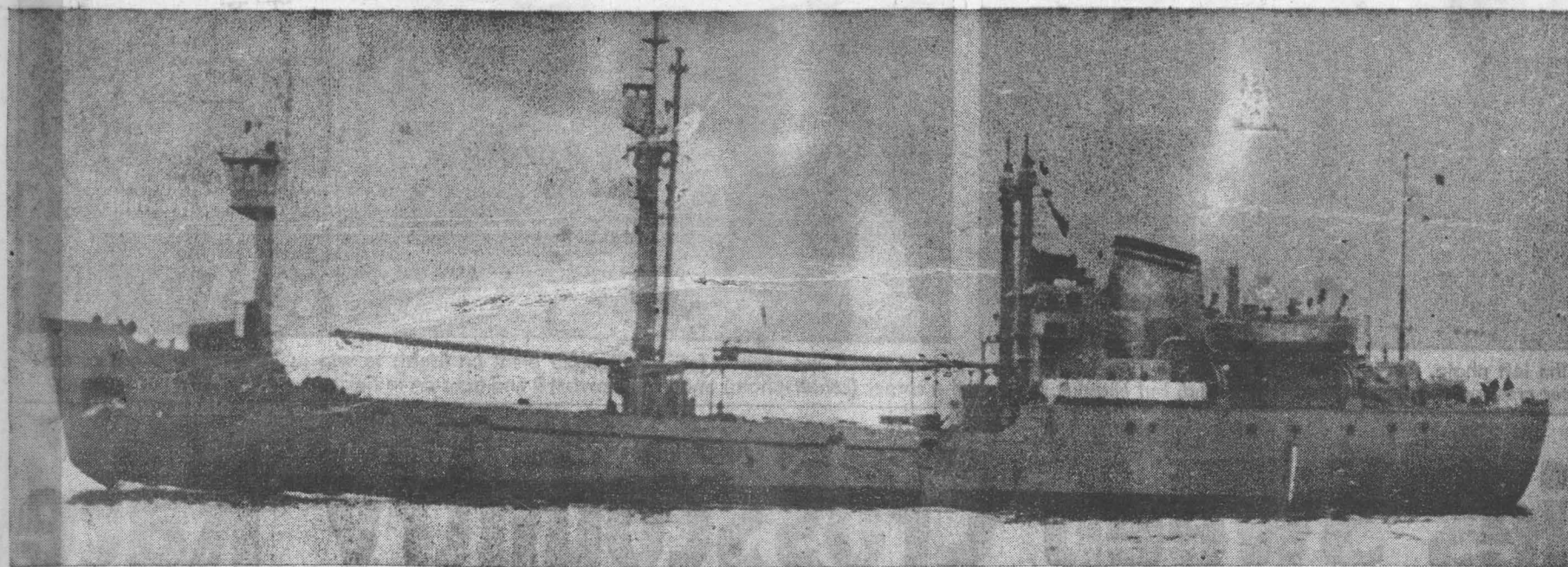


## Icebreaker-Cargo Ship To Plow Area Waters



**TO ARRIVE HERE** — The USNS Mizar, an icebreaker-cargo ship, will arrive in Anchorage March 12 in its newly assigned duty of delivering defense cargo for Alaska military installations. The specially designed ship can break ice up to 18 inches thick and operate in shallow Arctic waters. She replaces the LST formerly assigned to defense cargo duty. The 266-foot vessel incorporates an icebreaker bow, cargo ship hull and cruiser-type stern. It can be controlled from the housed control stations up forward for maneuvering in

ice. It is operated by a civil service crew of 11 officers and 30 men under the Navy's Military Sea Transportation Service. The 2,486-ton vessel is named after a northern hemisphere navigational star and was recently assigned to the Labrador-Greenland-Newfoundland run. A sister ship of the same class has served in the Antarctic. The Mizar is commanded by Capt. Roger W. Swift.

(U.S. Navy photo)

## City, Port Will Battle FMC Verdict

Anchorage will have two representatives at a Federal Maritime Commission hearing when the Port of Anchorage presents a petition seeking retention of common carrier service to the port.

The Anchorage City Council has approved the attendance of Port Manager Henry Roloff and City Attorney Richard Gantz. The council also agreed that the port of Anchorage be allowed to present a petition for leave to intervene in the hearing slated March 27 in Seattle.

This petition holds that the port requires the service of a Seattle-Anchorage common carrier to maintain reasonable rates. The FMC denial to Northland Freight Lines to operate to the port removes that service from the port, the petition maintains. According to the petition, no other such service is provided or intended into Anchorage.

The port manager appeared before the council last night to sum up background details of the hearing.

PUGET SOUND Alaska Van Lines, which serves the Port of Seward, has charged Northland Freight Lines and Wagner Tugboat Co. with operating illegally.

Specifically, the charge made against Northland Freight Lines and Wagner Tugboat Co. is that these firms have not complied with the 1916 Shipping Act by failing to file required documents to operate.

Puget Sound Alaska Van Lines is asking damages on all cargoes alleged to have been taken from their service for the past two years.

THE FEDERAL Maritime Board examiner first threw out the charge, but following a hearing, this action was reversed by the commission. Northland Freight Lines and Wagner Tugboat Co. were ordered to cease operation between Seattle and Anchorage. Roloff told the councilmen that the commission's action had resulted in the elimination of the only common carrier which serves Anchorage on a direct basis from Seattle.

THIS SERVICE was eliminated without notification to the city or the port, Roloff said.

Roloff said Anchorage could not afford to lose in this action.

HE HELD that Anchorage is entitled to direct common carrier service.

Roloff told the council that, to his knowledge, Northland Freight and Wagner Tug have complied with FMC requirements and are not operating outside the law.

He said it was the first time in his experience that a cease and desist order had been issued against a common carrier in a case of this sort.

Northland Freight Lines books cargoes for Foss Tug and Barge Co. Wagner Tugboat Co., a wholly-owned Foss subsidiary, and T. F. Kollmar, Inc., make up Northland.

## First Shipment Of Antimony Sent to Japan

FAIRBANKS (UPI) — The first direct shipment of antimony from Alaska to Japan has been set for late this coming summer, it was reported today.

EARL PILGRIM, who operates the Stampede Mine on the Khatanga River about 90 miles south west of Fairbanks, said he has a firm commitment from Japanese interests for a minimum of 200 tons of the ore.

The veteran Alaska miner, who returned to the 49th state this week from a three-month outside trip, said the ore would be shipped from the mine over a pioneer access road to Lignite for loading on the Alaska Railroad and transportation to the Port of Anchorage. It will be loaded aboard Japanese vessels scheduled to call there.

ANTIMONY IS USED chiefly in alloys to give them hardness. Pilgrim said he had shipped some ore to Japan in 1956 and 1957, but the freight rates were too costly because it had to go by way of Seattle. He said ARR had granted a favorable tariff from Lignite which would make the shipments practicable.

Pilgrim first came to the Fairbanks area 47 years ago and served on the first faculty of the University of Alaska in the 1930's after graduating from the University of Washington College of Mines.

Anchorage Daily Times 11  
Monday, April 2, 1962

## Port Revenue Loss Is Told

### Lack Of Barge Decision Costly

The Anchorage port director today said the lack of a decision in last week's Federal Maritime Commission hearing in Seattle to decide the fate of Northland Freight Lines will cost the port about \$8,000 in direct benefits and several times that in indirect benefits.

Henry Roloff, Anchorage port director, intervened in the hearing on behalf of Northland, whose direct Anchorage service in conjunction with Wagner Tugboat Co. was protested by Puget Sound Alaska Van Lines, serving Seward. He intervened with permission of the city council, "because Northland is the only carrier directly serving the port dock."

Roloff said attorney's briefs are to be filed with the hearing officer by May 15, and it will be at least the first of June before a decision is made. Northland has orders to cease Anchorage operations until a decision is rendered, and "this will cost the port at least 2,000 tons of cargo by June 1."

The port realizes about \$4 on each ton handled. Roloff added that the community realizes about \$15 in wages and other charges.

Anchorage Daily Times Tuesday, Feb. 27, 1962

## COUNCIL TO CONSIDER PORT BUSINESS CHIEF

The establishing of a new position of Port of Anchorage business manager is scheduled for consideration when the Anchorage City Council meets tonight.

This would entail reclassification of the present accountant position at the port. Increasing responsibilities and duties are given as the reason for this request.

Salary range for the position would be \$759 to \$889.

A report on the Anchorage International Airport, previously requested by the council, will be made tonight. In its study of SE232, providing for transfer of the airport from state to city ownership, the council had requested a report on airport finances and other aspects of the enterprise.

DUE FOR consideration is a recommendation from the Port of Anchorage port commission regarding purchase of five acres of federal land being offered for sale by the General Services Administration. The port is seeking this parcel for a backup area and possible future development.

A proposed service area to deal with flooding in the Chester Creek area will be outlined by Mike Gravel.

M. W. Odom, owner of property in the area which would be affected, is scheduled to present a request for the paving of Second Avenue east of C Street.

DUE TO BE considered on first reading is an ordinance dealing with tidelands which have been given to the city by the state.

Acting as the zoning board of adjustment, the council will consider a request for rezoning of an area bounded by Bragaw Street, Emard Avenue, Glenn Street and the alley in block 15, Fairview subdivision, from R1 (single family residential) to B1 (local business district) as recommended by the city planning commission.

MAY DAY - Pictorial News  
April 1962



DIRECTOR-PORT OF ANCHORAGE

Henry Roloff, Port Director of Anchorage, served nine years with the Port of San Diego before accepting the challenge of developing the new Port of Anchorage. He is a native Californian, a Board Director of the Pacific Coast Association of Port Authorities, and is well known in western shipping circles.

## City Considers Loan to Port

By CLARKE WARD  
Daily News Staff Writer

A "loan" of \$70,934 from the city's general fund to tide the municipal port over its 1963 debt payments is contemplated in the proposed city budget now being reviewed by the City Council.

Whether the city can pay the outstanding debt out of the general fund is a legal question. One can find advocates for either side.

THE PORT MUST pay \$407,000 in interest and principal on its \$6.2 million in revenue bonds next year, but it estimates only \$336,066 will be available to meet the commitment.

If the port cannot pay all its debt, under terms of a trust agreement the bondholders can take over operation of the port, or the debt must be met in some other way.

In the ordinance which gave legal sanction in 1958 to sale of the revenue bonds to pay for building the city's port, the bondholders are told they can be repaid only out of port revenues and they have no claim on the city's tax income or other sources of revenue.

THE TRUST agreement contained in the ordinance likewise warns the bond buyers that any city money but port income is off limits.

But in the proposition authorizing sale of the bonds presented to the city electorate on May 29, 1956, it is specified only that the bonds sold would be revenue bonds.

That is, the voters were not assured that repayment of the bonds from other city funds was prohibited; they only were told that the proposed issue was to be in revenue bonds.

The voters approved the proposal by a vote of 1,037 to 380.

BASED PARTIALLY on this point, City Attorney Richard Gantz states the City Council can "advance" funds from the city cash drawer for port use.

The money can be loaned to the port "as long as the position of the bondholders is not endangered and the promise to the voters is not changed in any

particular way," Gantz said.

"It is well established that you can transfer funds from one city department to another," Gantz explained. "The city is making loans all the time from the general fund on revenue bond issues. Very often, the city lends money to a department to make improvements, then when the revenue bonds are sold, the city is repaid."

IN THE CASE of the port, Gantz said, "The problem is: When is the loan no longer an interim loan and becomes a support of the port by general tax money?"

The question would not be raised unless a "loan" were objected to by a taxpayer and elector, Gantz said.

"An individual would have to bring suit in court to enjoin the city from using the general funds," he said.

"There is a difference between an appropriation of money and an advancement. I do not believe the city could be enjoined if the funds were advanced to the port to be repaid later," Gantz asserted.

TWO ARGUMENTS can be used to overcome the provision of the ordinances which prohibits use of other city funds to pay port debts, Gantz summarized.

"One, a loan is not using the taxing power of the city . . . as long as there is a reasonable expectation that the funds will be repaid on some schedule."

"Two, the city voters did not vote on the prohibition. They merely approved payment of the bonds out of revenues."

GANTZ ADMITTED that the bond ordinance, as with most city revenue bond ordinances, does not provide repayment out of other than revenues. But he added that the port is a public obligation; otherwise, \$2 million in general obligation bonds, also approved by voters, would not have been sold.

Anchorage Daily Times 13  
Tuesday, March 13, 1962

## Mizar Docks At City Port

The Military Sea Transport Service icebreaker-cargo ship Mizar docked at the port of Anchorage this morning with a general military cargo from Seattle. This is the first trip of the 266-foot vessel to Alaska, though it is a veteran of three years of resupply missions to Greenland.

The vessel will next call at Adak in the Aleutian Islands and then return to Seattle for more Alaska military cargo. MSTs officials say the Mizar will be used year-round on a constant run between Seattle, Anchorage and Adak.

Captain Roger Swift, who formerly commanded the LST Harris County, which the Mizar is relieving on the Alaska MSTs operation, is now commanding the Mizar.

There are 11 officers and 30 men aboard the ship, which was built in 1957 in New Orleans, La., for work in northern waters. It was the third ship designed especially for icebreaker-cargo work. The others are the USNS Eltanin and the USNS Mirak.

Construction of the Mizar is of welded steel, with an icebreaker bow and a cruiser type stern.

The tug Monarch, with a barge, and the Coast Guard cutter Bittersweet, as escort, were forced to fight heavy ice getting out of port Monday, but the Alaska Freight Lines icebreaker, Milton II, with a barge, had a relatively easy time arriving last night, after fighting thick ice in the lower Inlet since Saturday.

Other items handled at the Anchorage port were airplane parts, appliances, baggage, beer, boats, building materials, export tanks, canned fish, insulating materials, lumber, oil exploration equipment, petroleum bunkers, plumbers goods, gun powder, vans, containers, vehicle parts.

A total of 198 vessels used the port's facilities. They included 191 American ships and barges and one ship each from Canada, Denmark, Japan, Liberia and Norway.

THE \$8 MILLION port's estimated revenue for 1962 is \$248,930. An estimated 85,000 tons of cargo are expected to be handled at the port during the current year.

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Anchorage Daily Times 7  
Wednesday, Jan. 31, 1962

## Port Report Is Issued

Diversion of cargo destined for Anchorage and Fairbanks and now handled through the Seward port is recommended in the Port of Anchorage's annual report for 1961, just issued.

Increased promotional efforts by port and city officials and support of business organizations in the Anchorage area toward such an end is sought.

Port revenue will increase when the agreement with Shell Oil Co., to handle Shell products over the dock pier,

Anchorage Daily Times 17  
Friday, March 16, 1962

## Port To Handle Big Shipment Of Fertilizer

About 3,000 tons of fertilizer will be unloaded at the port of Anchorage dock Monday, bound for farms in Alaska, it was learned today.

This will be the first of the annual shipments to Alaska to be unloaded at the port dock. It was learned that the shipment is coming via Puget Sound Alaska Van Lines barge from Seattle, and will be transferred directly to the farms by Weaver Bros. Trucking firm.

The largest amount of the dry, sacked fertilizer will go to the Matanuska Valley area, while the rest will go to the Tanana Valley.

The tug Monarch, with a barge in tow, is being escorted through Cook Inlet ice by the Coast Guard cutter Bittersweet of Kodiak. The tug and barge are heading to the Port of Anchorage.

George Hutton, local manager of Puget Sound Alaska Van Lines said the tug has not been in any danger. It waited outside of the drifting ice, south of Kalgini Island, until the Bittersweet could rendezvous and begin the escort trip.

The tug and barge are bringing 3,000 tons of sacked fertilizer to Anchorage to be forwarded to Matanuska and Tanana Valley farms for this season's crops. The barge was originally scheduled here Sunday.

Puget Sound Alaska Van Lines is the booking agent, while Puget Sound Tug and Barge is transporting the cargo. The majority of the cargo is destined for the Matanuska Valley.

The Bittersweet is operating in Cook Inlet in lieu of the Coast Guard icebreaker Storis, which is now in Seattle for repairs prior to resuming the Bering Sea patrol this summer.

The question would not be raised unless a "loan" were objected to by a taxpayer and elector, Gantz said.

"An individual would have to bring suit in court to enjoin the city from using the general funds," he said.

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16 Anchorage Daily Times  
Saturday, March 17, 1962

16 Anchorage Daily Times  
Saturday, March 17, 1962

16 Anchorage Daily Times  
Saturday, March 17, 1962

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