

Last Concrete Pour At City Dock Is Historic

By JERRY BOWKETT
Times Staff Writer

The last pour of concrete in the deck of the City of Anchorage's new dock was made this week and Port Director Henry Roloff and Port Commission Chairman Harold Strandberg looked on the occasion as a historic one.

"That's a beautiful thing to us," said Roloff, pointing to the section of drying cement. "I've been waiting for this since last April."

"I've been waiting eight years," Strandberg said. He was looking back to 1952 when it was first determined that the Port of Anchorage was economically feasible.

THE COMPLETION of the concrete deck means there will be a usable port facility by about Dec. 1, barring some unforeseen difficulty.

The big 150 by 350-foot transit shed will be enclosed in about a month and interior finish work can be carried on during the winter months.

Workmen this week were putting up metal siding on the steel-framed structure which is already roofed over. Others were installing the last sections of railroad track on the deck and steel guardrails along the shoreward side of the port facility.

The gantry portions of the four big cranes which will be used to unload cargo at the port are expected to arrive here this weekend. They will be brought directly to the new dock and unloaded.

THE CRANE machinery platforms, control cabs and booms are to arrive about Oct. 22. On or about Dec. 1 the cranes are expected to be fully assembled and ready for use.

Roloff and his staff will have usable office space in the transit shed sometime during the winter. The staff, when finally selected by the port commission, will consist of a terminal manager, traffic manager, office personnel and watchmen—initially, fewer than 10 people.

Roloff explained that it is of the greatest importance that a usable terminal facility be completed this winter. "We have to get geared up now so we can go full blast in the spring."

During the winter the Port of Anchorage tariff, a legal document outlining all rates and service charges at the port, must be completed. Once this is done, Roloff and his staff can go out and do a selling job, try to convince shippers their best bet is to ship goods to Alaska by way of the Port of Anchorage.

IN ORDER to accomplish this, Anchorage must have something to offer the shipper—some kind of advantage somewhere along the line. "We have to be competitive," Roloff said, "with Seward, for example."

The tariff, or rate schedule, in addition to having appeal for prospective shippers, must also be a balanced document—it must provide sufficient income to meet the cost of port operation.

"It is intended to be a self-sustaining operation—which is why the tariff is such an important document," Roloff said.

The port commission will begin a study of the proposed tariff drawn up by Roloff in the next 60 days.

EVERY TON of cargo that crosses the dock will bring \$15 to the community, Roloff said. The arrival of cargo means new money in town—money in the form of dockage and wharfage fees. The crews of visiting freighters spend money ashore. A port is a basic source of income, the port director said.

Sometime next spring the Port of Anchorage will be dedicated. The dedication possibly would be scheduled to coincide with the arrival of the first ship here, Roloff speculated.

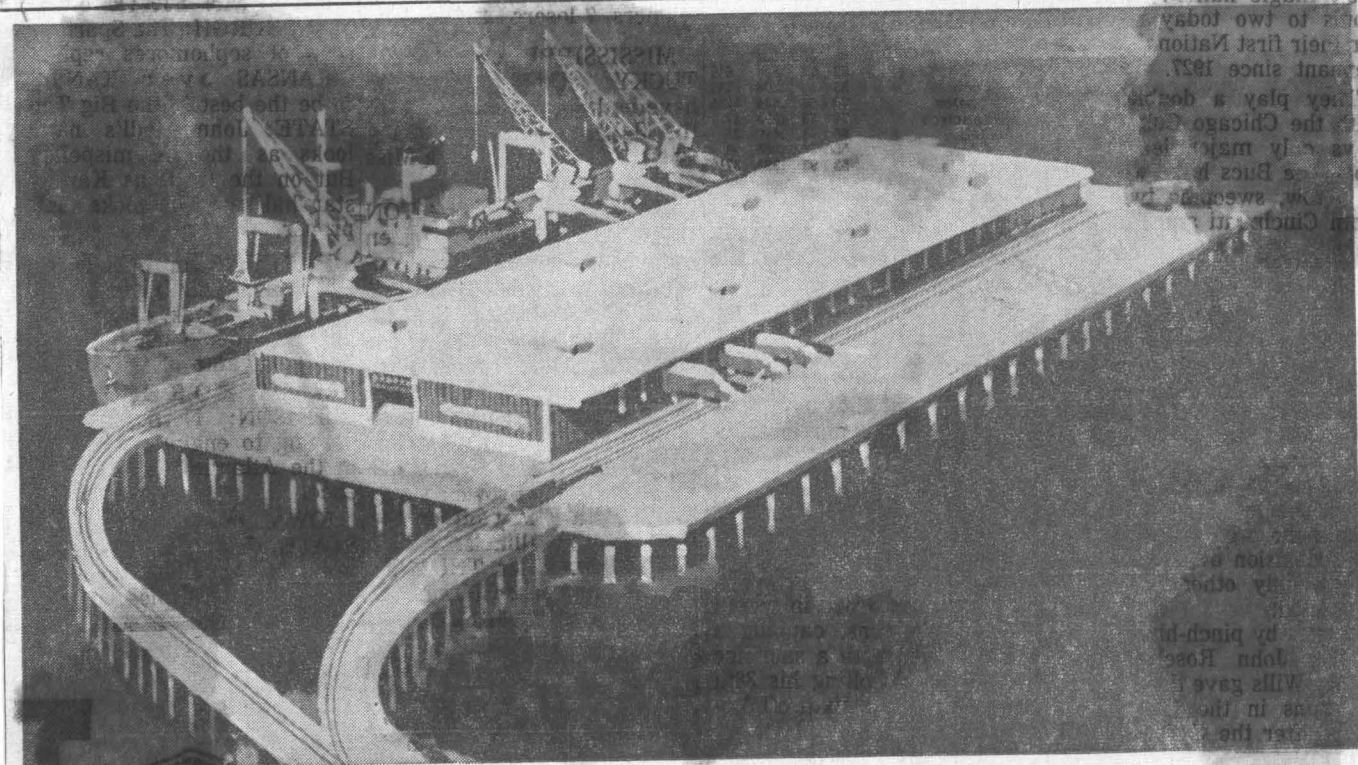
"This little hunk of concrete and steel is the beginning," he said, looking down the 600-foot length of the dock. He hastened to add the \$8 million port facility was not really little.

Roloff said the master plan called for the extension of the wharf in the future to 2,000 feet—an extension that would permit the handling of four cargo ships at the same time. The present facility will be able to accommodate just one large ship at a time. Expansion beyond the present limits would be a major task of the port's future.

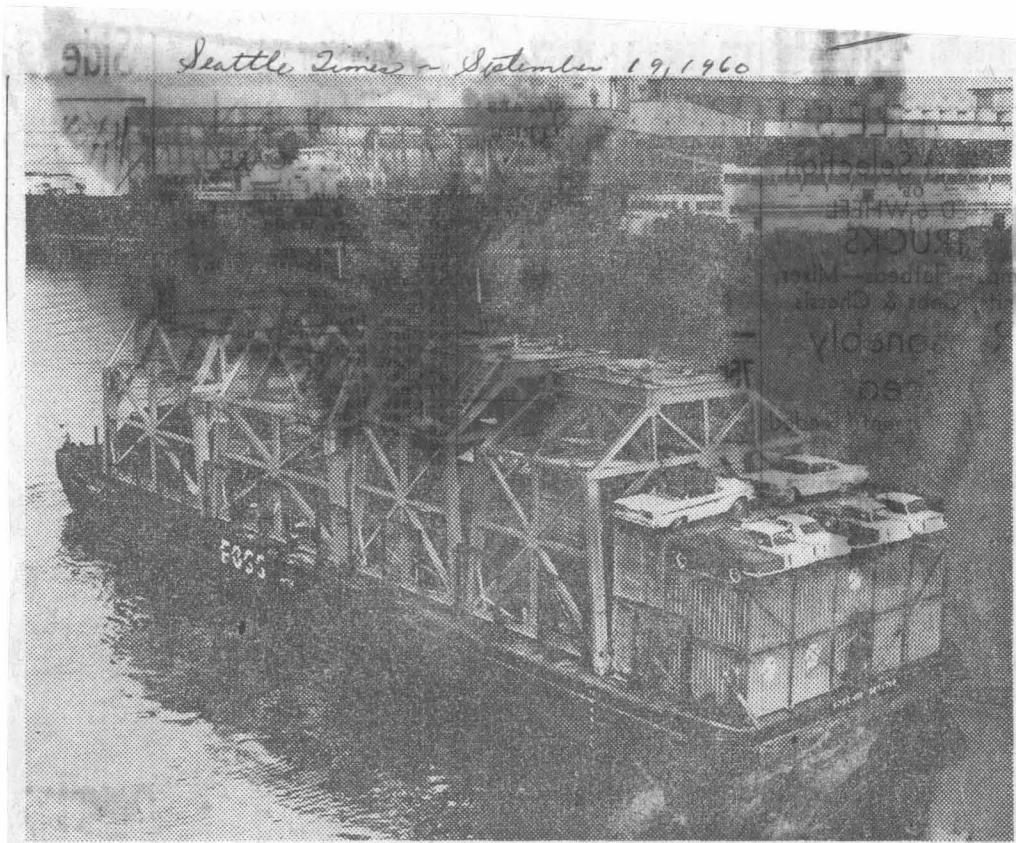
"WHEN YOU'VE ALREADY

Port of Anchorage you take the time to see this whole of requirements all along the area lined with warehouses railroad," Roloff said, adding that Anchorage businessmen are looking to unoccupied land extending from behind the dock to the base of Government Hill.

ANCHORAGE, ALASKA, THURSDAY, SEPTEMBER 22, 1960



Artist's Sketch Of Completed Anchorage Port Facility



CRANES AND CARS: Automobiles then the cranes were lowered over them. looked like toys as they nestled beside the cranes. The cranes were welded to the deck to prevent shifting in heavy seas. The cranes are for the Port of Anchorage.

40-Ton Cranes Shipped to Alaska

A heavily laden barge, with cranes will be shipped separately. The gantries were shipped together at Pier 21, East Waterway Dock. They were welded to the deck to prevent shifting in the open sea.

The gantries for four cranes manufactured by the Washington Iron Works here for the Port of Anchorage. There are two 7 1/2-ton cranes and two 40-ton cranes. The superstructures for the unloading of the gantries, will be in Anchorage to see them unloaded.

Port Crane Gear On Way

SEATTLE — A heavily laden barge, with part of its cargo welded to the deck, is on its way to Anchorage.

The deck cargo includes the gantries for four cranes manufactured by the Washington Iron Works here for the Port of Anchorage. There are two 7 1/2-ton cranes and two 40-ton cranes.

The Washington Iron Works still is to build and send the superstructures for the cranes.

THE GANTRIES are welded to the deck to prevent shifting in the open sea.

The Rothschild-International Stevedoring Co., which is handling the loading and unloading of the gantries, will unload them in Anchorage with big, portable cranes.

The Foss Launch & Tug Co. is doing the towing. Northland Freight Lines is the carrier. Louis A. Bianchi, field engineer for the Washington Iron Works, supervised the assembling of the cranes here and will be in Anchorage to see them unloaded.

Red Brainwash Technique To Be Told To Chamber

The Greater Anchorage Chamber of Commerce will learn of communistic brainwashing techniques at its weekly luncheon Monday at the Anchorage Westward Hotel.

The story will be told by a tape recording which has been supplied to the local Chamber by the U.S. Chamber. The Army provided it to the national group.

Introducing the tape will be Claire Banks and Henry Roloff.

The tape is available through the Chamber to other organizations who may desire to use it.

Port Camel Floats Away

ANCHORAGE, Alaska News 10-10-60

One of Anchorage's 15 camels floated away Wednesday night.

City officials immediately launched an extensive air search and the wayward beast was found off Fire Island in Cook inlet.

It will be towed back soon by tug.

The air search was made by city airport manager Jerry Hala and Peter Jackson, city employee, who acted as spotters. The aircraft was piloted by Dave Mathieson of Safeway Airways.

The camel, by the way, is 26 feet long and eight feet in diameter.

It is a buffer constructed of logs bolted to a steel tank. It is designed to ride in the water between ships and the dock at the nearly completed port. The device broke loose from a cable and floated away.

GROUP MAY CONTEST JAPAN RATE BOOST

Formation of an executive committee on rates and tariffs at the annual meeting of the Pacific Coast Assn. of Port Authorities is seen as a weapon to fight a "discriminatory" 30 per cent surcharge recently levied on shipments to Alaska from Japan, said Anchorage Port Director Henry Roloff today.

Toloff returned this week from the conference in Stockton, Calif., held Sept. 5 through 10. He was elected to the association board of directors and named to the new rates and tariffs committee.

THE SURCHARGE was voted at last month's meeting of the Trans-Pacific Freight Conference held in Japan, Roloff recounted.

The association's new committee "was activated for the sole purpose to intervene on a Pacific Coastwide basis when shipping rates are deemed discriminatory or prohibitive to any member ports," Roloff said. This would include rail or truck rates as well as ocean shipping rates, he added.

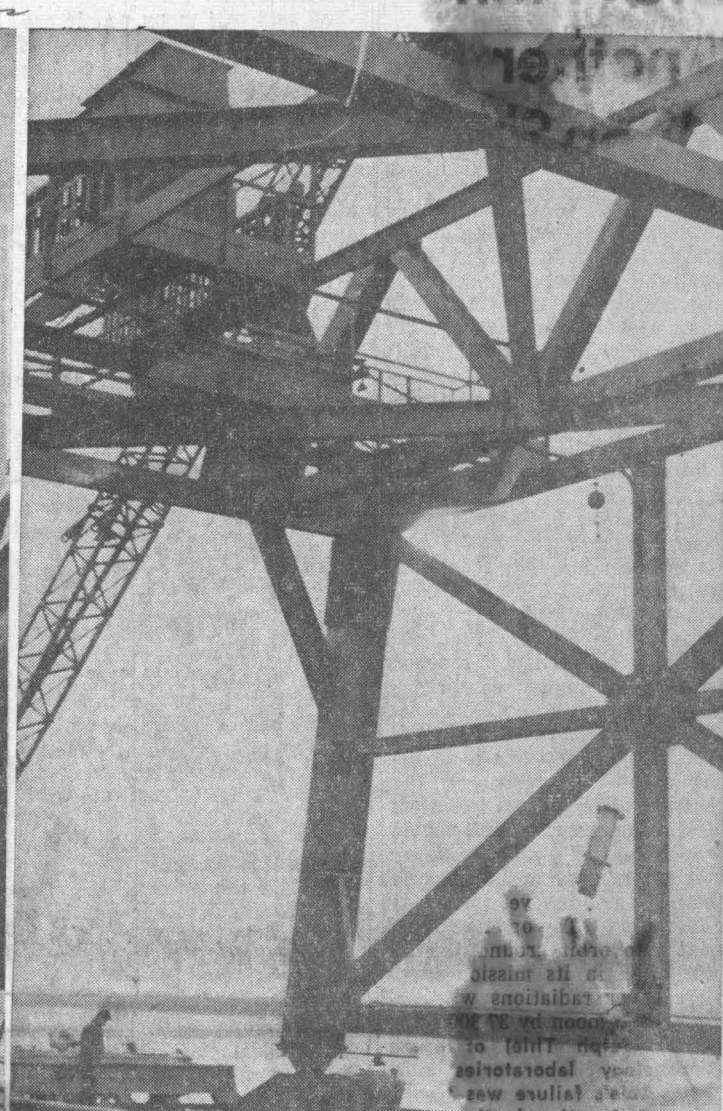
Formerly, ports had to combat such rates on an individual basis, Roloff explained. FORMATION of the committee "is important to Alaska since it gives Anchorage the opportunity to appeal to the board for assistance in solving the problem of the discriminatory surcharge," Roloff said.

The committee can meet on call of its chairman — yet to be named — and make recommendations to the directors, Roloff said.

Heavy Cranes Unloaded at Dock



A PILE HAMMER is set onto the back of the unloading crane at the city dock to counterbalance the load while lifting four new cranes from a barge. The cranes, two 40-ton and two 7 1/2-ton, arrived yesterday from Seattle. They were shipped by Northland Freight Lines.



VIEW THROUGH the gantry legs of one of the new city dock wharf cranes shows the unloading of other sections of the pre-assembled crane. The machinery for the cranes is due to arrive in Anchorage Nov. 1, at which time the cranes will be ready for use. (Daily News Photos)

ANCHORAGE, ALASKA, TUESDAY, SEPTEMBER 27, 1960



GANTRY CRANES ARRIVE — A crane unloads four bases — called gantries — from a barge at the Port of Anchorage dock. The giant bases will carry two 40-ton and two 7.5-ton cranes which will handle cargo at

the port. Costing a total of \$594,000, the cranes were manufactured in Seattle by Washington Iron Works, which is installing them for use by Dec. 1. The gantries were shipped via Northland Freight barge.