

# Anchorage Port Expects Doubled Tonnage In '62

The Port of Anchorage facilities, completed last year at a cost of almost eight and a quarter million dollars, have been well-initiated with an unexpected heavy fall workload. The port handled 38,259 tons of cargo in 1961, a large percentage of the total handled coming in the months of October and November—a portion of the year planners expected would see little cargo-handling action.

The facilities can expect to see the tonnage doubled in 1962, according to port director Henry Roloff. The director said tonnage this year is expected to reach 87,000 tons, to yield the city a profit of nearly \$250,000 toward retirement of bonds used to finance the building of the modern facilities.

The well-equipped port has been developed under a master plan which provides for expansion which would include four additional berths when the present two prove inadequate to handle anticipated growth of ocean commerce.

The projected plan also is being amended to provide for an extra berth solely for the handling of oil cargo. The berth would have a capacity to receive the full load of a 100,000 barrel oil

tanker, which could discharge its load directly to tank farms.

Increased oil handling expected would be partially due to a revolution in the port's competing industry, aviation. Director Roloff said increased use of jet planes requiring greater and greater amounts of fuel will soon make added facilities necessary for the handling of the jet fuel. Increased air traffic and consequent refueling stops in "The Air Crossroads of the World" will inevitably call for added facilities for bringing in the huge volumes of fuel.

The port has a potential of 200,000 tons a year. In two years, Roloff predicted the port should bring \$3,000,000 of new income into the community annually. "Add to that a potential 26,000 new workers to a resulting industrial area in the future," Roloff offered.

The present facilities of the port include four high speed all-electric 40-ton-lift cranes, mounted on rails. The cranes, installed for \$700,000, make cargo handling possible in the second highest tides in the world, where ship's rig become inoperable at certain stages of the tide. The tide problem has made necessary the planning of special gangways to allow longer periods of uninterrupted cargo handling. The proposed gangways would be of a telescoping design.

The economic importance of the port to the community is a constant theme of the port's director. Roloff explains that each ton of cargo is worth \$15 to the community, in wages, purchases, supplies and other facets.

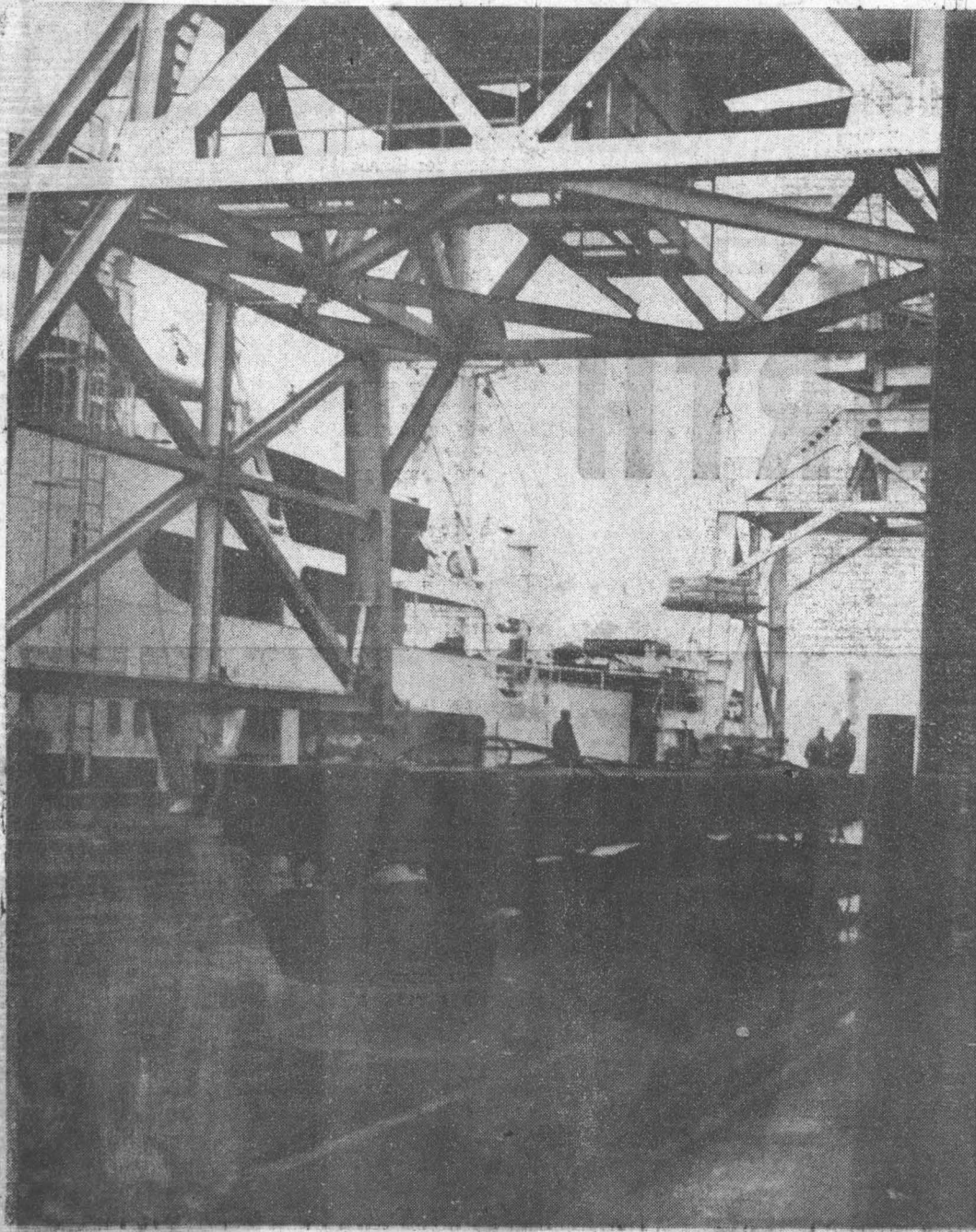
The port, which is now inactive in the colder winter months, may possibly be operating the year around in the future, planners indicate. Experimentation with ice-breaking tugs indicates the possibility. The unexpected volume of cargo handled late into the fall in the past year gave encouraging indications of that possibility.

A breakdown of last year's cargo handling statistics show domestic inbound cargo accounts for 64 per cent of the total cargo handled. Foreign cargo (23 per cent of it outbound) accounted for 33 percent of the total. Three per cent was domestic outbound.

Scrap to Japan accounted for most of the foreign outbound tonnage, with pipe, concrete steel, and cement comprising the greater part of the inbound foreign tonnage.

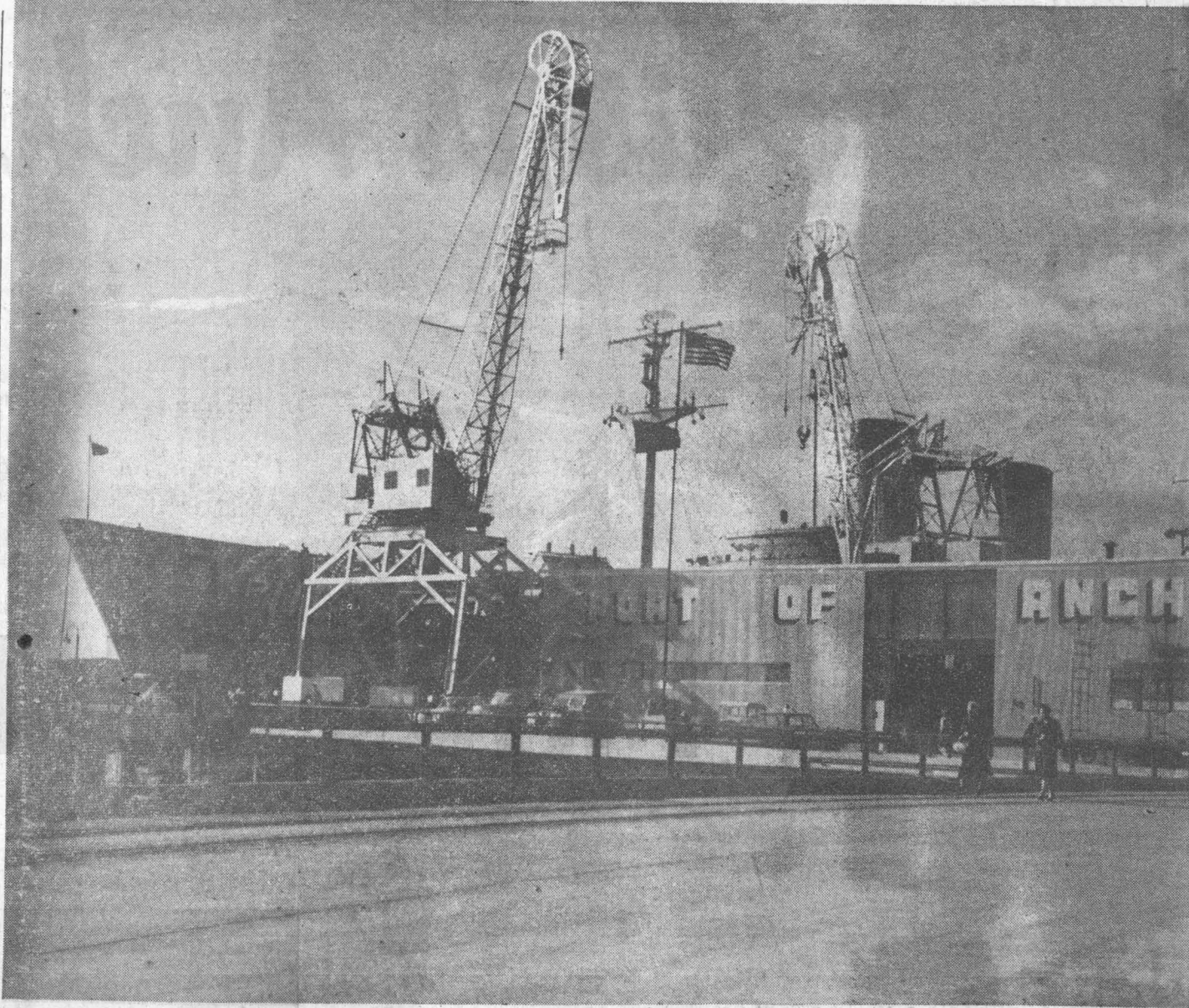
Canadian newsprint and New Zealand beef also figured in the traffic.

Of the 101 vessels calling at the port in the past year, 184 were American, three Japanese and the remaining were one each from Denmark, Liberia, Canada and Norway.



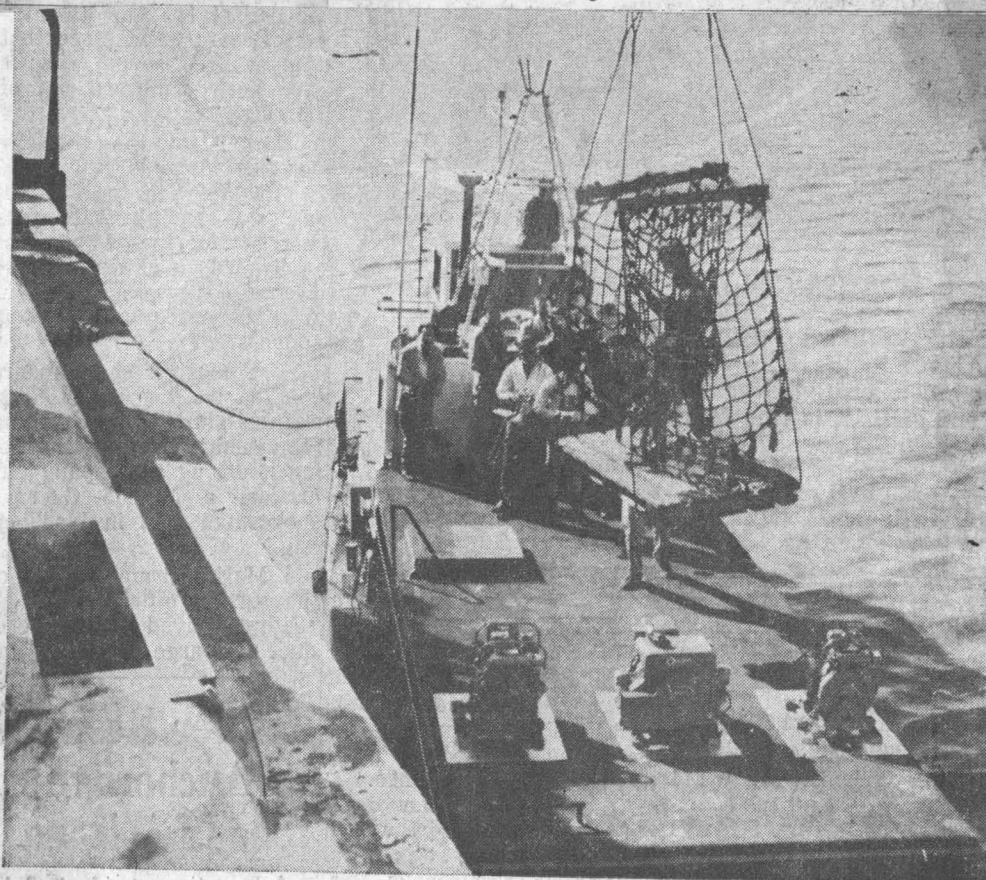
STEVEDORES WORK

Dock hands unload ship's cargo of military supplies onto the dock, with huge, all-electric high speed cranes doing most of the heavier work. The rail-mounted mammoths can lift 40 tons apiece. Four of them cost the city \$700,000.



LARGEST SHIP — The USNS General Mann, a troop transport, docks at the Port of Anchorage facilities and earns the distinction of being the first deep-water vessel to berth at the facilities. The ship, with its 30-foot draft, could negotiate

the channel dredged as part of the port's development. The ship put in here in the transport of rotating military personnel.



JOINS 'YACHT CLUB' BAND

A female member of the Outfall Sewer Yacht Club band joins fellow players on the deck of the club's scow at the port of Anchorage. The club members had their first outing yesterday and were joined by about 100 spectators. Several boats, including a sail boat, were launched by the port's crane. The band presented a "concert" from the deck of the scow.

## Sewer Fleet Makes Trip

All Hands Safe After Inlet Cruise

All the admirals and ships that joined the Outfall Sewer Yacht Club yesterday managed to return to shore safely after a merry voyage down Cook Inlet.

But some of the vessels returned to shore before others, according to Admiral Sewell Faulkner.

A windjammer, which had only been to sea twice was lowered to the brine by a city dock crane. After the sail was hoisted, the good ship promptly went aground on a tidal flat near the Army dock.

The swashbuckling skipper climbed out and dragged his eight-foot plastic vessel home. After a successful cruise to Point Woronzof, three vessels of the fleet of nine struck out for Point MacKenzie, across the bay, to plant a flag on the "foreign shore," Faulkner said. Apparently one skipper forgot about the outgoing tide and ended up high and dry until evening.

DURING THE voyage, a few swabbies insisted on climbing aboard ice cakes in Cook Inlet to have pictures taken, the admiral said.

An unknown nine-piece German band accompanied the naval operation on a leaky garbage scow which was listing to starboard. It turned out, however, that one horn blower was an Englishman who had been in Alaska two days. Another was a Texan, who had just arrived in Anchorage and swore all Alaskans are crazy.

When the fleet returned to port, each skipper was awarded a decorated plumber's helper for service beyond the call of duty.

## Base Sewage Fouls Port

The Anchorage Port Commission has called "foul" to the military regarding a letter from the Alaskan Air Command to the city that the military "does not have any legal or moral commitment" to help the city extend the Elmendorf Air Force Base sewer that now empties under the city dock.

The letter from Maj. Gen. Wendell W. Bowman is the latest in a series between the city and the military, seeking help in solving a problem that is creating a health and sanitation hazard in the port area, City Manager Chet Hostetter told the Port Commission yesterday.

The sewer discharges on the beach, above low tide, and the residue is left to find its way to the water, cutting a channel beneath the \$8 million port facility.

Plans have been drawn by city engineers to extend the sewer to low low water, so the sewage will be swept away by the swift tides.

Hostetter says the lack of federal help in extending the pipe is "a case of the federal government always urging clean up, and then dumping sewage on the beach."

## Port Seeks Lower Rate On Insurance

Lowered Premiums For Inlet Travel Would Help Trade

The Port of Anchorage has instituted an investigation into the "Institute Warranty Limits" imposed by marine insurance underwriters on vessels coming north of the 60th Parallel and into Cook Inlet, according to Henry Roloff, port director.

The insurance companies charge mariner class vessels a \$10,900 penalty in summer and \$21,800 penalty in winter for calling in Cook Inlet. Shippers have said these penalties are so high that they cannot afford to bring big vessels into Cook Inlet, and especially all the way to Anchorage.

It has been indicated that American Mail Line would be willing to call at Anchorage on a regular basis if these insurance rates could be lowered. The line would make the port of Anchorage a regular stop between the West Coast of the United States and the Orient, it was said.

Roloff said the high insurance rates have been set by underwriters, experienced with shipping in the North Atlantic Ocean, where icebergs are encountered north of the 60th Parallel. This is not true here, he said.

THERE IS no ice in Cook Inlet in the summer, he added.

In addition to asking the insurance companies to lower rates, the port has requested the Coast Guard to check into adding navigational facilities in the inlet.

"This would also help to get the insurance rates lowered," Roloff said. "These insurance rates are an immediate problem and are a major factor in beginning a satisfactory export trade from Alaska using American vessels," Roloff said.

## Anchorage Port Is Interested In Freight Rate

The port of Anchorage will ask the City Council tomorrow night for permission to intervene against proposed rate increases by Alaska Steamship Co. to small Alaska ports, when the case is heard by the Federal Maritime Commission, Henry Roloff, port director, said today.

Anchorage Daily Times 23  
Thursday, April 19, 1962

## Vessels Will Call At Port

Two large ships are due to call at the port of Anchorage dock this month, it was announced today by port officials.

The first is the African Reefer, coming from Auckland, New Zealand. It is due May 21. The other is the Kazukawa Maru, of Yokohama, Japan, due May 23.

The next vessel scheduled for the dock is Foss Tug and Barge Co. Barge 135 from Puget Sound with 500 tons of oil drilling mud. It is due Sunday.

## May Record Breaker For Port of Anchorage

ANCHORAGE—A record breaking month was established at the Port of Anchorage, Alaska, during May when 92 vessels and barges used the port facility.

Port tonnages are up 300 per cent this year, as compared with the same five-month period last year, according to Port Director Henry Roloff. The biggest volume of new tonnage has been created because of off-shore drilling activities of the major oil companies

JUNE 30, 1962

MARINE DIGEST

18 Anchorage Daily Times Wednesday, Sept. 26, 1962

## Port Director To Fight For City's Ship Service

City council Tuesday night authorized Port of Anchorage director Henry Roloff to intervene in the Puget Sound Alaska Van Lines vs. Northland Freight Lines Federal Maritime hearing, which will take place in Seattle beginning Monday.

ACCORDING TO ROLOFF, the maritime commission has eliminated the only common carrier serving Anchorage on a direct basis (Northland Freight Lines), and this will be damaging to the city and its port.

Roloff will fly to Seattle this weekend to participate in a hearing. City attorney Richard Gantz

may also go, although a maritime attorney will be present to argue the city's case.

City council's motion, made by councilman William Besser, authorizes the port commission to take whatever steps are necessary to handle the case.

What has happened is this: PUGET SOUND ALASKA Van Lines filed a protest against Wagner Tugboat Co. and T. F. Kollmar Inc., which does business as Northland Freight Lines. The protest indicates dissatisfaction with the equal division of freight revenues between Northland and Foss Tug and Barge Co. Wagner is a Foss subsidiary and the agreement between Foss and Northland calls for Northland to do the booking, Foss to do the transporting.

A maritime commission examiner has disallowed the protest, but the commission overruled the examiner and ordered Northland to stop hauling common cargo to Alaska until a hearing could be held. The hearing will be in Seattle next week.

ROLOFF CHARGED at council meeting that "there's politics involved." He also told councilmen Northland Freight Lines has been operating from Seattle to Anchorage.

2 Anchorage Daily Times  
Monday, May 7, 1962

## Fire Damages Fishing Vessel At City's Dock

A fire caused by welding sparks resulted in an undetermined amount of damage to a 70-foot fishing boat, the Invincible, at the municipal dock yesterday.

The Anchorage Fire Department was called about 4:25 p.m. and extinguished the blaze by flooding the engine compartment.

A welder was installing a brine tank, firemen said, and welding sparks ignited some material around the tank. The fire alarm was delayed because there was no emergency phone available at the dock the fire department reported.