

Anchorage Port Sets Coast Unloading Record

The Port of Anchorage set a new speed record for the entire West Coast when newsprint was unloaded last Sunday from the M. S. Trolleggen.

Charles Gulbe, traffic representative for Crown Zellerbach Corp., said the newsprint was taken off the ship at an average rate of 65 rolls per stevedoring gang hour.

"THERE IS NO West Coast port that has handled newsprint faster than that," Gulbe said. He is agent for his company at many ports, including San Francisco, San Diego, Los Angeles and Long Beach. He flew to Anchorage to serve as company agent here.

"We have handled newsprint under special conditions at an average rate of 60 rolls an hour, but never 65. It is more common to unload ships at the rate of 50 to 55 rolls," he said.

The Trolleggen arrived Sunday morning, with 1,000 tons of newsprint for the Anchorage Daily Times. The vessel sailed on the high tide yesterday morning.

"WE COULD have gotten the ship out on the high tide Sunday night had we found it desirable," Gulbe said. "We worked two stevedore gangs. They showed they were capable of unloading at the rate of 80 rolls per gang hour if we had had the gear. We preferred to hold the ship overnight so it could take advantage of daylight sailing."

Henry Roloff, port director, said credit for the speed record should go to the longshoremen because "they are the ones who did it." He said high speed cranes are an important factor, but men are even more important.

"That is the first of a long list of records we are going to establish here," he said.

The stevedoring was handled by the North Star Terminal and Stevedoring Co.

THE NEWSPRINT rolls were loaded onto Garrison flat-bed trucks as they came off the ship. The trucks moved them to the Anchorage Daily Times plant. When the cargo came off the ship faster than the trucks returned for another load, the rolls were placed in the transit shed on the dock.

Twenty-two truckloads were taken from the dock Sunday. Twelve of them were

unloaded immediately and the other 10 were unloaded Monday. The newsprint delivery was continuing today and was scheduled for completion tomorrow.

Bob Atwood, Anchorage Times publisher, said it is too soon to know how the shipment worked out economically. Charges for dock operations and handling have not been computed.

"THE SHIPLOAD of newsprint was ordered for three reasons," Atwood said. "It was the first time we have gotten newsprint suppliers to sell. Until now we have always been compelled to take delivery in Seattle and handle the shipping ourselves."

"The second reason for the shipment was to provide an inventory at the newspaper plant. It is comfortable to have a good supply on hand instead of depending upon small shipments."

"The third reason, perhaps the most important one, was to use the Port of Anchorage. The Anchorage Daily Times was among the local agencies that urged construction of it, and we feel an obligation to use it. We hope that our experience with this shipment will prove the dock is economically sound. We want to speak with first-hand experience. However, we won't know the answer to this until the bills are all in."

Three Ships Dock At City's Harbor

It's all bustle on the Anchorage waterfront today. "Every dock, berth and mud-flat is occupied and some (vessels) are waiting to get in," said Henry Roloff, director of the Port of Anchorage.

The MSTS ship LST Harris County is unloading supplies for the military at the Army dock, and the 130,000-barrel-capacity tanker, J. L. Hanna is awaiting its turn at the dock to unload its cargo for Standard Oil Co. The 7,000-ton Ocean Mariner is at the city dock loading 7,000 tons of scrap while a profusion of tugs and barges dot the harbor.

City Port To Be Open All Winter

By VIRGINIA O'REILLY
Daily News Staff Writer

The Port of Anchorage will not close on Nov. 1 as expected. The port will be kept open all winter and efforts are being made to have the Coast Guard open Cook Inlet clear of ice.

According to Henry Roloff, port director, the port will remain "operational" through the normal winter up period from November to April.

HE SAID he has written the Coast Guard requesting ice cutter service, but, even if it is not granted, there will be enough work to keep port personnel busy preparing for next spring's shipping season.

Roloff added that if ice breakers are assigned to the inlet, Alaska Freight Lines has indicated it will try to service Anchorage all winter. To do so, Alaska Freight will have to use the city port for the unloading of its barges. At present, it unloads at the Anderson dock.

COMMENTING on what many people have felt was a poor first season for the port, Roloff was frank and admitted the actual tonnage handled over the new city dock was not up to estimates prepared in Sept., 1960, at budget time.

However, he listed three reasons for the drop from the estimated 130,000 tons to 31,000 from last May up to Nov. 1.

First reason given was the labor dispute this year which virtually shut down construction all over the state for most of the summer and resulted in a sharp drop in the importation of building supplies, equipment and other items used in the construction trade.

Second, was the change in ownership of Alaska Freight lines. Prior to the sale of Alaska Freight to a group headed by Anchorage businessman Milt Odom early last summer, the former owners of the company were negotiating with port officials to use the city dock. But, when the firm changed hands, Odom decided to continue using the Anderson dock.

THIRD, is what Roloff calls "the lack of cooperation from existing carriers from Seattle." Northland Freight lines, which has been bringing its barges into the Anchorage port twice each month, is the only Seattle-based carrier to ship directly to Anchorage and use the city facility on a regular schedule.

Other domestic barge lines and the military have used the port on an intermittent basis. For instance, Alaska Barge and Transport has two barges coming into the port this week and next. Three military ships have called at the port since it opened last May—one a large troop transport and the other two were supply vessels.

ONE OF THE BRIGHT spots of the port's first year of operation has been the use made of it by foreign ships. A New Zealand freighter brought in a load of meat. The Japanese K line has brought in two shipments of imports and taken away tons of scrap iron and tallow, produced by Don's Chemical. Neither of these two items had been found economically feasible to export before the port opened. Also, a Greek ship is due in Thursday to pick up another load of scrap iron, which is to be taken to Japan.

As for the financial side of this year's port operation, although only 31,000 tons were handled, instead of the anticipated 130,000 tons, the port's budget is in the black. And by the first of November, there will be a balance of \$25,913 available for 1962 expenses.

TOTAL ADJUSTED REVENUE for the year is estimated at \$224,786 and expenses at \$198,873. The average gross income per ton is \$7.25.

In addition, Roloff has said the port has enough money in the construction fund and accrued interest to make the first revenue bond interest payment on the \$6,200,000 revenue bond issue which is to be repaid by proceeds from the port.

No payment on the principle is required until 1963 when the port's operation will have to cover the \$374,000 interest payment and a \$35,000 principle payment.

THE \$2 MILLION dollar general obligation bond issue, which was floated in 1958 to finance the construction and beginning operations of the port, has been paid back through taxes of the general fund since 1959.

In other portions of this port series, subjects covered will include an analysis of natural resources and what it will mean to the average Alaskan consumer.

Green Delighter Arrival Delayed

The Greek tramp freighter "Ocean Mariner" originally expected at the Port of Anchorage today will not arrive until Saturday, port officials said today.

The vessel will load about 7,000 tons of scrap metal across the port dock to be transported to Japan.

Greek Freighter Due Tomorrow

The Greek tramp freighter "Ocean Mariner" is due at the Port of Anchorage tomorrow to load between 6-7,000 tons of scrap metal for Japan.

This will bring the year's total tonnage to about 27,000 tons, Henry Roloff, port director said. The budget revision in September called for about 31,000 tons to be moved this season. This revision was downward from the original 130,000 tons it was hoped the port would handle this year.

THE DAY

important ingredi-
speech making is

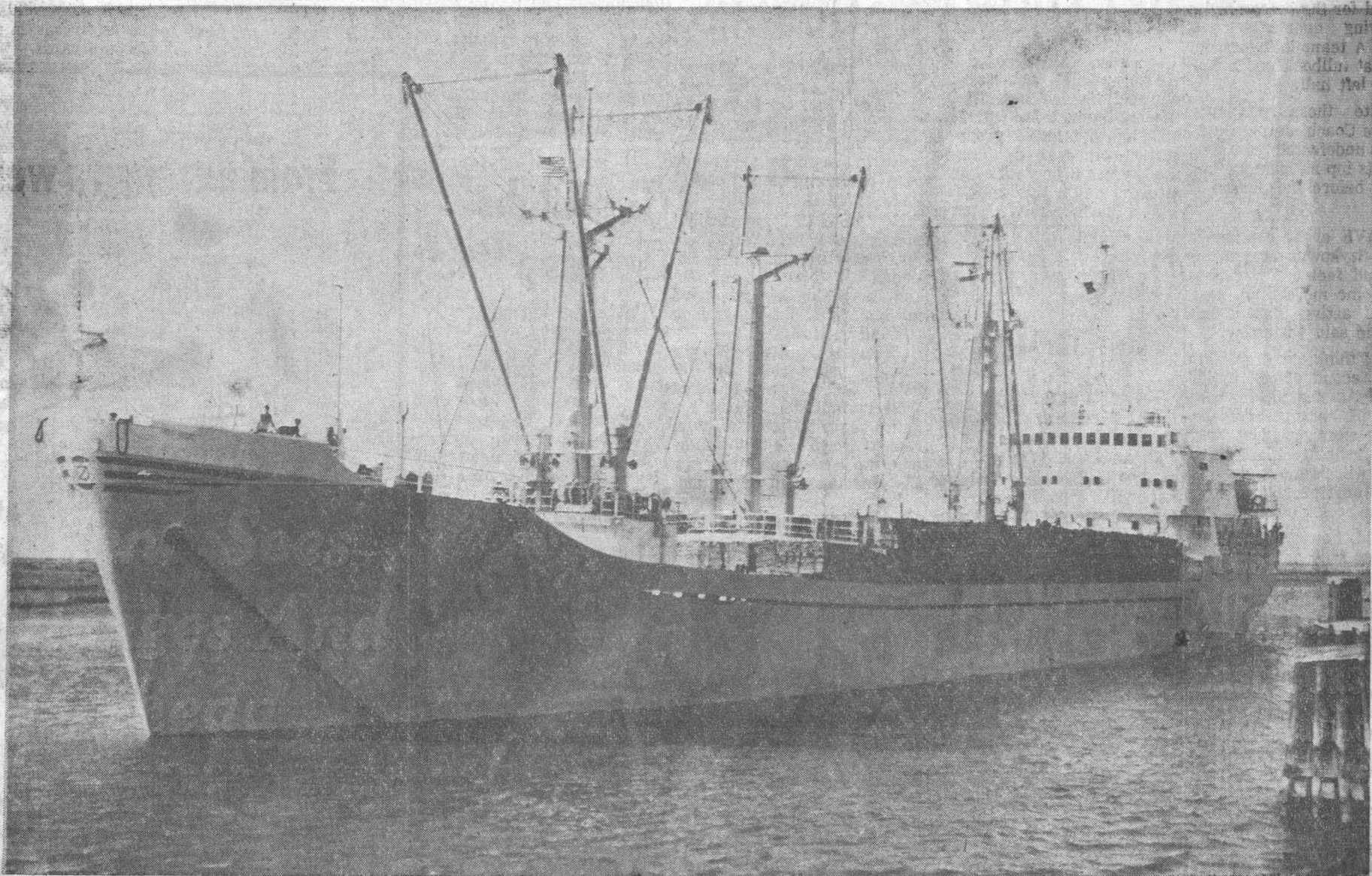
Anchorage Daily Times

820 4th Ave.

ANCHORAGE, ALASKA, THURSDAY, OCTOBER 12, 1961

Page 11

Daily Times' Ship Is Coming In



THIS SHIP IS BRINGING 1,000 TONS OF NEWSPRINT TO CITY DOCK

A chartered ship bringing newsprint for the Anchorage Daily Times is on the high seas today en route to the new Port of Anchorage.

The ship is scheduled to arrive Saturday and if the newsprint has its way the vessel will be in full dress with the whistle blowing.

THE SHIP is the Norwegian freighter "Trolleggen" which is under charter to the Crown

Zellerbach Paper Corp. It is engaged in moving newsprint to West Coast ports constantly.

The Trolleggen has an overall length of 375 feet and cruises at 14½ knots. The ship was built in Oslo, Norway, in 1958. Capt. Rolfe Henriksen is skipper.

The vessel will deliver 1,000 tons of newsprint over the Anchorage dock. It is the largest

newsprint shipment ever moved to Alaska, and the first time a special ship has been assigned to supply one Alaska newspaper.

The supply of newsprint will bring a total of 9,200 miles of newsprint for use of the Anchorage Daily Times. It is estimated that the paper will be sufficient for the next nine months of operations.

ZELLERBACH said manu-

facturing the newsprint required 39 million gallons of water and 428,000 board feet of timber. The timber used was enough to build 10 one-family homes. The paper company said it equalled a total growth of 640 acres of well-managed tree stand.

Electric power used in the manufacture of the newsprint was on Vancouver Island north of Seattle, B.C., for two days.

Arrangements for the shipload have been under way since the Anchorage port became operative. The Anchorage Times had hoped it would arrive in the first vessel to tie up at the dock. The newsprint was loaded at the Elks mill of Crown Zellerbach, Falls, B.C., mill of Crown Zellerbach. The integrated mill on Vancouver Island north of Seattle, B.C., had the town of Campbell River, for two days.

Ship Change Makes Firm Cancel Order

Importer Notified Japanese Vessel Diverted To Seattle

A local importer said today he has cancelled his order of Japanese goods, at least until spring, after being notified that the ship scheduled to bring the goods here would have been diverted to Seattle.

George G. Timmes, president of Trans-Pacific Alaska Corp., said he will wait to reorder the goods and will hope that the shipping rate will be more reasonable than now.

THE "K" line, a Japanese shipping firm, charges a 20 per cent surcharge, above West Coast prices, to bring a ship into Anchorage even though the distance between Japanese ports and here is much less than that to any West Coast American ports, including Seattle.

Local longshoremen protested vigorously when it was learned that the ship, the "Kazukawa Maru", was not returning to Alaska this year, as the line had previously indicated.

On the ship's last trip to Anchorage in September, the captain said he was certain that at least one more run would be made before winter set in.

THE longshoremen blamed the situation on Seattle interests. At least one Alaskan importer agreed with this, and added that the reason is deeper than just Seattle wanting to handle more Alaskan shipping.

Attempts are being made to stifle any future exporting of Alaskan natural resources, it has been said. Already prices quoted for shipping round logs from the state, (if the present "pre-manufacture" rule is changed) are much higher than the prices being charged from Washington state ports.

This indicates that plans are already being made to stifle an industry before it even starts, it is said by some Alaskans.

THE "K" line's 20 per cent charge, which it has been charged is actually being set by American pressure, came about after the Trans-Pacific Shipping Conference dropped the 30 per cent to Alaska charge in August.

"It looks like we won't the Trans Pacific battle only to lose the war," one importer said.

"And now that the charges are being levied by the line, we never know in advance what they will be," he said.

IMPORTERS say they cannot tell local merchants what the price of a commodity will be, because they never know the complete cost until the last minute.

The line said the charge is necessary because of higher wharfage and longshore cost here, one union man said. But the line, under the agreements it operates under, does not have to pay these costs. At the most they pay the stevedore cost, but never the wharfage and handling charges. This is handled by the importer, the union man said.

Diversion Of Japanese Ship To Seattle Claimed

Local labor groups have accused Seattle interests of diverting Anchorage shipping to Seattle, causing undue hardships in Alaska.

Specifically, they say the Japanese "K" line freighter,

"Kazukawa Maru," which has called in Anchorage twice this year, and was due to call again this month, has been diverted, with 500 tons of Anchorage cargo.

THIS MEANS the merchan-

dise will be unloaded in Seattle, reloaded on barges and transhipped to Anchorage, resulting in higher prices for the merchandise, the labor groups charged.

The fight is being led by the Anchorage Longshore Unit of the AFL-CIO. They have sent a telegram to Senator Ernest Gruening (D-Alaska) protesting the rate scales between Anchorage and Japan set by the Trans-Pacific Shipping Congress, saying they open the way for this type of dealing.

Al Kowalski, president, and Art Kinzer, business agent for the union, have asked that the shipping congress set Japan-Anchorage rates comparable to other west coast ports, instead of the "past exorbitant rates that have restricted employment opportunities here."

THE longshoremen have been joined by the Bridge and Dock Builders Local 2520, and the International Brotherhood of Teamsters Local 959, in requesting aid from Gruening.

Henry Roloff, port manager, said today that he had understood that the "Kazukawa Maru" would make another call here, and was surprised to learn that the ship was going to Seattle instead. He added that 500 tons of cargo is normally sufficient to bring a ship into the port of Anchorage.

This sailing was originally set to bring the ship in prior to ice conditions in Cook Inlet, he said.

IN ADDITION, this will restrict shipments of outgoing cargo, Roloff said. Tallow and scrap metal were to be loaded on the ship when it arrived, he said.

The inbound cargo was arriving for George Grimes, local importer. He has not been available for comment. Local agent for the "K" Line is the North Star Terminal and Stevedore Co.