

PORT OFFICIAL ASKS 'EQUAL' RESOLUTIONS

port officials . . . and have re-
searched in detail the possi-
bility of providing service to
Anchorage," Rose said.

He said no service is plan-
ned this year and nothing defi-
nite is planned next year be-
cause the added time to in-
crease its freight rates as the
Anchorage port in effect de-
mands, if such would develop
Alaska. "The railroad is not
convinced that it would," Cas-
sity said.

The hearing, being conduct-
ed by William Stigler, the
maritime board's chief of regu-
lations, resumed today with
Rose again testifying.

The lengthy hearing will
continue until all parties have
had a chance to give their
testimony, Stigler said. The
Alaska Railroad, which gave
notice of objection to state-
ments by Lautzenhiser, was
expected to give testimony to-
day.

THE ALASKA Railroad to-
day termed allegations made
by the Anchorage port commis-
sion "to be merely for the
purpose of publicity."

Solicitor J. Glen Cassity, in
an opening statement said,
"The Alaska Railroad sym-
pathetically recognizes that
the port of Anchorage has a se-
rious problem," but said the rail-
road is at a loss to know what
to do.

The solicitor then enumer-
ated 13 allegations made by
the port commission and re-
futed them all, explaining the
allegations were based upon
"misinformation or misunder-
standing." "The railroad is
somewhat aghast at the amount
of incorrect information," he
added.

CASSITY added, "It appears
that the concern of the port
commission in this matter is
somewhat belated, inasmuch
as most of the factors which
have caused the commission's
concern . . . are a result of
matters which were in exist-
ence or should have been fore-
seen prior to the construction

of the municipal port and, in
fact, prior to the issuance of
bonds to finance the port."

The railroad has a mandate
from Congress to assist in the
development of Alaska. The rail-
road has no objection to in-
creasing its freight rates as the
Anchorage port in effect de-
mands, if such would develop
Alaska. "The railroad is not
convinced that it would," Cas-
sity said.

Double Dose Of Yule Chow

Barge And Airplanes Both Bring Goodies

Alaska military personnel
received a double Christmas
allotment of food yesterday
when a barge, arriving late,
and a C124 Globemaster, ar-
riving on schedule, reached
Anchorage.

The barge, due last Sunday,
was being towed into Anchor-
age by the Alaska Freight
Lines icebreaker Milton II. The
Milton was stalled in Cook
Inlet last weekend by
heavy ice, caused by the se-
vere cold of the past week.

Military authorities, not
knowing when the barge
would finally arrive, got hold
of the Subsistence Supply
Agency at Seattle, and re-
quested emergency purchase
of 30,000 pounds of food. This
was done at 1 a.m. Seattle
time yesterday, when mer-
chants in the Tacoma-Seattle
area were routed out of bed
to round up fruits, vegetables,
cranberries and other holiday
delicacies.

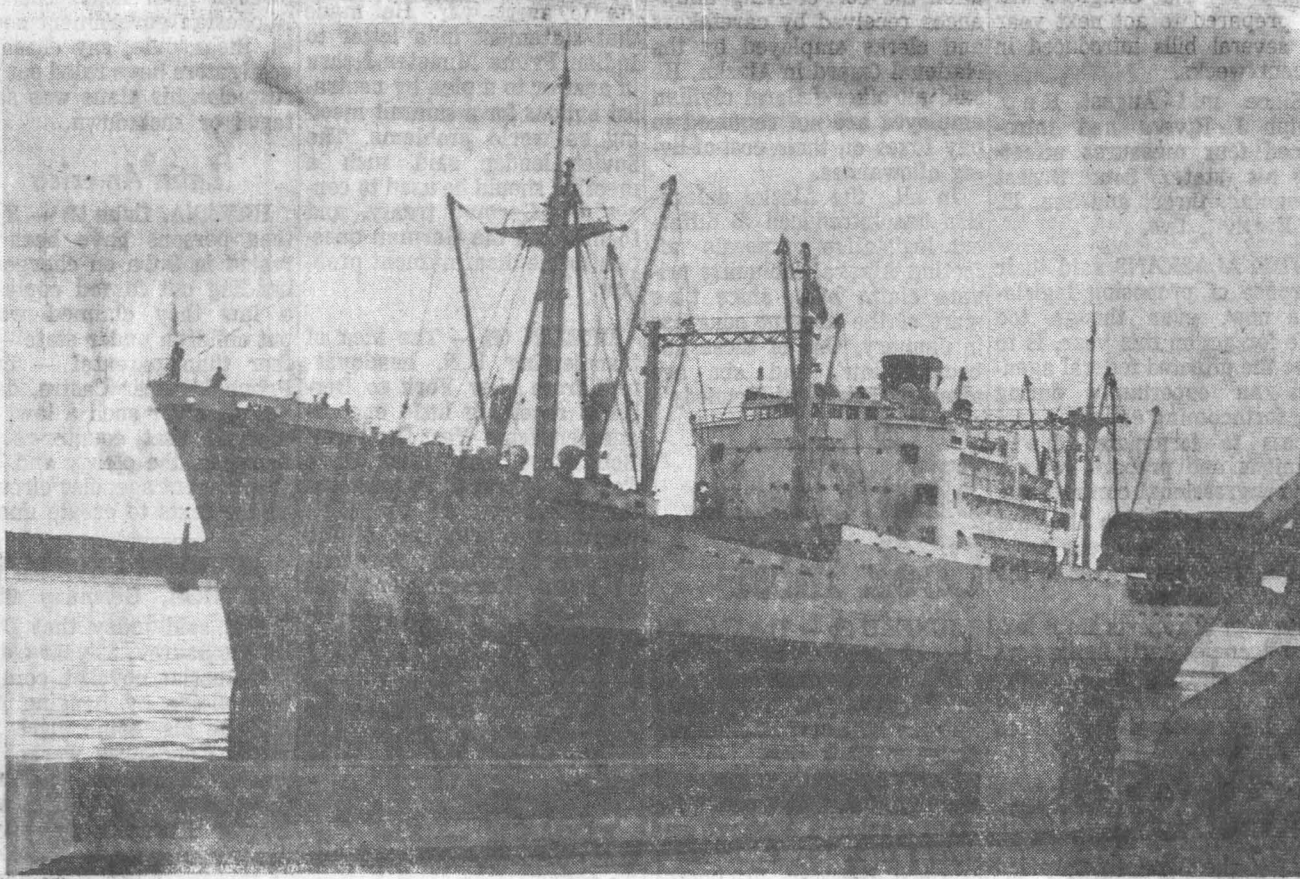
Trucks hauled the food to
McChord Air Force Base near
Tacoma, where it was put
aboard the C124 at 4 a.m. for
a seven and one half hour
flight to Elmendorf Air Force
Base.

THEN WITH the help of
the Coast Guard icebreaker
Storis the Milton II and its
barge made the port of An-
chorage dock about 3:30 p.m.
yesterday.

The load from the GLOBE-
master will be distribut-
ed by air to many remote
military points in the interior
and by truck to Ft. Wain-
wright, Elmendorf Air Force
Base and Ft. Richardson will
receive their food from the
same load.

The holiday specialties on
the barge will be used to
supplement meals for the next
few weeks, and purchasing
agents in the Seattle area will
not have to work so hard for
a while, after their special ef-
fort yesterday.

SHIP ARRIVAL NO. 101



NOW HEAR THIS

Men who have been to sea often hear a loud attention-getting "NOW
HEAR THIS" blaring over the ship's loud speaker.

In the second report to the citizens of Anchorage, the Port wants everyone
"TO HEAR THIS:"

One hundred and one — (That's right!) —
101 vessels and barges have berthed at the Port of Anchorage terminal between
April 1 and September 20 this year.

"NOW HEAR THIS:"

Fifteen thousand eight hundred thirty-six tons (that reads: 15,836 tons) of cargo
including everything from New Zealand beef to mandarin oranges and from diesel
tractors to anti-freeze was delivered across the Port of Anchorage terminal during the
past six months. During the next two and one-half months another 15,000 tons will be
imported and exported from the Anchorage terminal.

NOW HEAR THIS:

The new Port of Anchorage radio is on the air. Ship to shore radio station KBT-42,
(repeating: KBT-42) is on the air providing radio service to all ships in Cook Inlet and
the Gulf of Alaska. This is another modern service of the Port of Anchorage.

NOW HEAR THIS:

Two steamship lines and two barge lines have added the Port of
Anchorage as a regular Port of Call. These lines serve direct to Anchorage
from Japan and the South Seas, and direct from Seattle, on regular and non-
regular service. There will be more lines added next year.

REMEMBER — SHIP YOUR CARGO VIA THE PORT OF ANCHORAGE

THE ANCHORAGE PORT COMMISSION
City of Anchorage

LPR-4872

16 Anchorage Daily Times Thursday, Sept. 21, 1961



FIRST DANISH SHIP TO CALL AT ANCHORAGE

This is the 374 foot refrigerated ship "Argentinean
Reefer" which docked at the Port of Anchorage this
week with more than 200 tons of frozen beef from
New Zealand. The vessel, owned by the J. Laursen
Line of Copenhagen is regularly employed in the

Pacific trade, but this was its first trip to Alaska.
It came to Anchorage via Honolulu, and is returning
to New Zealand via Seattle, Vancouver, B.C., San
Francisco and Los Angeles.

DAILY COMMERCIAL NEWS

AUGUST 24, 1961



PORT OF ANCHORAGE: Officials of Alaska's newest and most modern seaport officially dedicated the new
\$8,200,000 terminal recently. The new terminal took more than three years to build and is equipped with four
modern level lifting gantry cranes of high lift capacity. The development of the Port of Anchorage represents
the first major seaport development in Alaska in over 20 years. It was built to serve the needs of the rapidly
expanding City of Anchorage and to provide an export center for Alaska's natural resources. First major ship
to call was the USS General Mann.

Hank Roloff Writes From Alaska

New Anchorage Port Facility Ranks With Newest, Most Modern

The many friends of "Hank"
Roloff, from San Diego to Los An-
geles, will be interested to hear of
Hank's progress since he left his
public relations post with the Port
of San Diego about a year ago.

The Daily Commercial News &
Shipping Guide received the follow-
ing letter from Hank, who is now
port director at Anchorage; we
pass it on to our readers, who we
know will be glad to hear from their
and our friend. He may be reached,
for anyone wishing to write, at
P.O. Box 400, Anchorage, Alaska.
"Mr. Norman E. Dunnivant
Los Angeles Daily Commercial
News & Shipping Guide
1146 N. Vermont
Los Angeles 29, California
Dear Norm:

Alaska is a long way from Los
Angeles, but it isn't every day that
a new port is dedicated. I have en-
closed a photograph of the new
Port of Anchorage terminal facility,
which took three years to build
under the most unique conditions
and cost \$8,200,000 for 600 linear
feet of berthing space. The transit
shed has fifty thousand board feet
of storage space, fully sprinklered

and heated.
I suppose most Californians be-
lieve that we Alaskans run around
in fur parkas, live in igloos and
ride to work on dog teams. As a
matter of fact, it just "ain't" true.
Today is a beautiful 60 odd degrees,
the sun is bright, I am wearing my
summer weight suit and regretting
the fact that I am not out fishing,
but I am instead writing to you
trying to dispel the common belief
in the "South 48" that Alaska is
the last wilderness.
I would like to see you in Alaska

sometime and in any event I will
show up at the AAPA convention
in Long Beach next month.

With kindest regards,
Yours sincerely,
Henry Roloff, Director
Port of Anchorage"

8 Anchorage Daily Times
Thursday, Sept. 14, 1961

Senator Sets 7 Hearings

Bartlett Planning Variety Of Sessions

WASHINGTON (AP)—Sen. E.
L. Bartlett, D-Alaska, plans
to hold hearings for the Sen-
ate Commerce Committee in
a number of Alaska commu-
nities during October.
They will concern fishing,
aviation and land and water
transportation matters.

He has cancelled a pre-
viously announced hearing on
aviation and maritime prob-
lems Oct. 14 at Ketchikan,
but will discuss these matters
during a stop there Oct. 25.

Here is Bartlett's Alaska
hearing schedule: Oct. 17 at
Dillingham on fishing; Oct. 18
at Naknek on fishing; Oct. 19
at Kodiak on fishing; Oct. 21
at Fairbanks on transporta-
tion; Oct. 22-24 at Anchorage
on fishing, transportation and
on a bill to establish a visitor
center there; Oct. 25 at
Ketchikan on fishing and
transportation; Oct. 26-27 at
Juneau on fishing.

16 The Seattle Times Friday, September 22, 1961

MARITIME NEWS

around the world
JAY WELLS, Editor

Ice Patrol Sought For Anchorage

(Compiled from Associated
Press, United Press Interna-
tional, Reuters and Seattle
Times news reports)

Anchorage, Alaska's biggest
city, has asked the Coast
Guard to establish an ice pa-
trol to keep its harbor open
all winter.

Henry Roloff, director of the
Port of Anchorage, said yester-
day that the Anchorage ter-
minal has handled more than
15,000 tons of cargo since it
was dedicated several months
ago.

Two common-carrier barge
operators have indicated a
need to serve Anchorage on
a 12-month basis because of
cargo commitments for the
coming winter.

But in order to maintain
schedules, the services of an
ice-breaking patrol would be
required in Cook Inlet under
severe weather conditions.

In its request to the Coast
Guard, the Port said several
foreign-flag carriers have in-
dicated they would provide
winter service to Anchorage
if an ice patrol is provided.

PORTS and HARBORS - September 1961, Vol. 6, No. 3



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