

Port Chiefs Told of Vast Alaska Resources

Anchorage Man Urges 'Foreign Aid'



HENRY ROLOFF... 'Every Mineral Known to Man'

By ROBERT HEARD
If you don't know much about Alaska, prepare to have a few of your illusions shattered.

The popular conception of our 49th state is "mostly wasteland, covered with snow and ice." Not so, according to the man who should know, Henry Roloff, 42, port manager at Anchorage, who is here for the Lafayette Hotel convention of American port authorities.

Billions of dollars worth

of coal, iron ore, oil, timber and "every mineral known to man" lie virtually untapped on the great peninsula, Roloff said. It lacks only two things: people and money.

"ALL ALASKA needs to develop herself is a little foreign aid from the United States," he explained with a wry smile.

In a state more than two and a half times larger than Texas, there are only 300,000 persons. They

would spread pretty thin over Alaska's millions of acres of valleys and timberlands, but are mainly concentrated in the southern regions, leaving vast areas uninhabited.

About a third of them, 100,000, live in Anchorage, where Roloff runs the 6-month-old deep-sea port. The \$8.5-million terminal was dedicated last spring. Before the channel was dredged in Cook's Inlet, leading up to Anchorage, ocean-going ships couldn't

reach the state's largest city.

THE PORT'S tonnage will be 30,000 this year, lowest in the U.S., according to Roloff. Next year, they expect it to more than triple—100,000. In five years, it should be 250,000. The nation will begin to utilize its "arsenal of natural resources," he explained.

To get an idea of how wealthy Alaska is in re-

sources, consider its oil boom. Producing oil wells are increasing at the rate of one a day in the Anchorage area alone. "Someday, we'll be piping it to Texas," Roloff grinned.

One-fifth of all the U.S. iron ore reserves are in Alaska. It has billions of tons of coal and billions of board feet of birch, cedar and spruce.

NO WONDER the Russians would like to have it

back. The czar sold it to the U. S. for \$7.2 million in 1867. The deal was set up by Secretary of State William Seward. Many Americans thought the price was exorbitant, and called the purchase "Seward's Folly."

Alaska also is strategically located militarily. Copenhagen and Tokyo are only seven hours from Anchorage by air. New York City is nine and a half hours away. "We're closer to Europe and the Orient than we are to the South 48," Roloff said, using Alaskanese for the 48 adjacent states.

"When you talk of Alaska," he said, "you have to talk in superlatives."

Examples: the coastline is 273,000 miles long; the salmon swim 2,000 miles up the Yukon River to their spawning beds; the mosquitoes hibernate in the north Alaskan tundra (only 30 per cent of Alaska is tundra and marshland) and a hunter's boots will kick them up in clouds of millions; three blocks from a multimillion-dollar hotel in Anchorage you find log cabins.

"THE WEATHER is no worse than in the Midwest," Roloff said. In summer it is 70 to 75 degrees in Anchorage. In Fairbanks, 80 to 90. Average winter temperature is 10 to 25 degrees, "but it's dry cold," he said. "I've been much colder in San Francisco when it was 40."

The cost of living is about 25 per cent higher than it is in Seattle (for example, milk is 45 cents a quart because it has to be flown in), but wages and salaries are 25 per cent higher, too, Roloff said. Secretaries, for instance, get \$450 a month.

ROLOFF IS so enthusiastic when talking about Alaska, one would think he is a native son. "I was born in Wisconsin and raised in San Diego," he said, almost sheepishly.

He attended San Diego State College and Bryant and Stratton College in Illinois, majoring in journalism and business. He worked six years for the Scripps-Howard newspaper chain and was on the port staff at San Diego for 10 years before taking over the Anchorage port two years ago.

One final Roloff superlative: "Everything is bigger in Alaska than it is in Texas."

Roloff Hits Steamship Procedures at Meeting Of U.S. Port Directors

LONG BEACH, Calif. (AP) — Since gaining statehood in 1959, Alaska has shown fantastic growth, but its expansion would be virtually unlimited if it could obtain some "foreign aid" from the rest of the United States, H. Henry Roloff, port director of Anchorage, said this weekend.

Roloff, here to attend the annual convention of the American Association of Port Authorities, said there are still some persons and companies that do not want to see Alaska grow and are obstructing progress.

ALTHOUGH the city of Anchorage — which contains one-third of the entire population of Alaska — now has its own port and docking facilities, Alaska Steamship company still unloads at Seward, some 130 miles away," Roloff said.

"This means the last 130 miles must be covered by rail, which ups the cost considerably."

Roloff, a former San Diego, Calif., newspaperman, said that although there are now two foreign flag steamship companies making Anchorage a regular port of call, there is no United States steamship company except Alaska Steamship that goes between the main U.S. and Alaska.

"ALL FREIGHT that comes by ship must be transshipped at Seattle, again increasing the cost," Roloff said. "This is probably the biggest battle we are waging — to do away with his transshipping."

He said that last month a ship of the Swedish Lauritzen line brought a load of frozen meat from New Zealand directly to Anchorage.

"It was felt immediately with the lowering of meat prices in the stores," he said.

NATURAL RESOURCES of Alaska are starting to be developed to the point where they will provide export material to fill outbound ships, Roloff said.

"We are now able to export hardwood timber, almost any kind of mineral ore you could name, fish and Alaskan coal," he said.

"There is a market for our coal in Korea and Japan now

that we have foreign ships coming directly to Anchorage so we can compete with other sources." It is in the field of natural resources where the "foreign aid" is needed, Roloff said.

"WE DO NOT MEAN federal grants," he said. "We mean we need new money to develop what we have. We need a few persons with money who can look to the future."

"A few million dollars invested in Alaska's natural resources now will return profits beyond the wildest dreams during the next 20 years."

"We proudly consider ourselves the 'arsenal of natural resources'."

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EDITORIAL PAGE

Wednesday, Oct. 18, 1961

Port Performs Well When Given A Chance

THE SPEED RECORD established at the Port of Anchorage last Sunday is a point of pride for every resident of Anchorage. It may also justify a sigh of relief.

The record was established by unloading newsprint from the M.S. Trolleggen at an average rate of 65 rolls per stevedore gang hour.

An expert in newsprint handling, who was here representing the shipper, said the speed has never been equalled at any other West Coast port. He should know because he handles newsprint over the major ports of the coastal area.

PRIDE IN THIS RECORD comes from the fact that the people of Anchorage, who financed the construction of the new port through their municipal government, made it possible.

The port was built with the latest design and machinery. The people are seeking assurance that their investment was a good one. The speed record is most encouraging.

But even with the most modern gadgets and gimmicks, records such as this cannot be achieved

without good operators. Obviously, Anchorage has them.

THE SIGH OF RELIEF might be justified because so many derogatory remarks have been made about the dock.

It is well known that this city is experiencing some difficulty in breaking into the field of waterborne trade and commerce. Established ocean carriers have shown some reluctance to call at this port. There are competing transportation agencies that discourage shipments via the Anchorage waterfront.

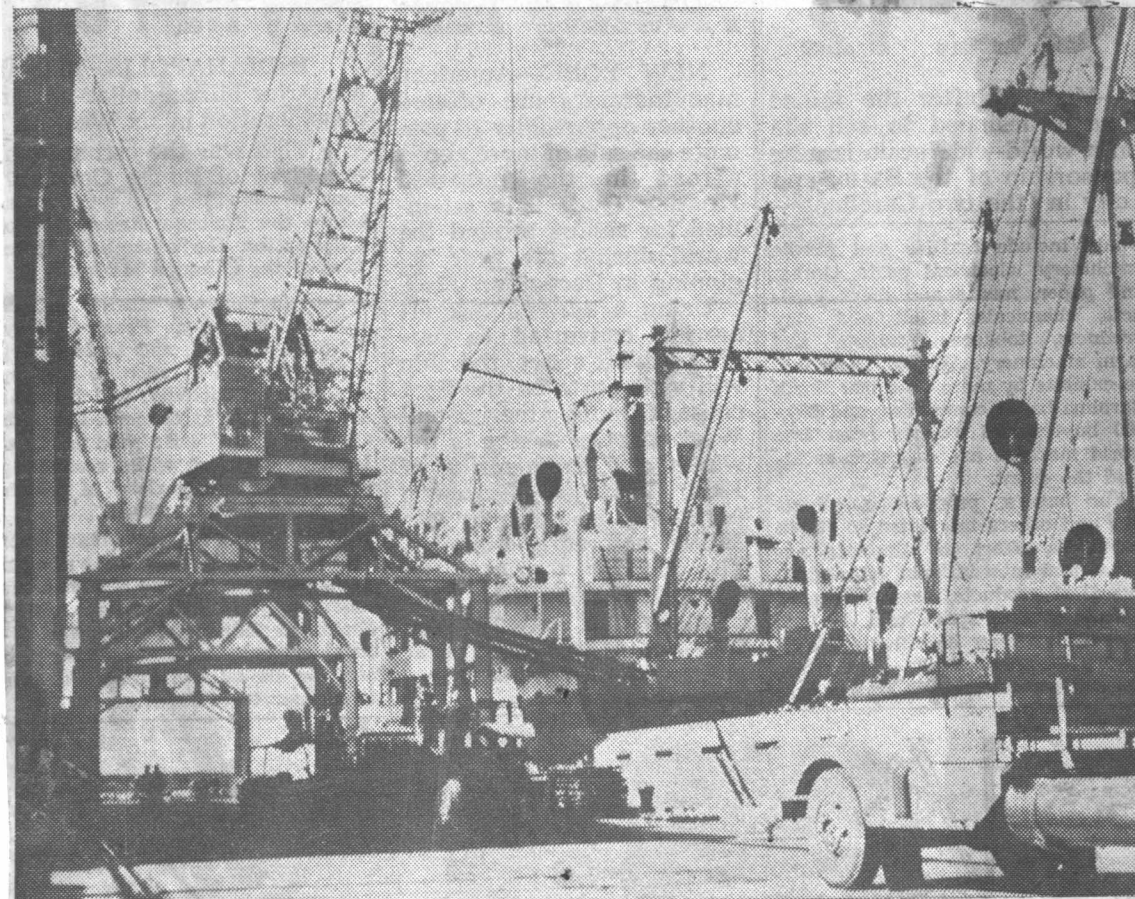
There have been claims that the Anchorage port is unfeasible and uneconomical. The movement of the newsprint is proving otherwise.

It is to be hoped that other shippers will be encouraged to route their cargoes over the dock so that it can achieve the goal that the people of Anchorage foresaw. The opposition has been dealt a blow in the solar plexus, thanks to the longshoremen and the dock facility.

September 1961

EXPORT-IMPORT NEWS

New Port of Anchorage Terminal



PORT OF ANCHORAGE: The new \$8,200,000 Port of Anchorage terminal was opened to international trade in July following its dedication by civic officials. First foreign flag carrier to use the new terminal was the Kazukawa Maru, a K Line vessel out of Yokohama, which discharged over 600 tons of construction materials and pipe destined for Alaskan oil fields. According to the Port Director, Henry Roloff, the new Port of Anchorage has handled nearly 10,000 tons of cargo during the past two months.

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Coast Guard Names Port Facility Will Handle Ice-Breaking Requests

The Coast Guard has designated the port of Anchorage as coordinating authority for all ice-breaking activities in Cook Inlet above the Forelands.

Presently the Coast Guard icebreaker Storis is operating in the inlet, but is expected to be relieved tomorrow after escorting a barge owned by Alaska Freight Lines to Anchorage.

This means that all requests for Coast Guard service, whether ice breaking or rescue, in the inlet northeast of the Forelands, about 8 miles from Anchorage, should be made through the port.

Henry Roloff, port director, said today that the port's appointment is designed to save undue communications between shippers and Coast Guard officials. The Storis will be permanently based in Kodiak, and is about 18 hours sailing time away from the Forelands, and about 24 hours out of Anchorage.

CG COMMANDER PLANS TO STATION MEN HERE

Capt. G. I. Lynch, acting commandant of the 17th Coast Guard District, was in Anchorage yesterday, and he reported that the Coast Guard is making plans to base men and a permanent ice breaking vessel here.

Lynch said a request has been made to include a land based Coast Guard inspection team in Anchorage. The request is for next year's budget, he said.

The ice breaker plans are farther in the future, possibly one or two years away, he said. But the idea has been presented, he added. If the ice breaker is made available it would mean that the ice clogged upper Cook Inlet would be kept open by the federal government for military and commercial shipping all winter.

Another ice breaker, owned

by Alaska Freight Lines, is now en route to Cook Inlet from Seattle, it was reported today. The vessel, a converted Navy rocket ship, is expected here about Thursday or Friday, Peter Rude, of Alaska Freight Lines said today.

The vessel will operate out of Anchorage and do escort duty now being performed by the Coast Guard vessel Storis, which is expected to be relieved from here tomorrow.

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Saturday, July 29, 1961

Port Security Cards Slated

The Coast Guard will issue port security cards at the port of Anchorage terminal tomorrow, Friday and Saturday. Persons who are engaged in any type of port business, or expect to be in the future, are urged to get one of the cards.

Effective immediately, all personnel employed on the waterfront must have one of the cards to handle explosives. Also, in the event of national or other emergency the cards will be needed to gain entry to the port area, it was announced by the Coast Guard. A birth certificate will be necessary to get one of the cards.

Icebreaker Leaves Inlet

The Coast Guard icebreaker Storis left Anchorage yesterday afternoon for Kodiak. The vessel had been scheduled to escort an Alaska Freight Lines tug and barge to Anchorage, but was notified that the vessels were late in reaching Cook Inlet.

Cmdr. O. L. Dawson, captain of the Storis, said he did not know when the Storis would return to Cook Inlet, but probably not before late this week, when he said the Alaska Freight Line vessels would arrive.

He added that the latest information he had received on the Alaska Freight Lines icebreaker now en route from Seattle, was that the converted Navy rocket ship would arrive here about Dec. 10 or 11, to relieve the Storis of most of its icebreaking duties in the inlet.

Explosives On Way Here

Will Be Unloaded At The Port Of Anchorage

A shipment of 214 tons of explosives is due in Anchorage Nov. 4, it was announced today. The explosives will be unloaded offshore, lightered to the Port of Anchorage dock and transferred to rail and truck carriers there.

Alaska Freight Lines is moving the dynamite from DuPont, Wash., near Tacoma, to Anchorage, according to Peter Rude, company official.

THE CARGO IS destined for various consignees in Alaska. The receivers have gone together to move the explosives in one shipment to help defray costs, it was reported.

The Coast Guard has set a limit of 25 tons at one time in the port of Anchorage. This is the reason the carrier will be unloaded in mid-stream, Rude said.