

Alaska Gains Status As Supplier For Japan

A GIANT STRIDE toward the economic development of Alaska may have been taken at the cabinet-level conference in Japan last week.

Secretary of State Rusk, while visiting Alaska, cited the importance of Alaska's natural resources in relation to a 10-year Japanese program of industrial expansion. Japan plans to double her gross national product in that period.

Edwin M. Martin, assistant secretary of state for economic affairs, told local gatherings that Alaska was mentioned specifically "in the corridors and recess gatherings" as a likely source of the raw materials Japan will need to increase her industrial output.

It is expected that Secretary of the Interior Udall will initiate programs to encourage the use of Alaska's resources, something that Alaskans have always sought.

THIS TOP LEVEL recognition of the latent values of Alaska's wealth in the international markets is a new element in local efforts to expand the economy.

Alaskans were first to recognize that this state has what Japan needs. They have encouraged Japanese leaders to come here and see for themselves.

Developments have been slow, however. The problems of land ownership are not simple. Much of the land containing minerals is owned by the federal government but is in process of being turned over to the state. Until title is transferred to the state it may be difficult to establish claims that would open the way for development.

The high labor costs in Alaska are known to baffle the Japanese, whose labor costs are low. Economic planning is required to be sure that Alaska's resources can be delivered to Japan at a reasonable cost.

The paucity of capital for investment in Alaska also causes delays. U.S. capitalists distant from Alaska must be attracted here to

operate with the Japanese investors as partners.

DESPITE THESE FACTORS, there are things that can be done immediately to aid both Japan and Alaska.

The state has made a gesture toward encouraging the export of round logs, an item needed by Japan. The gesture is not enough. The governor has limited exports to an experimental basis and a two-year program. These restrictions must be liberalized if investments are to be feasible.

Alaskans must come to a decision relative to the export of logs. There has been some opposition on the grounds that it would hurt certain timber operations within the state. Primary opposition appears to stem from Southeastern Alaska where sawmills fear competition for the purchase of logs, and in the Pacific Northwest where logs are already being exported to Japan and the prospect of competition from Alaska is considered undesirable.

Now that the top U.S. officials at Washington have recognized the importance of supplying Japan from Alaska, perhaps the Forest Service and the Interior Department will liberalize restrictions on the use of resources. The state might be encouraged to do the same.

Export of raw logs to Japan would create winter work for loggers along the rail belt, a backhaul for the Alaska Railroad, traffic for the Port of Anchorage. The supply of top quality logs for local sawmills would be increased, while the less desirable timbers would go to Japan. There should be a way to protect existing mills from harm.

The movement of logs could establish shipping on a regular basis between Anchorage and Japan, which would open the way for trade and commerce in many other lines.

The cabinet-level meetings in Japan have moved this development program off dead center. Alaska stands to double her gross national product as a partner with Japan.

Anchorage Port Asks Ice Patrol

ANCHORAGE — The Anchorage Port Commission has requested the commandant of the U.S. Coast Guard, Washington, D. C., to consider the port's need for the establishment of an ice patrol in Cook Inlet during the winter season.

According to Port Director Henry Roloff, the Anchorage terminal has handled in excess of 15,000 tons since it was officially dedicated several months ago. Two common carrier barge operators have indicated the need to serve Anchorage on a 12-month basis because of cargo commitments this winter. In order to maintain sched-

ules, the services of an ice breaking patrol would be required under severe weather conditions.

In its request to the Coast Guard, port officials stated that several foreign flag carriers have indicated potential service to the port this winter; however, trips would not be attempted without an ice patrol.

In another move to build-up direct Anchorage service, the port commission has requested Air Force officials for permission to establish an explosive unloading area at the mouth of Six Mile Creek. The area requested lies within a military reservation. Shipments in excess of 100 tons would be handled in the proposed area, according to Roloff.

Anchorage Daily Times Tuesday, Oct. 17, 1961

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. Trolleugen.

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 Trolleugen 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

COUNCIL TO CONSIDER PORT LANDS LEASING

Approval of an agreement to lease about 5 acres of port of Anchorage land to Shell Oil Co. will be sought by port officials from the Anchorage City Council when it meets at 8 p.m. tomorrow in Z. J. Louis, sac. Library Auditorium.

Port director Henry Roloff said Shell is planning a \$1.5 million tank farm for storage of jet fuels. A letter of intent from the council is being sought so Shell may start test-

ing of the building site immediately, Roloff said. A 50 year lease will be drawn later, he added.

THE OIL FIRM is seeking about 10 acres for the farm, Roloff said. Another 5 acres is included in an additional 20 acres being sought by the port from the state Division of Lands, but price has not been agreed upon, he said. The state appraises the acreage at \$243,000, Roloff reported.

Also to be considered by the council is award of a contract for drainage of a portion of the port area, part of which is included in the five acres requested by Shell, Roloff explained.

Contractor Fred Pearson was apparent low bidder for installation of the drainage sewers, according to City Manager Chet Hostetler. He will recommend award of the contract at \$4,741. Work would start and be completed next spring.

AS PART of the tank farm plan, Roloff said, Shell has agreed to ship fuels to the farm over the city dock. Shell would construct permanent pipelines to the edge of the port and fuels would be discharged from tankers through temporary lines across the dock, Roloff explained.

Roloff estimated 300,000 to 400,000 barrels of fuels would be discharged yearly, resulting in \$20,000 to \$30,000 in revenue to the city port.

The council also will hear Mrs. George Yates, and others on a plan to construct a fall-out shelter on city property; John Croul, representing the Chamber of Commerce, on an area redevelopment plan; and George Kall, an operator of the Scandinavian Club, on renewal of the club liquor license for 1962.

Icebreaker Chases Tug

The Coast Guard icebreaker "Storis" made its first call at the Port of Anchorage yesterday, and this morning reportedly picked up a Navy tug that was adrift in the ice of Knik Arm.

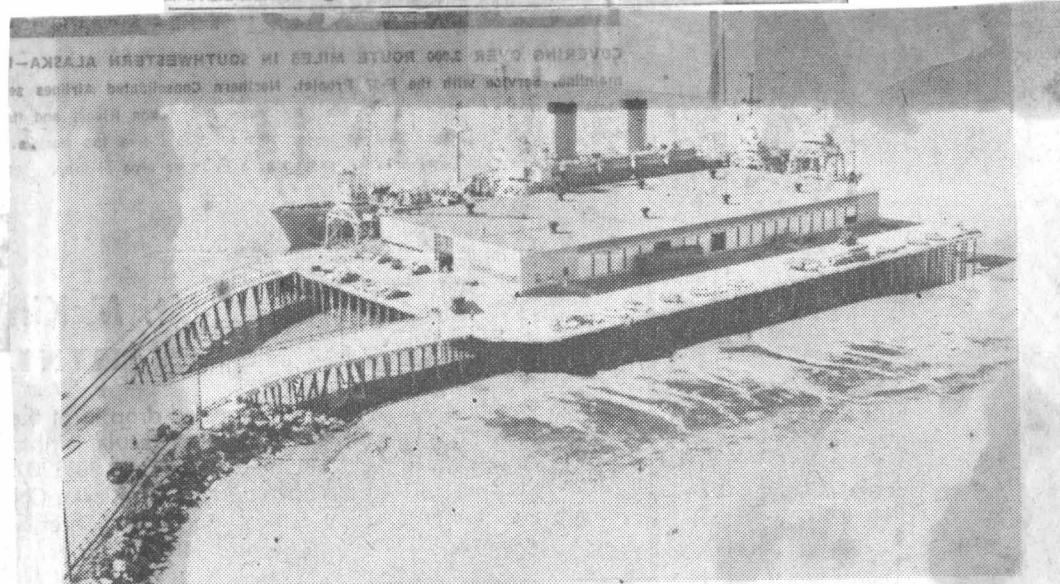
According to officials of the Port of Anchorage, the icebreaker went up the Arm last night to recover the tug, which reportedly had broken loose from the Army dock. However, Army officials today denied that the tug had broken loose, or was adrift.

Army officials said the "Storis" had come to Anchorage to tow the tug through the ice of Cook Inlet. The tug was here to tow two barges to Seward.

However, port officials said the "Storis" had brought two Alaska Freight Lines barges through the ice to Anchorage, and after docking them went after the drifting tug, and secured it near Goose Bay.

The "Storis" was sent to Cook Inlet by the Coast Guard to escort commercial and military vessels through the floe ice this winter.

Anchorage Daily Times Monday, October 23, 1961



Military Transport USS MANN at the Port of Anchorage. This troopship carried passengers and cargo between Seattle and Anchorage this summer.

The city's new \$8,500,000 seaport facilities, dedicated this summer, already have accommodated more than 100 vessels, providing rapid unloading, secure storage, and convenient trans-shipping arrangements for all customers.

Freighter Still Loads

The Greek tramp freighter "Ocean Mariner," which arrived at the Port of Anchorage dock this week to load scrap metal is scheduled to clear Anchorage Monday, it was reported today.

The freighter is loading 7,300 long tons, or 8,640 short tons of scrap for Japan.

Another ship arrived in Anchorage last night. It is the "J. L. Hannah," Standard Oil Co. tanker, which berthed at the Army Dock.

The next vessel due at the Port of Anchorage dock is a barge load of used Dev Line equipment. The barge is owned by the Alaska Barge and Transport Co.

WORLD CRUISE LINER MAY MAKE STOP HERE

A world cruise shipping line has assured the city port it "will do everything possible to develop" Anchorage as a port of call, Port Director Henry Roloff said today.

Warren Titus, president of the P. and O. Orient Lines of San Francisco, wrote that the world line officials had discussed a possible cruise ship stop here, Roloff recounted.

"HOWEVER, WE have no immediate plans," Warren said. "But you may be as-

sured we will do everything possible to develop this idea and we shall contact you."

Titus asked for information on the city dock's length, depth of water, facilities and whether a cruise ship would receive preferential berthing, Roloff said.

Roloff said Frank Freeman, city councilman and Anchorage travel agent, had broached the plan to the shipping line's officials at a world travel agents' convention in Cannes, France, last month.

BARGE LINE READIES AN INLET ICEBREAKER

SEATTLE (AP) — A 204-foot craft is being readied here for the Alaska Freight Line's second attempt to keep Cook Inlet clear for its barge operations into Anchorage this year round.

The ship is an LSMR built by the Navy since World War II and bought by Alaska Freight from the Foss Launch and Tug Co. for conversion to an icebreaker. Alaska Freight general manager W. H. Tufford estimates his company will have \$120,000 invested in her by the time she sails north late this month.

ALMOST FOUR years ago Alaska Freight bought a landing craft from Japan for a similar purpose. It did not work out.

The new vessel has a conventional prow instead of the welded door at the bow of the previous craft. That bow is being strengthened, the propellers are being ice-guarded, and the LSMR is being winterized for its new duties.

Tidal action, among the highest in the world, keeps Cook Inlet waters from free-

ing solid except in exceptionally cold weather.

Alaska Freight and its president, Milton Odum, think the makeshift icebreaker can bull heads through this ice for the twice-weekly barge run into Anchorage. To solve previous problems, the company plans to haul up the towline and snub tug and barge together for the final 80-mile run through the inlet to the barge dock at Anchorage.

Coast Guard Cutter Due

The U.S. Coast Guard Cutter "Sedge" is due to berth at the port of Anchorage tomorrow morning, port officials reported. The cutter is to report on the reason for the call, it was said.

On Nov. 14 or 15, the military vessel, the LST "Harris County," is due with 1,000 tons of military supplies, the port said.

THE SHIP IS docking at the port of Anchorage due to the closure of the Army Dock for the winter, the port said. Port Director Henry Roloff said the port will remain open to traffic all winter. Plans are being made for temporary fenders to keep ships free of ice collected on dock pilings and for keeping the crane rails cleared.

The "Harris County" may make additional calls during the winter season, Roloff said.

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 keep Cook Inlet clear of ice.

According to Henry Roloff, port director, the port will remain "operational" through the normal freeze-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 Odum 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, Odum 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.

Texaco Proposes Storage Tank Farm At Port

The Texaco Co., has proposed a five acre lease of port property to establish a storage tank farm, it was announced today by Henry Roloff, port manager.

Such a lease would be similar to the one to be signed next week between the city and Shell Oil Co. for another five acre storage tract, Roloff said.

The Texaco request was in the form of a letter and was brought before the port commission Thursday at a meeting at the port dock, and was given favorable attention by the commission. The letter asked for the details of such a lease.

Roloff said the rest of the meeting was primarily devoted to maintenance problems created by the early snow and ice conditions in Knik Arm.

Tug Arrives; One In Inlet

One of two tugs waiting at the Forelands since Friday made the port of Anchorage last night, but the other tugboat is still down Cook Inlet with engine trouble.

The Alaska Freight Lines tug Michael, with a barge, was escorted to the port dock yesterday by the Coast Guard cutter Sedge. After tying up its barge the tug and the cutter returned to the Forelands, where the Michael will take on the barge belonging to the Patrick, the other tug.

The Patrick is reported to have engine trouble, and the Michael will bring its barge to Anchorage. An estimated 1,000 tons of cargo is being brought in on the two barges. The vessels have been reported having trouble with the ice in the inlet, and have been at the Forelands, about 80 miles from Anchorage since Friday.