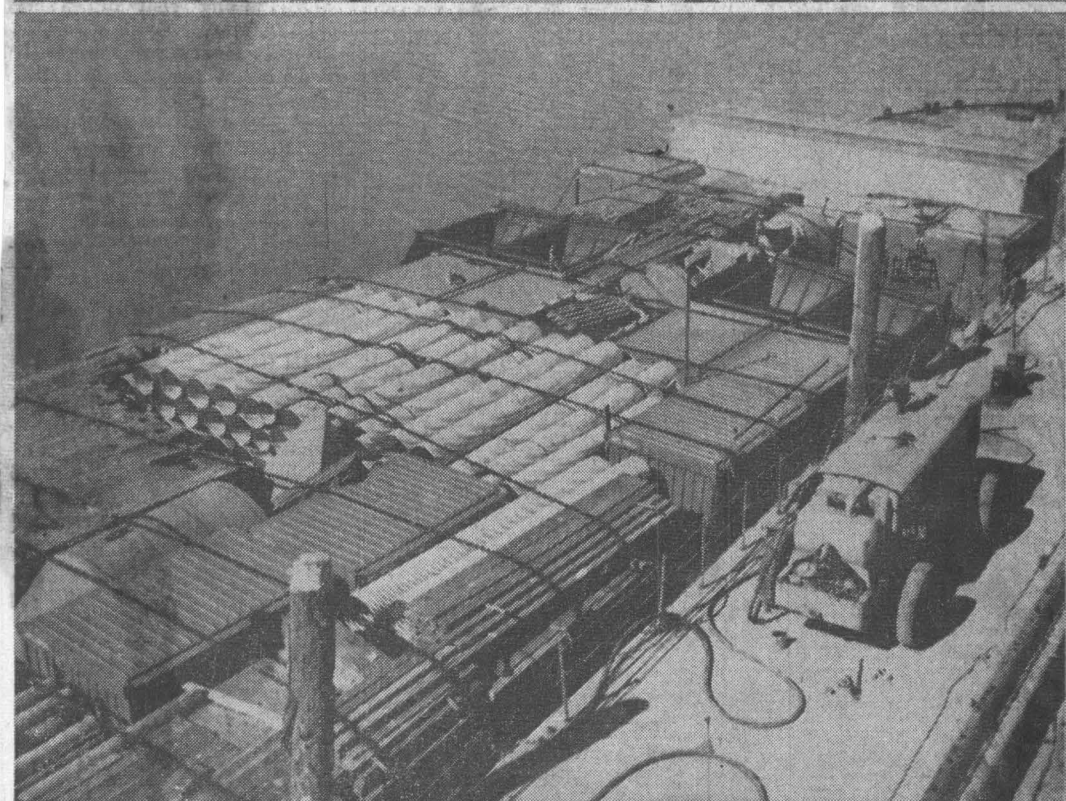
Edwin M. Suddock, general manager, Grocers Wholesale Inc., hitting the increased shipping rates, said that a greater differential in prices of goods shipped to Alaska would help, with establishment of distributorships. "Now we are unequalized," he said, "making for a maverick economy."

AUSTIN SIMONDS, president and general manager of Westward Motors, told of difficulties encountered by his firm in getting car shipments here. He said that Alaska Steamship Co., as far as his firm was concerned, "has consistently refused to haul auto cargo."

Charles Meacham, fisheries biologist, Alaska Fish and Game Department, who is regional supervisor for the central district, gave predictions on fish catch and shipments. He said that the Alaska fisheries outlook "is very rosy." His testimony concerned the effect of the run and catch on business for Alaska Steam.

Roth told the Anchorage Times during a recess that he expected the Seattle hearings on the 10 per cent hike in steamship rates which went into effect last January between Alaska and Seattle would close about Aug. 5.

## City Port Gets Busier



**HUGE 40-TON CRANE** eats into first barge load of general cargo coming into Alago's Ideal Cement company ship-dock on Anchorage's fast growing waterfront (top photo). Another of the Ken Hinchey enterprises which today includes Alago and Alaska Aggregate Corporation, the barge

operation will be used principally to haul bulk cement to be stored in the grounded wartime vessel which Hinchey recently put in place as combination dock and warehouse. The hold will store 9,000 tons of bulk cement. Bottom photo shows unloaded barge.

## CITY PORT DIRECTOR TACKLES TARIFF PLAN

"I understand it takes 30 years to become an Alaskan but I'm going to have to speed it up to about 24 months to do my job," remarked Henry Roloff, Anchorage's new port director, who arrived Saturday.

Roloff, former assistant director of the San Diego port, spoke of his problems in putting the city's \$8,000,000 marine terminal — still a building on the international shipping map.

IN HIS NEW office in the Fourth Avenue Theater Building, Roloff said his first task is to create a tariff for the terminal. He explained these are the charges for shipments handled by the port.

Based on estimates already made, Roloff said he was "positive" the rates could be made competitive with shipping costs via other ports.

During a 10-day tour of the ports of San Francisco, Portland and Seattle on his way here, Roloff said he was assured shippers would use the port facility "as long as it is economical to do so."

THE TARIFF will be created within the next two months, Roloff said, to be ready for the proposed port opening date of Nov. 2.

Ship lines need about eight months to revise rates and inform their customers, he said.

In his job as "salesman" for the port facility, Roloff is looking toward Japan as a big customer.

"There is a tremendous market in Japan for exports of Alaska's natural resources," Roloff observed.

But the problem is filling ships for their journey here. Roloff said he expects a market for Japanese goods will develop as the state population grows.

Roloff said he has on hand several letters from Japanese firms expressing interest in the port. They point out the proximity of the state to their nation as a reason for trade at low shipping costs.

## Picketing Of Port Continues

Picketing of the Anchorage port construction project by Laborers Local 341 continued this morning for the second day, reported Harold Groothuis, local president and business agent.

The Laborers are protesting employment of members of Pile Drivers Local 2520 to lay railroad track on the port dock deck, Groothuis said. The type of work is traditionally within jurisdiction of Laborers, he said.

The prime contractor, DeLong Corp., said work on the \$8,000,000 port facility has not been interrupted by the picketing. Aug 19, 1960

## Port Director To Address Club

Henry Roloff, Anchorage port director, will be the guest speaker when the Republican Women's Club meets at 1 p.m. Saturday in the Port Room of the Anchorage-Westward Hotel.

During the luncheon session, the group will also hear Mrs. William See tell about what happened at the national GOP convention which she attended in Chicago.

## Port Director Says Future Development Lies With Trade Between Japan, Alaska

The future of the port of Anchorage lies with development of trade between Japan and Alaska, H. Henry Roloff, port director, told Chamber of Commerce members yesterday.

Roloff said he felt that with the proper facilities and growth factors the state can begin developing the products which Japan needs within the next few years and with this development the future of Anchorage and its port will be unlimited.

According to the port director, Japan represents one of the

great potential markets for Alaska because of its dense population and small size make it necessary for the nation to buy and sell goods on the world market.

He added figures also show Japan to be one of the four major trade complexes of industrial goods in the world. The others are the North American complex, the west European complex, and the Russian complex.

"Japan has to sell her goods either to us or to Russia and Red China," Roloff said. "And if she sells to Russia, the world balance of power will be destroyed."

While discussing the importance of a port to Anchorage, Roloff declared that every ton of cargo handled is worth \$25 in wages, income or charges. He said 500,000 tons of cargo a year would result in \$12,500,000 in wages, income and charges for a port city.

Roloff declared that 9 per cent of the cities of the world with populations of 500,000 or over are seaport towns. He said all the large cities in the western states, with the exception of Denver.

Prior to Roloff's talk, Harold Strandberg, chairman of the port

commission, reviewed progress on the new \$8,000,000 port for Chamber members.

He said 446 piles are now driven into place and the remaining 704 piles will be driven by the end of June.

Strandberg added the first concrete pour this year on the deck will be on May 9. He said 58 more pours will be made during the construction season. According to the port commission chairman, the gantry cranes will arrive in August and the port is expected to be open and operating on Nov. 2.

## New Alaskan Port

ECONOMIC as well as military factors are involved in the development in recent years of the 49th State to become United—that large sprawling area with a vast coastline at the top lefthand corner of Canada which brings the U.S. to within a few miles of Soviet territory. There is every possibility that as new resources are tapped and existing ones exploited, Alaska will become an area of significance on the world trading map, as it is now on the map of international politics. Port development will provide one of the keys. The new edition of *Ports of the World* (now at the binders) will list nine Alaskan ports capable of handling ocean tonnage. By the end of this year a new port will be in operation—at Alaska's major city of Anchorage. Up to now, ocean cargoes have mostly been routed through Seward, involving over 100 miles of transshipment by rail or road. A new deep-water wharf under construction represents the initial stage of a scheme first mooted eight years ago and being carried out despite the refusal of Federal assistance. The single-birth wharf is 600ft long by 270ft wide and will have a 40ft apron and a transit shed 350ft by 150ft; it will be served by rail tracks and a roadway. It is of marginal design with an approach trestle of concrete on steel piling. The contractors are the De Long Corporation.

## Forty-Foot Tide

THE CONSTRUCTION and equipment of the new Anchorage wharf have several interesting features. Of the four dockside cranes, two will be of 40 tons capacity for handling truck trailers and large containers. They will have 5-ton level luffing jibs. The other two will handle 7½-ton lifts and are designed for high-speed operation. This departure from the more usual American practice dictated by the exceptionally large tidal variation at Anchorage, which reaches a maximum of 40ft. The depth alongside at low water is 35ft. Besides providing for a height of deck above harbour bottom of 75ft, equivalent to the height of a seven-storey building, the piling had to be designed to withstand the impact of large ice floes in winter and the effects of freezing within an ice block about 30ft thick. The cylindrical piles vary in diameter from 16in to 42in and have annular bearing plates near the bottom for spreading the load. The outside piles, fendered with floating camels, are filled with concrete and the others with sand. Future plans provide for trebling the new facilities, in line, reclaiming the area between wharves and shore for storage and industrial purposes, and building a separate tanker terminal and submarine pipeline. At present the port will operate for about eight months of the year, but there are plans to make it an all-year port with the help of an icebreaker. The new facilities, costing \$8.2 mn, will enable it to handle about 300,000 tons per annum, without the additional extension included in the "master plan" for the future. Work began in August 1958 and will be "substantially completed" by November this year so that full-scale operation may begin next spring.

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