

PORT SEEKS TO ENTER FREIGHT RATE BATTLE

Anchorage port manager Henry Roloff has wired the Federal Maritime Commission for authority for the Anchorage Port Commission to intervene in the rate fight between Northland Freight Lines, and Puget Sound-Alaska Van Lines and Weaver Bros. trucking firm.

The latter two have protested proposed freight rate reductions by Northland for materials moving directly be-

Port Budget Is Decreased

31,000 Tons Of Cargo Basis For New Figure

A revised 1961 budget was presented to the Anchorage Port commissioners yesterday. The revision was downward and based on revenue from 31,000 tons of cargo being handled by the new port dock, instead of the 130,000 tons on which the original budget was based.

According to the revised budget, the port expects to make \$25,913 this year. Operating expenses were listed as \$198,873 and total revenue at \$224,786. Gross income per ton is figured at \$7.25.

According to Port Manager Henry Roloff, the port to date has handled approximately 13,000 tons of cargo, or one-tenth of the original estimate for 1961. Another 18,000 tons will have to cross over the dock by year's end to meet estimates of the revised budget.

However Roloff told the commissioners that this goal is in sight. He lists 13,500 tons for this month, including 9,000 tons of scrap metal, and 4,000 tons for October.

Port Commission Seeks Title To Adjacent Land

Anchorage Port Commission will seek to gain title to nearly 28 acres of land adjacent to, and directly east of the present port facilities.

The land was released by the Air Force then selected by the state of Alaska, under the Mental Health Act, following statehood.

The state has appraised the land at \$243,000, according to a report given at yesterday's port commission meeting.

However, in negotiation the state has offered it to the commission for 30 per cent of appraised value. The commission has held for five per cent, it was reported.

Port manager Henry Roloff says the Air Force released the land, and the state was to act only as a vehicle of transfer, under an agreement between the three agencies prior to statehood. The state appraisal of the land is high only because the land borders our new port facilities, Roloff said.

Ice Patrol Requested

The Anchorage Port Commission last week asked the Coast Guard to consider establishment of a winter season ice patrol in Cook Inlet. A patrol is needed Port Director Henry Roloff said, to maintain schedules of two common carrier barge operators who plan to serve Anchorage on a 12-month basis due to winter cargo commitments. In addition, several foreign-flag carriers may offer service to the port this winter, he said.

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EDITORIAL PAGE

Friday, Aug. 4, 1961

City Sets Example By Using City Dock

THE CITY COUNCIL has taken formal action to patronize the city-owned port.

It was no weighty decision. The action involved no complexities or imponderables. The city merely did what a grocer does when he decides to buy his own groceries instead of patronizing a competitor.

The action was found necessary after discovery that a shipment of pipe for the city was handled by the competitors while the city's own facilities lay dormant. The council was told that the shipment cost \$4,857 more than it should have, and that local stevedores lost \$4,355 in wages. The two figures make a total of more than \$9,000 lost to the city's economy.

The council ordered a change in procedures so as to require its own freight to move over its own dock. The action merely closed the barn door after one horse had been stolen. The purpose is to prevent more horses from being stolen.

THE CITY'S ACTION also set an example that could be adopted by many local business establishments.

Firms ordering big shipments into Anchorage would be helping their community, their customers and themselves by routing their freight over the city dock.

The pressures from such an effort would do more than improve the financial status of the dock and

the stevedores. They would speed the day when the full benefits of direct commerce to Anchorage would be realized.

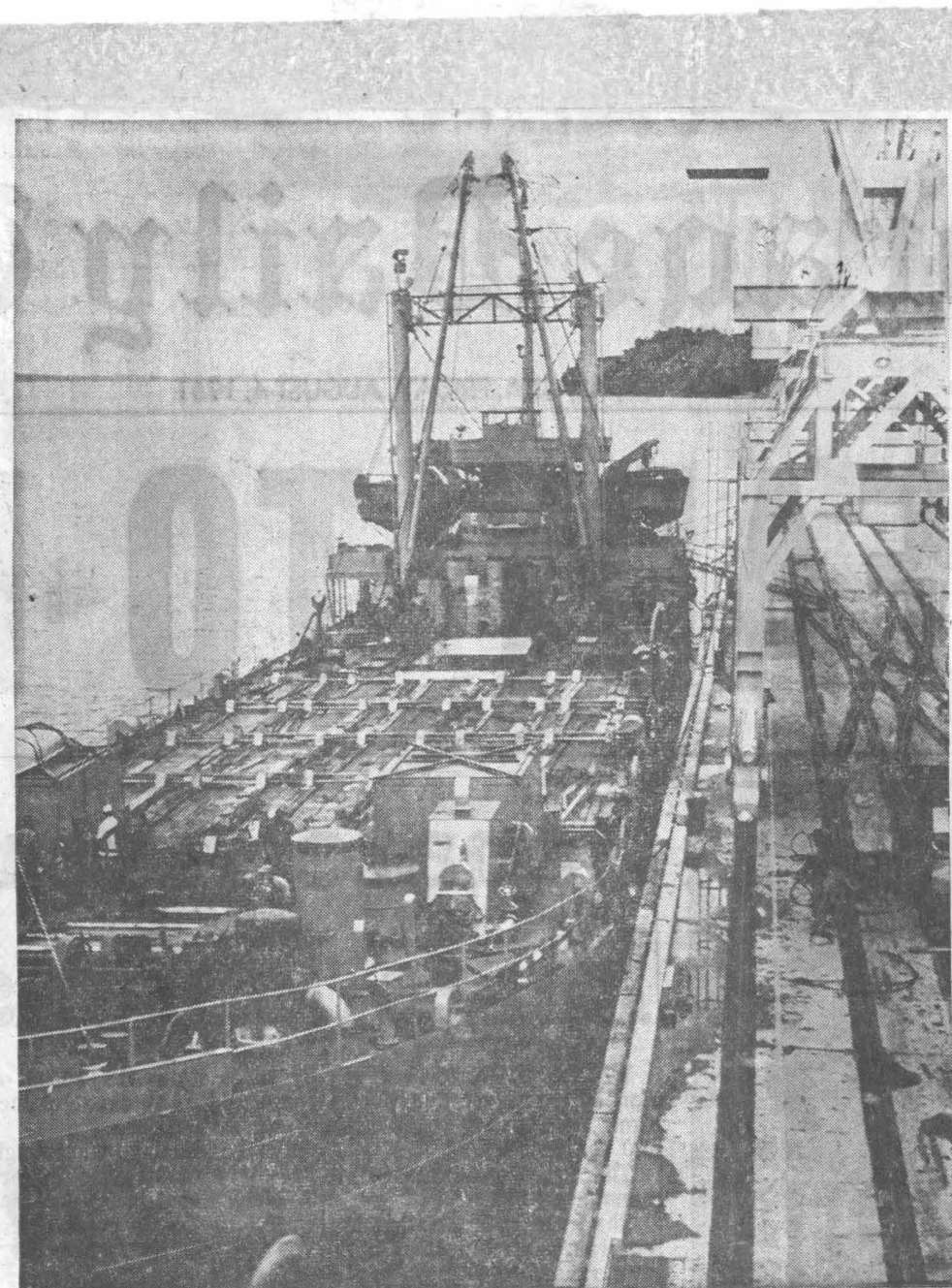
Some business houses have found an encouraging response when they have pressed for use of the city port. One has been offered the most attractive rates in more than 25 years and is presently making a basic change in its purchasing and shipping procedures.

COMMON CARRIERS have shown reluctance in scheduling calls at the Anchorage port. They apparently prefer to continue their old schedules.

It is reasonable to predict that they will make a quick change, however, if they stand to lose a substantial portion of Anchorage business. Strong support of the dock on the part of the big shippers would do much to encourage a change.

The Anchorage port was built by the people of this city because they wanted the advantages and savings of direct ocean commerce. The people obligated themselves to pay \$2,000,000 toward the cost of the dock if the dock did not pay its own way.

By insisting that freight move over the facility the people of Anchorage can enjoy the benefits they sought, and also keep faith with themselves.



LST DOCKS AT PORT OF ANCHORAGE

The LST "Harris County" docked at the Port of Anchorage Wednesday night with some 1,000 tons of general military cargo aboard. The ship's arrival brought to 67 the number of vessels which have used the port facilities since the dock opened for business April 12. Counting the LST's cargo, some 8,500 tons of cargo will have crossed the new \$3,000,000 dock. Of this total, 7,833 tons were inbound cargo.

New Maritime Commission and Alaska

Usually the formation of more bureaus or commissions in government is abhorrent to most of us taxpayers who see in each new appointment to administer this or that another drain on our pocket books.

However, there has recently been created by an act of Congress a new five-man board that should be of great aid to Alaskans who have borne a burden of increasing freight rates over the years.

Senate approval late last week of one of President Kennedy's reorganization measures marked the first shake-up in the Federal Maritime Board in years.

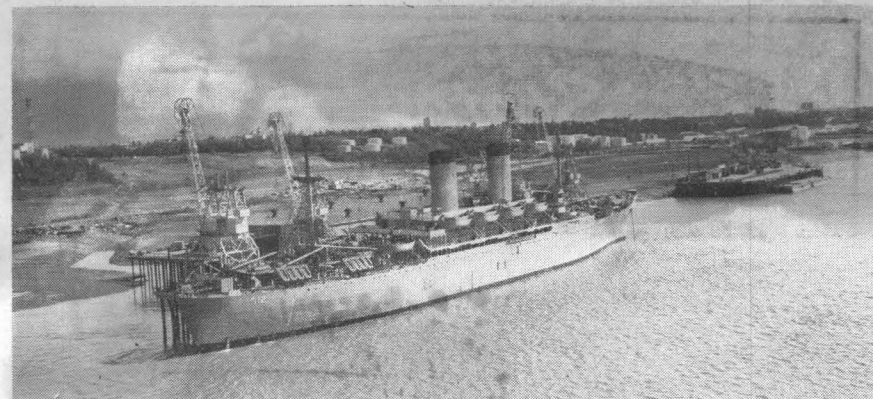
It will assign the responsibility of promotion of the United States merchant marine directly to the secretary of the commerce and will set up a new five-man commission to regulate and control rates and

services. Presently and for many, many years all this power was vested in a three-member commission.

The impact of this tight little group in particular in Alaska, was that never in the long maritime history of the territory and more recently the state, had freight rates ever been reduced.

President Kennedy in his message urging the new maritime commission said at one point that there had been "serious violations of maritime laws" under the old system.

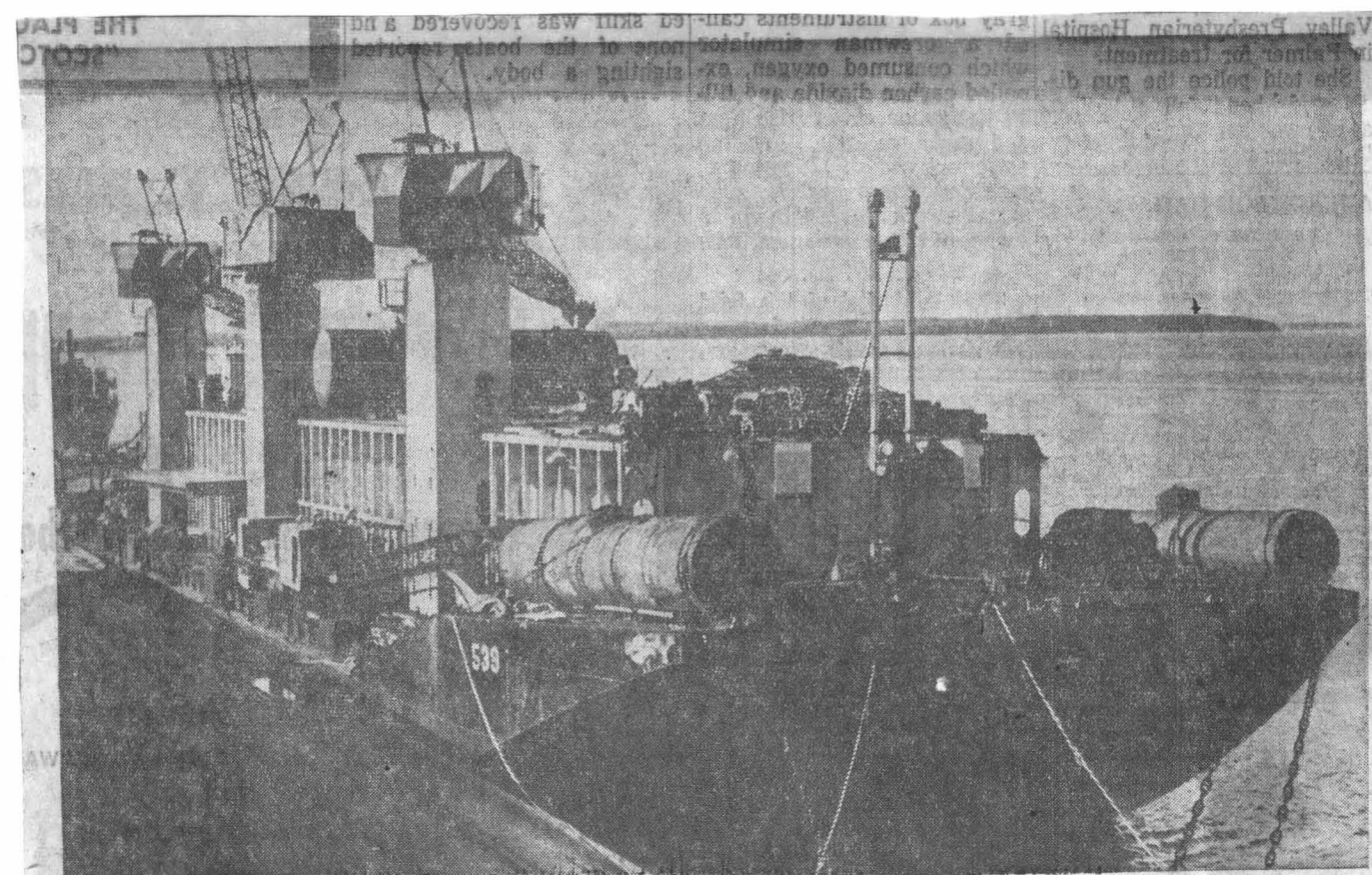
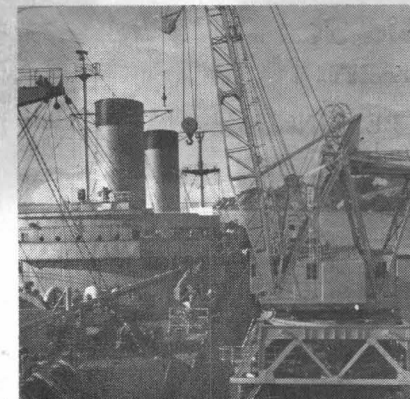
He was not necessarily inferring that cards were being dealt under the table, but the fact remains that it is certainly easier to influence three persons than five and strong ship owner lobbies in Washington could conceivably have had great influence over the smaller board.



Port of Anchorage is Feeling Its Oats

ANCHORAGE — A new era for the Port of Anchorage was established last month when the USS General Mann scheduled her first call at the new \$8.2 million terminal in Anchorage. The Mann, with an overall length of 630 feet, dwarfs the terminal structure which is 600 feet long. More than 1,200 servicemen and their dependents were rotated on an in-and-out movement during the call.

Above photo right—The newly designed 40-ton level luffing gantry cranes built by Washington Iron Works in Seattle, have increased cargo discharging efficiency by more than 35 per cent. The port has two 40-ton level luffing gantries and two eight-ton cranes. Lower right—Largest single movement of barge cargo was received at the port recently when Foss tug Donna Foss brought in tandem tow for Northland Freight Lines—1,100 tons for discharge. Henry Roloff is port director.



WORLD'S LARGEST BARGE UNLOADING AT ANCHORAGE

A 300 foot long, 70 foot wide barge, owned by the Alaska Barge and Transport Co. of Vancouver, Wash., berthed at the Port of Anchorage Dock this morning to unload a military cargo from Dutch Harbor. The barge was towed by the 98 foot tugboat

Winquatt of Aberdeen, Wash. This is the first time the barge has been in Anchorage, but the huge carrier has been used for several years to supply DEW Line stations in the Arctic.

Letters To The Editor

Victory For Alaska

Dear Editor:

Although the subject of the 30 per cent surcharge on cargo freight rates moving into Anchorage from Japan has been given top importance in the newspaper, perhaps the average citizen does not realize the tremendous impact that the elimination of this surcharge will have on the future of Alaskan economy.

Surcharges are assessed by steamship conferences at their discretion. Removing the surcharge, however, is an entirely different problem. In this regard, a great deal of credit should be given to Gov. William Egan, Sen. Ernest Gruening and Sen. E. L. Bartlett for their support in achieving in one year's time, the elimination of an arbitrary penalty which could have seriously hampered the trade potential of the State of Alaska.

Equality is a word representing one of the foundation stones of the democratic process. The state of Alaska has now achieved equality with the Pacific Coast states in one of the world's most essential trade routes; a trade route which extends eastbound from the Orient to the Pacific Coast. Without this equalization, the state of Alaska could have never hoped to compete, nor to generate, the potential which existed in this particular field of foreign commerce.

There will be other fights and struggles by Alaska in achieving equality in other fields. These fights will never be won without the complete support of our businessmen, citizens and political leaders. In winning this particular fight for sovereign status in the state of Alaska, success in the next contest will come that much easier. All who participated in this critical issue deserve the commendation and appreciation of the people of Alaska.

The strong editorial and news support of the Anchorage Times played a major role in achieving this victory. On behalf of the Anchorage Port Commission, our congratulations to a job "well done."

Henry Roloff, Director
Port of Anchorage

City Orders Shipments Over Its Dock

In a move to back up their belief that city purchases should be delivered through the Port of Anchorage, the city council has authorized the city manager to change the municipal purchasing procedure.

A proviso will be added to city bid forms requiring that bidders ship the material via a carrier serving the port. If the port operates seasonally, the requirement can be removed for shipments made in the winter season.

A penalty equal to the amount of revenue lost to the port may also be assessed if the shipper fails to comply.

The matter arose last week when Mayor George Byer asked why several carloads of cast iron pipe purchased by the city had been delivered through Seward instead of locally.

A loss to the port of nearly \$5,000 was estimated later in the week by Port Director Henry Roloff.

The previous policy dates to 1956 and 1957. In 1956, the council issued instructions that all purchases be made on an FOB Anchorage basis.

The next year this policy was modified to allow purchases on an FOB Seattle (or elsewhere) basis if (1) bidders would not quote FOB Anchorage, or (2) it was clearly in the City's interest.

This action was originally taken after a committee of Chamber of Commerce advocated this requirement. Methods previously involved "too much guesswork," according to City Manager C. A. Hostetter.

Although some councilmen feared this might again be the case, the mayor pointed out that the city now has a competent staff of analysts at the Port of Anchorage who can examine all bids involving the port.

Ice Patrol Is Requested For Cook Inlet Area

A letter has been directed to the Commandant of the Coast Guard by Anchorage port manager Henry Roloff, requesting an ice patrol in Cook Inlet this winter.

Roloff says the action was taken in an attempt to make Anchorage a year round port for ocean going ships. He says he requested the ice patrol so both civilian and military cargoes could be loaded and unloaded here.

BOTH Northland Freight Lines and Alaska Freight Lines have made known they would provide 12 months service to Anchorage if the Inlet is kept open in winter, Roloff added.

In another request, Roloff has asked Elmendorf Air Base officials for permission to establish an explosive unloading area at the mouth of Six-Mile Creek on Knik Arm. The property lies on the military reserve. Anchorage is limited by Coast Guard regulations from unloading more than 25 tons of high explosives at one time at the port dock, Roloff said.

If the military grants permission, then barges will be able to unload larger cargoes of explosives in the Anchorage area, outside of the 25 ton limit zone, according to Roloff.