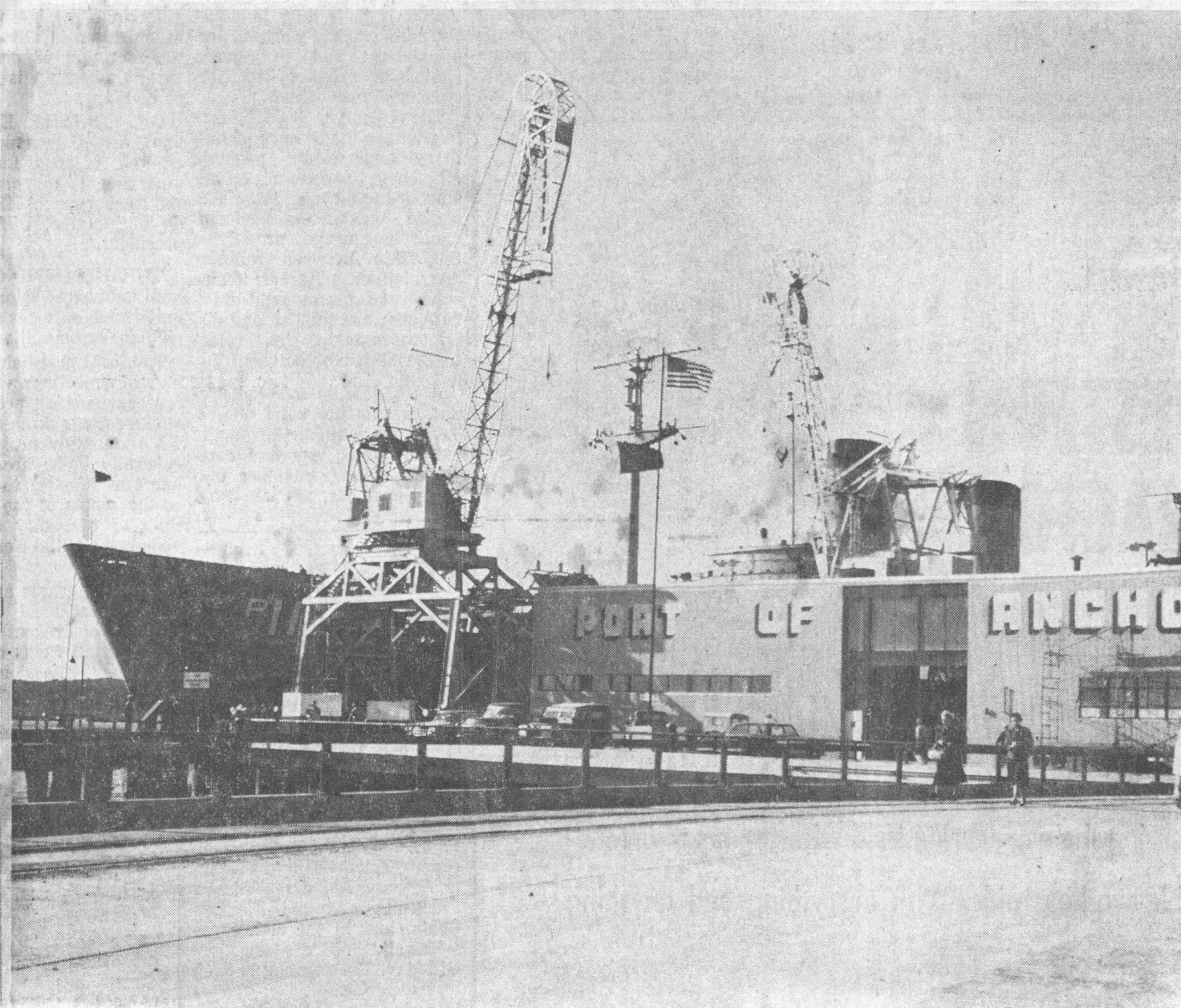


THE PORT OF ANCHORAGE

A MASTERPIECE OF ENGINEERING



They said the Port of Anchorage could never be built, but it was! Major credit for this achievement goes to a small and select group of engineers who over the years refused to believe the Port of Anchorage could not be built.

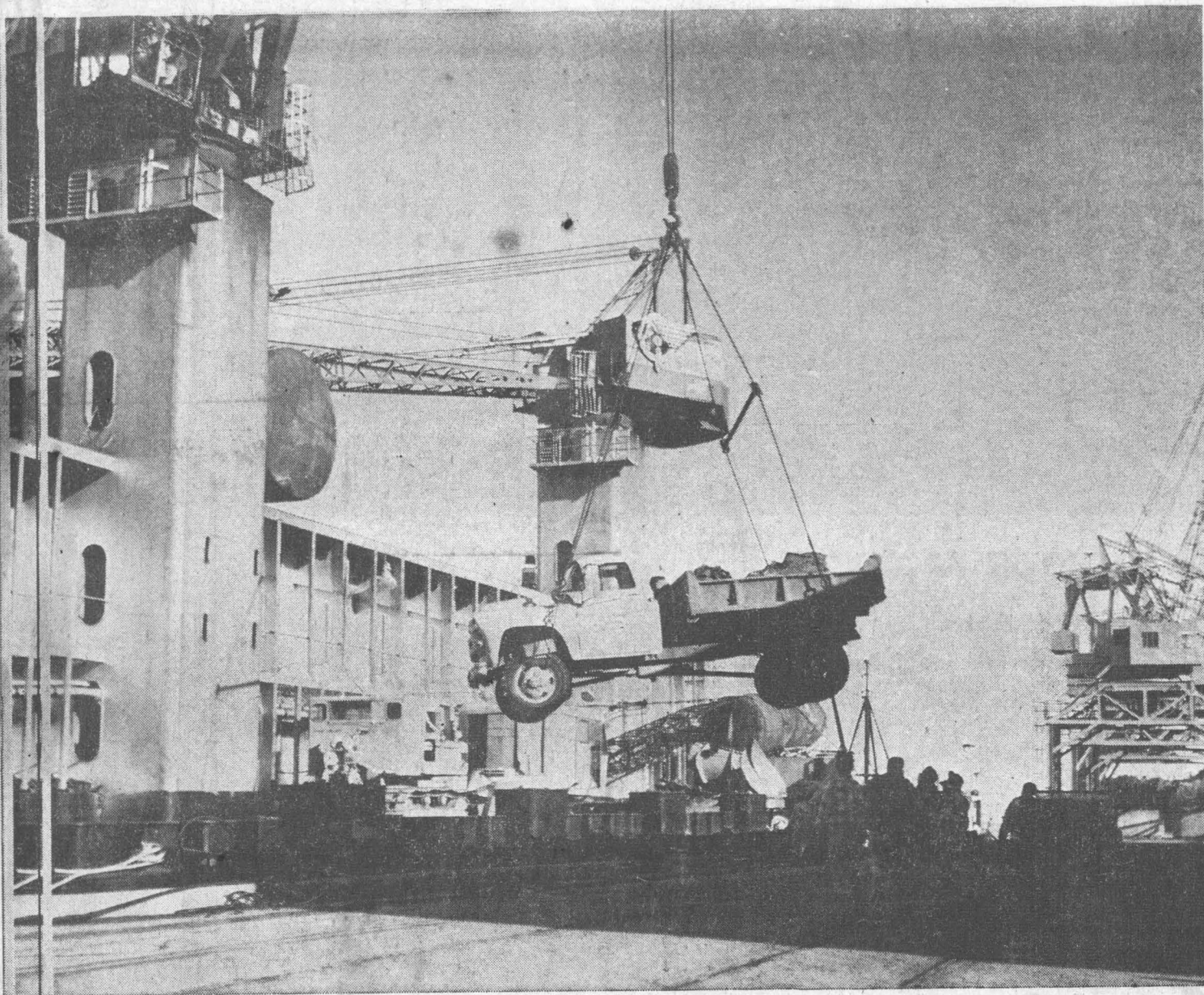
The new port facility at Anchorage was designed by Tippetts-Abbett-McCarthy-Stratton, New York engineers and was constructed at a cost of \$8,200,000. The facility consists of a 600-foot long marginal wharf with a transit shed covering 50,000 square feet. The new terminal uses four dock side travelling gantry cranes for cargo discharge. The dock is a reinforced concrete deck supported on steel pilings, with two rail tracks serving the 46-foot apron and another double track located inboard of the transit shed to expedite rapid movement of inbound-outbound freight.

Severe tidal conditions in Cook Inlet, surpassed only by such places as the Bay of Fundy and several others, posed unusual design and construction problems in completing what is rated to be one of the most modern terminals along the Pacific Coast.

To meet present day requirements for rapid and efficient transfer of cargo, two 40-ton cranes with 5-ton level luffing jibs were installed on the wharf. Supplementing the heavy lift equipment at Anchorage are two additional high speed level luffing cranes of 7½-ton capacity. This modern equipment cuts ship turn-around time to about one-half that of most United States ports where high speed electric cranes are not generally available. The fully mechanized terminal is capable of handling over 2,000 tons of general cargo per day. Original engineering and feasibility surveys indicated only an eight month per year operation because of winter ice conditions, however recent success with icebreaking vessels proves conclusively that the new terminal can operate on a year around basis.

SERVING ALASKA'S LARGEST CITY, THE PORT OF ANCHORAGE WAS DESIGNED TO MEET THE EVER GROWING NEEDS OF THE PEOPLE OF ANCHORAGE AND CENTRAL ALASKA IN DEVELOPING AMERICA'S LAST FRONTIER.

THE PORT OF ANCHORAGE STANDS AS A PERMANENT MONUMENT TO THE IMAGINATION AND ABILITY OF AMERICA'S PROFESSIONAL ENGINEERS.



THE ANCHORAGE PORT COMMISSION

City of Anchorage, Alaska

LPR-1074

City To Buy Five Acres

Anchorage City Council last night authorized the city manager to purchase five acres of land adjacent to the present port district from the General Services Administration. Cost of the five acres is \$32,800 or somewhat less, councilmen were told. Money for purchase of the land, sought by the Anchorage Port District, will be taken from the general fund.

Power Outage Slated Monday In Port Area

Power will be cut off Monday between 1:30 and 3:30 p.m. to the industrial and port areas to permit work on a substation installation. The area which will be affected by the Monday outage is along the Ocean Dock Road including the section about Ketchikan Spruce Mills and out to and including Port of Anchorage facilities.

The Anchorage Daily News
Wednesday, Feb. 28, 1962

Council Briefs

PAVING — City council approved a request from M. W. Odum for the paving of one block of Second Avenue east of C street during this construction season. Estimated cost of the work is \$25,000.

REZONING — Approval was given to a Planning Commission resolution calling for the rezoning of a large block of land, bounded by Bragaw street, Emard Avenue and Glenn street from residential to business.

ZONING EXCEPTIONS — Exceptions were granted for the opening of liquor establishment at 2415 Spenard road and 201 Fourth Avenue. Owners of the two properties also received approval for the issuance of liquor licenses at the two locations.

PARKING METERS — Council approved the installation of parking meters on West side of 1 street between Third and Fourth Avenues.

PORT — Approval was given to the upgrading of the accountant position at the Port of Anchorage to port business manager because of increased duties and responsibilities. The job will be filled by the present accountant.

In addition, council authorized the city manager to negotiate the purchase of five acres of land, which lie north of the present port dock, from the General Services Administration. GSA is asking \$32,700 for the acreage. Money for the purchase will come from the general fund.

City Plans To Buy Land

The city will make arrangements to purchase five acres of land north of the Port of Anchorage dock from the General Services Administration.

The city council Tuesday night instructed the city manager to look into the possibility of obtaining the land for possible future port expansion.

Cost of the five acres is estimated at \$32,700.

Port Manager Henry Roloff told city councilmen this land can become important to the port within the next ten years and if the city did not obtain it, the land might be purchased for a use contrary to the city's planning for the future.

Although the port is not in a position to purchase the five-acre parcel itself, the port commission yesterday recommended the land be obtained if at all possible.

\$13.5 MILLION PROJECT URGED FOR AREA PORT

"The port of Anchorage is not a liability, it is a red hot potato," Port Director Henry Roloff told the Greater Anchorage Chamber of Commerce today at its weekly meeting.

"By using some imagination and not fearing to invest some money we can multiply our investment many times over in the next 20 years," he said. Roloff then outlined a \$13.5 million industrial development program that he said by 1980 could return the Anchorage area more than \$100 million in wages, taxes and outside spending.

"Wages for more than 2,600 workers which could be employed by 1980 would total about \$15.5 million alone, if we would be willing to develop the 150 acres of port and city property north of the Alaska Railroad's terminal reserve into an industrial park," Roloff said.

He added that a recently completed feasibility study indicated that private industry could be expected to invest about \$52 million in the industrial park in buildings, equipment and other facilities.

Roloff also traced the past year's history of the port for the assembled businessmen. He said the port, in its first year of operation, returned a net operating profit of \$47,390 based on 38,259 tons of cargo moved across the dock.

"Sixty-seven per cent of this was domestic trade and the rest foreign trade," he said. He added that 198 vessels of all types tied up at the \$8 million dock facility in 1961.

"In addition we had one Canadian, one Danish, one Norwegian, one Liberian and three Japanese ships at the dock," Roloff said.

He also praised the men and equipment used to unload the vessels, saying that they averaged a discharge rate of 50 tons per hour, which is very good for any facility.

Roloff concluded his talk by making a pitch for more foreign trade, and advocating Alaska trade missions to other countries, particularly Japan.

Roloff, speaking at the group's luncheon meeting, also predicted the port would be "the busiest in Alaska" in two years. He spoke optimistically of the port's future, saying "the biggest handicap in the past has been that Anchorage citizens expected overnight development."

The port director said that a program to develop 160 acres of land immediately behind the port would in 20 years yield a \$120 million benefit to the city for an investment of \$13 million in developing the acreage for industry.

Exports Said Need Of State And U. S.

"Exports are going to have to develop the state of Alaska — there is no other way out," Anchorage port director Henry Roloff told the Greater Anchorage Democratic Club at its weekly luncheon yesterday.

Alaskans concerned with getting the state into foreign trade must press forward rapidly, study economic and political trends abroad, make personal contacts abroad, said Roloff.

There is no substitute for personal contacts in other nations and these can be fostered by sending trade missions overseas, he told the Democrats.

Alaskans must learn all there is to know about foreign trade — "must make a religion out of foreign trade," Roloff said.

ON THE national level, the United States will have to quintuple its exports in the next two decades to maintain its economy and pay for imports on which it is now dependent to a large extent, he said.

The United States now imports 14 per cent of its oil requirements, and large quantities of copper must be imported, Roloff pointed out. If it were not for imports, television sets and telephones would be luxuries, he said.

The port director estimated that the United States alone is using about 50 per cent of the world's raw materials in its production.

EXPORTS must be stepped up and the nation must try to get into the European common market, Roloff said. At the present rate, "we stand to be closed out of western Europe."

He explained that a manufacturer of a small American car no longer can compete with his French counterpart, for example, in the Belgian market. The American manufacturer is confronted with a high tariff in Belgium — the French autos would enter that country free.

Peter Lannen, an official of the Alaska Council of Carpenters, later declared there is no need for the nation to import many materials, that business is buying abroad where cheap labor is utilized and materials are cheaper.

"WE'RE WAY and above self-sufficient," he said, adding.

Anchorage Daily Times 21
Thursday, March 1, 1962

Insurance Hinders Port

High Ship Premiums Slow Traffic Here

American flag vessels are interested in calling at Anchorage both inbound and inbound from the West Coast to the Orient, but existing world insurance policies prohibit them by charging high premiums, Henry Roloff, port director, has told the Anchorage Port Commission.

"It has been customary to charge penalties for all ships sailing north of the 60th parallel, which these ships must cross to reach Cook Inlet," Roloff said. "The penalties apply winter and summer, and range from about \$5,000 for smaller ships to as high as \$20,000 for larger vessels."

Roloff explained that the 60th parallel has been used because north of this line in the Atlantic Ocean ships frequently encounter icebergs.

"We do not have an iceberg problem here, but many of the insurance underwriters do not understand this," he said. Roloff said the Alaska Congressional delegation has been notified of the problem, and the allied problem of insufficient navigation aids in Cook Inlet. "If we could solve these two problems we will begin to get regular American flag service here," the port director said.

The Anchorage Daily News
Saturday, March 24, 1962

Coast Guard Team Slated

The Coast Guard will establish a mobile boarding team of 10-12 men in Anchorage this summer, Henry Roloff, port director notified the Anchorage Port Commission yesterday.

The team, to consist of two officers and 8-10 enlisted men will be equipped with small boats, trucks and trailers, and will work the area between Anchorage and Homer, and Seward. They will mainly be assigned to checking small pleasure boats and fishing boats for required equipment and papers, it was said.

Plans are also being made to establish a permanent patrol and icebreaking ship in Cook Inlet within the next two years, but it hasn't been determined where the vessel will be stationed, Roloff added.

Hearing Set In Seattle On Shipping

Anchorage Port Director Henry Roloff, today said he is going to ask the Port Commission and the City Council for permission for the Port District to intervene in the Puget Sound Alaska Van Lines vs. Northland Freight Lines Federal Maritime Commission hearing in Seattle March 26.

Roloff recently returned from Seattle where he discussed the case with rate consultants. He said today, "The outcome of the hearing is very important to the Port of Anchorage, because Northland Freight Lines is the only carrier hauling directly to the new port dock."

The entire case is one of complication. Puget Sound Alaska Van Lines filed a protest against Wagner Tugboat Co. and T. F. Kollmar, Inc. dba Northland Freight Lines protesting the equal division of freight revenues between Northland and Foss Tug and Barge Co.

Wagner Tugboat is a wholly owned Foss subsidiary. The agreement between Foss and Northland has been for Northland to do the booking and Foss the transporting.

A FEDERAL Maritime Commission examiner went over the protest and within the past month disallowed it. However, the commission later overruled the examiner and ordered Northland Freight Lines to stop hauling common cargo to Alaska until after a decision is made on the upcoming hearing.

"This is why I am asking for permission to intervene," Roloff said. "If a decision is not made until late in the year, that will mean the Port of Anchorage will be without a scheduled carrier. This will be damaging to the entire city," he said.

"What will really hurt, and what is hurting us now, is the fact that Northland has been made to stop hauling here, and we were not forewarned this would happen," Roloff added.

Future Of Port 'Optimistic'

A predicted 87,000 tons of cargo in 1962 will bring in an estimated profit of nearly \$250,000 for the Port of Anchorage to be used toward the retirement of bonds, port director Henry (Hank) Roloff told the Chamber of Commerce yesterday.

ROLLOFF, SPEAKING at the group's luncheon meeting, also predicted the port would be "the busiest in Alaska" in two years. He spoke optimistically of the port's future, saying "the biggest handicap in the past has been that Anchorage citizens expected overnight development."

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