

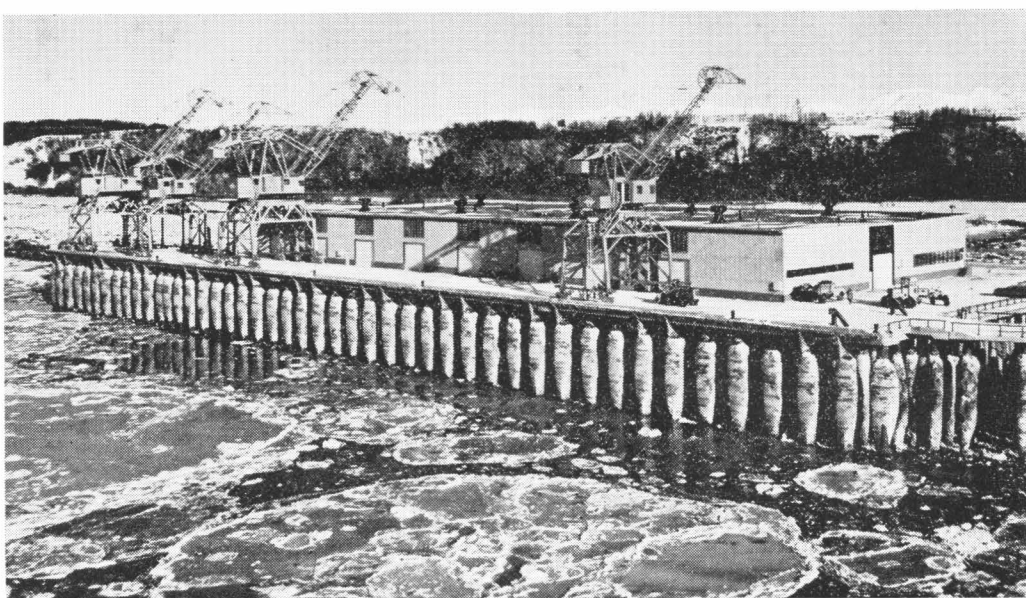
Because a feasibility report from a firm of national repute would be required to interest the bond market, the city hired Coverdale & Colpitts, New York City consulting engineers, to compile such a report, which was modified in 1958.

In it, the engineers considered the economics of Alaska, the commerce that would be available in Anchorage, and broke their studies down into analysis. These studies showed an anticipated tonnage of 200,000 tons in the first year of operation with a net savings, based on rates at that time, of \$19 per ton to be realized in shipping costs.

On the basis of their study, a one-berth dock was recommended, with po-

**UNIQUE FEATURE ILLUSTRATED**—An aerial view of the new \$8 3/4 million cargo terminal of the City of Anchorage shows the four level-luffing Washington cranes with which the pier is equipped. As this view was taken in early March, winter ice flows were breaking up and the new terminal was awaiting the arrival of its first deep sea vessel.

**READY TO GO**—Mostly pre-assembled before shipment from Seattle last fall, these level-luffing cranes were loaded aboard barges for the long trip to Anchorage. Two are 7 1/2 ton capacity, while the other two will handle up to 40 tons and 5 tons respectively. They were erected in three weeks after once reaching the Port of Anchorage.



alaska construction news/21  
April-May 1961

MEET YOUR PORT DIRECTOR *municipal Bulletin, April, 1961.*

Since coming to Anchorage in February 1960, Port Director H. Henry Roloff has had the distinction of being the first man to begin as managerial head of a brand new operation of the City.



As Port Director, Roloff has no precedent to follow except that of experience. Instead of having to follow a pattern established by others, he is actually pioneering his own trail. Not only is he the first Director, he also was responsible for the preparation of the first port budget and rate schedule. When the new facility is officially opened next month, he will welcome the first ship to use it.

Roloff was hired by the City after a lengthy search conducted by the Port Commission and the City Manager to find the right man. When he accepted the position a little more than a year ago, he was assistant director of the San Diego Port. He had worked for the California port approximately 10 years beginning as public relations director. Before becoming involved with ports, he was director of industrial development with the San Diego Chamber of Commerce, and earlier (right after World War II) he was a correspondent for United Press International.

Known as Hank to his friends, Roloff was born in Kenosha, Wisconsin on June 20, 1919. He attended San Diego State College, Bryant and Stratton College in Chicago, and the University of Southern California. He studied a variety of subjects ranging from journalism to philosophy.

A man who describes himself as a confirmed bookworm, the Port Director also enjoys chess, fishing, and duck hunting but he has found no time to indulge in them because of the pressure of his job. He says he enjoys the long Alaska winters because he can bury himself in a book and not have to worry about cutting the grass.

When his wife, Barbara, and six children joined him at the end of school last June, Roloff purchased a home for his family in Turnagain. The Roloff children are Lea Rene, 15; Cathleen, 12; John Henry, 10; Rex, 7; Seth, 5; and Kirk, 3.

### Heating System Bids Are Sought For Port Shed

Advertisements for bids for in about two weeks, when specifications are drawn, said term in the transit shed of the Port Director Henry Roloff. Port of Anchorage have been Engineers estimate the cost of the heating system will be \$70,000. The commission also will recommend to the City Council a table of personnel organization for operation of the port, expected to open next March. Bids will be advertised for

William Burnett and a secretary. If the positions are created by the council, personnel would be hired as needed, Roloff said.

ALL BUT 20 per cent of the budget would be held by the bond company in bond redemption and sinking, maintenance and depreciation funds, Roloff explained.

Repayment and interest on the \$6.2 million in revenue bonds will total \$15,186,530 by the final due date of 1998, Roloff said. Principal payments start in 1963, at \$35,000 yearly and rising to \$135,000 by 1978. No further principal payment is called for until 1998, when a remainder of \$4,885,000 is due.

Interest began this year with payment of \$372,000. One-fourth of a like amount due next year is already paid.

THE GENERAL obligation bonds of \$2 million are paid out of the city's general fund. But the bond contract provides that when the revenue bond debt is met, the general fund may be repaid out of port revenue.

Two items are under discussion with Ira Haupt and Co. as it considers the proposed tariff, Roloff said. One is the budget requirement for deposit with the bond firm of \$150,000 annually as a depreciation fund, he explained.

"Under the bond contract there is no method of recapturing this fund," Roloff said. "If this can be solved it means another \$150,000 available for operation and expansion of the port."

ALSO UNDER discussion is the 1958 feasibility report which estimated revenue would be \$5.32 per ton. The proposed tariff would result in an estimated \$4.66. Roloff maintained the lower rates would induce greater volume and keep the port competitive.

### Baker, Ferguson Head Delegation To State C Of C

Anchorage will be represented by at least 11 residents at the Alaska State Chamber of Commerce convention which opens in Fairbanks tomorrow.

Robert A. Baker and Jack Ferguson will serve as state chamber directors from this area.

Others attending are Kenneth Sheppard, Greater Anchorage Chamber president; George Sharrock, past state president; William Wood, past state secretary; Walter Hickel and Milton Daugherty, Anchorage Chamber directors.

Still others will be Raymond Peersen, former Anchorage Chamber director; Robert Atwood, Anchorage Times publisher; Henry Roloff, city port director; and Donald Smith, Alaska Railroad manager.

Registration will begin at noon and tomorrow and end Saturday.

Anchorage Daily Times 11  
Tuesday, June 20, 1961

### Council May Act On Port Awards

Discussion of final awards in the city-contractor dispute over port construction costs is expected at the City Council meeting today at 8 p.m. in the Z. J. Loussac Library.

The council is also to consider a resolution authorizing the issuance of a "notification of completion" of the port facility to the general contractor, the De Long Corp.

### Contractor Wins \$55,000

#### Hearings Set On New Claims On Port Job

A board of arbitrators has awarded the DeLong Corp. of New York, prime contractor for the city's new port facility, a total of \$55,000 for work the contractor claimed was in excess of its building contract, according to City Attorney Richard Gantz.

Gantz also said hearings on a new series of claims by DeLong amounting to \$314,806 would start May 26 and possibly extend beyond May 28.

ARBITRATORS of the dispute between DeLong and the city are Robert Prescott of the U.S. Engineer District, Alaska; Eino Reinikka, engineer for the Alaska Air Command; and Lee Linck, a consulting engineer of Fairbanks.

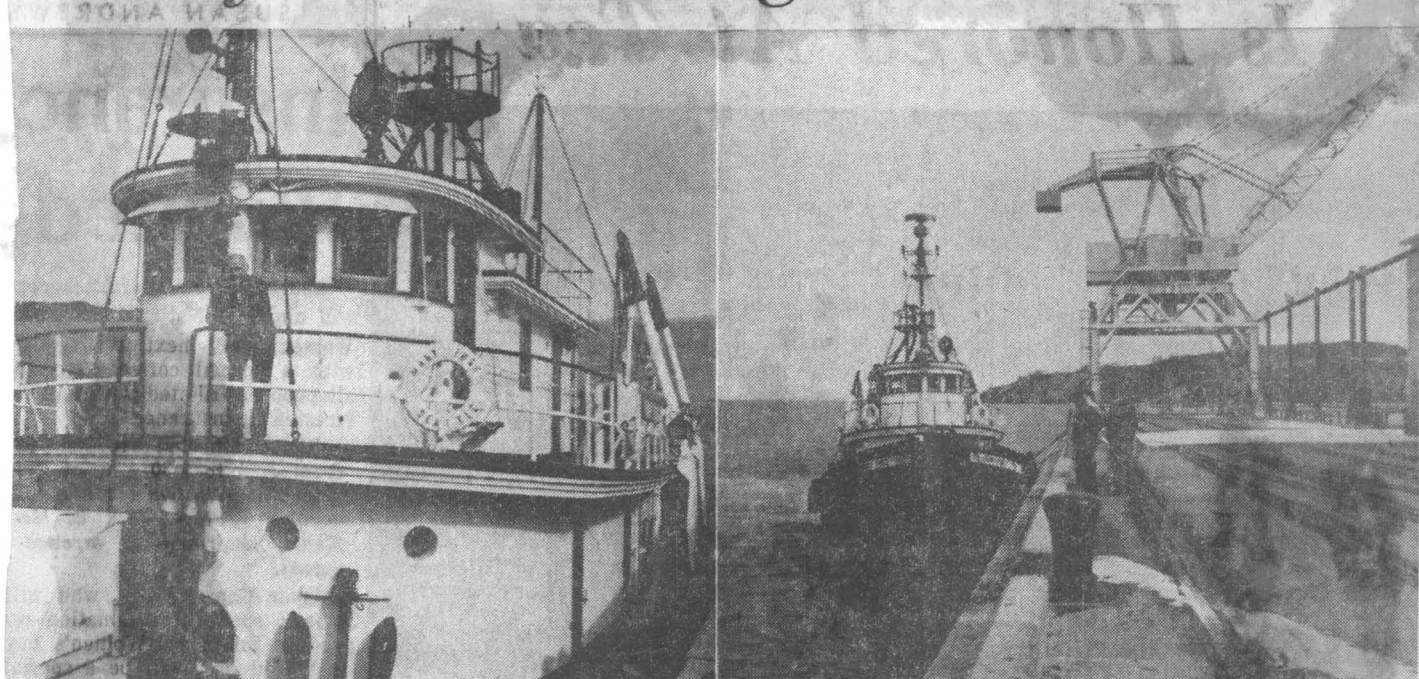
The board settled on claims of \$110,846 by DeLong for construction of crane stops, grading of two areas, a railroad spur turnout, and dredging, Gantz said. The city's engineering consultants, Tippetts-Abbett-McCarthy Stratton, had said the contractor was entitled to only \$12,670 for the work.

GANTZ said the new claims are for work connected with testing of piling, excavation, and expense of maintaining the port during the winter at \$9,000 monthly.

The consulting engineers recommend justifiable claims of \$14,064, Gantz said.

The Anchorage Daily News  
Thursday, May 4, 1961

## City's Port Swings into Action



**SKIPPER LOOKS AROUND** — Ed Saling, skipper of the Mary Foss, relaxes on her deck a moment after the tug and its barge are docked. The Mary Foss is a Seattle-docked tugboat. The trip usually takes 10-12 days.

**FIRST IN NEW PORT** — The tugboat Mary Foss was the first ship this year to tie up to the new Port of Anchorage dock. Traces of snow are still visible as excited on-lookers crowded around for the docking operation. The Mary Foss pulled a Kevalaska barge.



**READY DOWN THERE?** — A Port of Anchorage stationary crane pulls into position to unload the first of the Kevalaska cargo. The barge carried general cargo, 10 house-trailers and three camper trailers from Seattle, then stopped in Ketchikan for a load of Alaskan lumber.



**LET'S ALL HAVE A LOOK** — Hectic activity surround the unloading of the first item from the first barge in port. The Kevalaska barge is a subsidiary of Alaska Aggregate company, which has its own dock in Anchorage. However, low tides made landing at the city dock necessary, making the Kevalaska barge the first one in by default. (City of Anchorage photos)

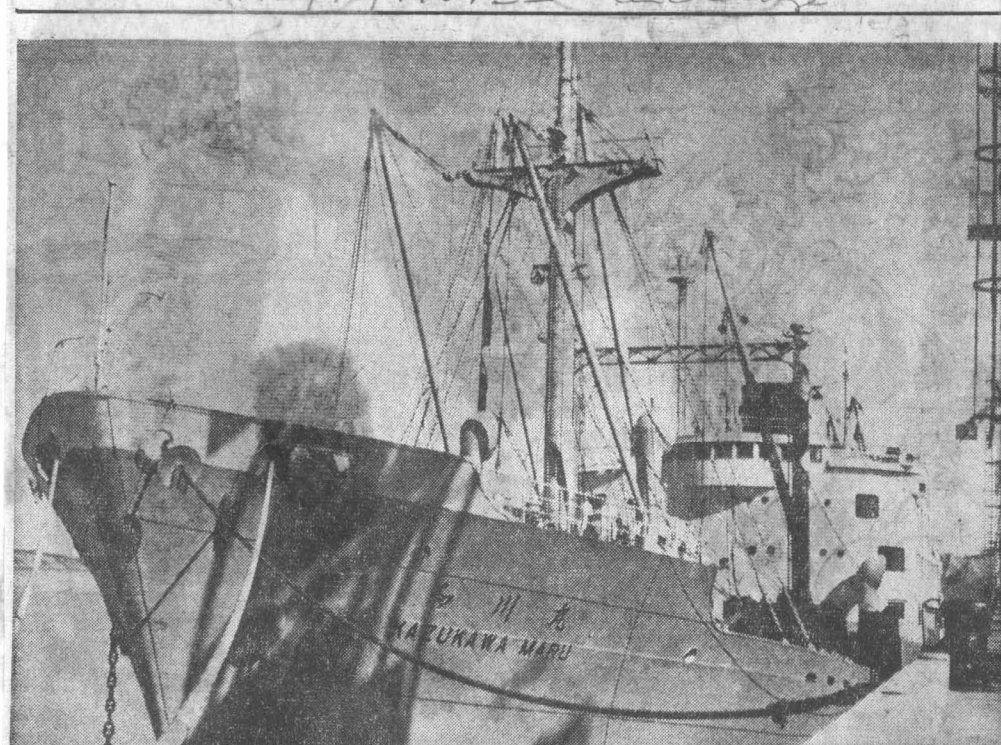
### Hearings On Port Halted

Superior Court Presiding Judge Edward V. Davis has signed a temporary restraining order halting the arbitration hearings between the city and the DeLong Corp. builders of the city port.

City Attorney Richard Gantz said the city requested the order in an effort to halt the arbitration hearings. The contractor began by filing one claim, then five more, then 25 more until the claims now total more than \$900,000. Gantz said the city wishes to have the court settle the matter rather than having the arbitration hearings become a continuing process.

A hearing on whether the temporary restraining order should be made a permanent injunction is slated next Friday.

620 4th Ave. May 13, 1961 — Anchorage Times



**FIRST SHIP DOCKS**—The first cargo ship to use the city's new \$8.2 million port facility tied up at the dock yesterday. It is the Japanese motor ship Kazukawa Maru out of Yokohama, rated at 6,307 gross tons. After unloading 1,800 tons of structural materials, the ship will take on 150 tons of tallow. Next stop is Sitka where lumber will be loaded. The transport, operated by the Kawausaki Kisen Kaisha, Limited, then will return to Japan. Two or three of the port's gantry cranes are expected to be employed simultaneously in unloading.