

## G.G. Lautzenhiser Leaves for Alaska

G.G. Lautzenhiser, for the past five years in charge of the rate desk at the Los Angeles office of Luckenbach Steamship Company, will leave this area on March 29 to accept the post of traffic manager for the Port of Anchorage, it was announced yesterday. Lautzenhiser's appointment as traffic manager was announced by H. Henry Roloff, Port Director, and former public relations director for the Port of San Diego. Taking over his new post on April 1, Lautzenhiser's address will be, Port of Anchorage, P.O. Box 400, Anchorage, Alaska.

## Port Dispute Hearing Set

### Contractor Demands Extra Time For Job

Arbitration of a dispute between the city and the prime contractor on the completion date of the \$8,000,000 Anchorage port began today at the YMCA, Sixth Avenue and F Street.

At issue is the amount of additional time the DeLong Corp. should be allowed for finishing the facility because of the carpenters' strike and loss of piling material last year, according to Port Director Henry Roloff.

THE CITY PORT Commission and the city's engineering consultants, Tippetts Abbott-McCarthy-Stratton, are willing to set the deadline for Nov. 2, Roloff said. But DeLong is requesting Aug. 19, 1961.

Arbiters are Robert Prescott of the U.S. District Engineers, chosen by DeLong; Eino Reinikka, Alaskan Air Command chief engineer, by the port commission; and Lee Linck, a consulting engineer from Fairbanks, chosen by the other arbiters.

Roloff said the session is expected to last all day, and perhaps go into later meetings.

## Chamber Board Supports Plea Of Port Group

Greater Anchorage Chamber of Commerce directors voted today to support the Anchorage Port Commission in its petition for intervention in Federal Maritime Board hearings on increased shipping rates to Alaska.

The board will hold a hearing in Seattle on July 12 and another on July 21 in Anchorage.

The Chamber itself does not intend to subpoena witnesses or cross-examine them, as does the commission, but does wish to sit in on the hearing to collect information.

The ship lines have asked for a 10 per cent increase, which has already been put in force. If the hearing shows that the increase is not justified, the fees will be returned to the payees.

## City Sets Arbitration Hearings

An arbitration hearing involving the completion date for the new \$8,000,000 Port of Anchorage will be held Saturday morning in a conference room at the YMCA.

According to H. Henry Roloff, port director, an arbitration board appointed by the city port commission, the port engineers and DeLong Corporation, port contractor, will hear evidence from all parties to the dispute and determine a "fair" completion date.

Roloff said DeLong contends that the extension of time granted by the port commission and the engineers last year due to the carpenter's strike and the loss of port piling is not sufficient.

The port was originally scheduled to be finished this August. Following the strike and the loss of the port piling in a storm last May, the commission and the port engineers moved the completion date up to Nov. 2 of this year. DeLong has requested the contract to be extended to next year.

The date determined by the arbitration board will be binding on all parties.

Participating in the hearing Saturday will be arbitrators, Eino Reinikka, representing the city; Robert Prescott, representing DeLong; and Lee Linck of Fairbanks, who was appointed by Reinikka and Prescott as an "outside" member.

Others scheduled to appear include B. Sylvester, Tippetts-Abbott-McCarthy-Stratton; Walter Potter, resident engineer for TAMS; Roloff; Richard Gantz, city attorney; Harold Strandberg, chairman of the port commission; George Shannon, city manager, and representatives from DeLong.

## Port Delay Hearing Set

### Completion Date Causes Controversy

Arbitration of a controversy over completion date of the city's \$8,000,000 port facility will begin April 30, the city Port Commission determined yesterday.

The contractor, DeLong Corporation, has asked extension of completion time to mid-August, 1961. It has "volunteered" to give the city a usable facility this year, according to James Gilshian, DeLong Corporation project manager.

But the supervising engineers, Tippetts-Abbott-McCarthy-Stratton, and the port commission have set a Nov. 2 deadline, except for "clean-up and paintup."

Three arbiters have been chosen to hear the dispute. They are Robert Prescott, District Engineers assistant chief, construction division; Eino Reinikka, chief engineer for Alaskan Air Command; and Lee Linck, consulting engineer of Fairbanks. Prescott was chosen by DeLong and Reinikka, by the commission. Linck was named by the two other arbiters.

Time and place of the hearing has not been set.

## Cargo Rate Hike Hearing In July Told By Roloff

The Federal Maritime Board will hold hearings on requested shipping rate increases in July.

A Seattle hearing is scheduled for July 12 and another will be held here on July 21, Henry Roloff, Anchorage port director, told the Greater Anchorage Chamber of Commerce directors today.

Roloff attended the meeting to join the transportation committee in urging Chamber directors to support the port commission in petitioning for intervention in the hearings. This would permit the commission or its attorney to cross-examine witnesses and subpoena records.

The 10 per cent increase has already gone into effect, Roloff said. The money will be retained by the carriers or returned to payees after the hearings.

## Anchorage Daily Times

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EDITORIAL PAGE

Tuesday, March 22, 1960

## Anchorage To Profit From Japanese Trade

ALASKA WILL ENTER a new era of commerce this summer if the plans of a local firm and Japanese interests develop.

The development would open what amounts to a new trade route between the Orient and port cities in Alaska, particularly Anchorage.

The newly-formed U.S.-Alaska Corp. of Anchorage has announced firm plans for two-way trade between Alaska and Japan. Ships from the highly-industrialized island empire would bring construction materials, oil field supplies and other products to Alaska.

Instead of returning empty to Japan, the ships would haul raw materials that are so scarce there and so plentiful here.

The two-way haul is calculated to reduce considerably the shipping costs that under the old scheme of things—where a vessel carries a payload in only one direction—are as restrictive to healthy and active commerce.

The role that Anchorage will play in any new development of this nature is a key one and it is in the direction that will fulfill this city's destiny as an international trade point and distribution center for a large portion of Alaska.

IT HAS BEEN evident for a long time that Alaska's raw materials could find a welcome market in Japan. It is a logical market place for the huge storehouse of minerals and timber resources in Alaska.

Japan is one of the most highly industrialized nations in the world, but its sources of raw materials are limited. It must go elsewhere for the coal, iron, petroleum, timber and other materials necessary to keep the wheels of its industries turning. In many cases, Japanese industry is forced to pioneer the development of new sources of raw materials in distant foreign lands in order to keep up its supply.

This is a tailor-made opportunity for Alaska, which is so rich in raw materials but has lacked adequate development capital. Already the Japanese have made substantial investments to develop the timber resources of Southeast Alaska, the principal product scheduled for the initial shipment back to Japan in the new trade program.

As the trade links between Japan and Alaska are tied tighter, it is reasonable to assume that our Oriental neighbors will want even more of the raw materials that lie still untapped in Alaska.

Japanese development missions have expressed interest and have begun studies of Alaska's iron, coal and petroleum resources. An established trade route would quicken their interest and hasten the development of these resources.

OF GREAT SIGNIFICANCE is the effect this new trade route will have on Anchorage, which already is a hub for international air transportation.

Development of commerce between Japan and Alaska will provide the city's new port project with an important source of activity and business. It will help speed up future expansion and growth of the port facility.

Construction materials and other supplies coming from Japan will add to this city's role as the principal distribution and service center for Alaska. These materials, once landed here, will be shipped by air or highway to other points in Alaska.

Alaska's tie with Japan is mutually beneficial, providing each with new markets and new sources of supply.

The faster we integrate our commerce and trade with Orient, the faster our growth and progress will be.

Anchorage Daily Times 13  
Tuesday, May 3, 1960

## Decision Being Studied On Port Completion Date

Contentions of parties in the dispute over extension of the completion date of the Anchorage city port were taken under advisement by a board of arbiters Saturday.

The day-long hearing—closed to the public—was held in the YMCA, Sixth Avenue and F Street.

The city and its consulting engineers have been willing to set completion deadline for the \$8,000,000 facility at Nov. 2. The contractor, DeLong Corp. has asked for Aug. 19, 1961.

Work on the port was delayed last year by the carpenters' strike and loss of steel pilings.

Arbiters are Robert Prescott of U.S. District Engineers; Eino Reinikka, Alaskan Air Command chief engineer, and Lee Linck, Fairbanks consulting engineer.

The board's ruling is expected early this week.

ANCHORAGE, ALASKA, TUESDAY, MARCH 15, 1960



BEGINNING WORK as the first director for the \$8,000,000 port of Anchorage is H. Henry Roloff, former assistant director of the Port of San Diego. Roloff arrived in Anchorage Saturday and spent his first day on the job yesterday. His office is located in the basement of the Fourth Avenue theater building. Roloff came to Alaska by himself, however his wife and six children will join him at the end of the school year. (Daily News Photo)

## PORT CALLED KEY TO CITY'S FUTURE GROWTH

### New Port Director Says Ocean Commerce Makes Expansion Possibility 'Unlimited'

The future growth of Anchorage, with the aid of its new port, will be unlimited, the city's new port director, Henry Roloff, told the Greater Anchorage Chamber of Commerce yesterday.

Roloff pointed to the possibility of large amounts of trade with Japan, although he warned that hard work would be needed to develop this trade.

Anchorage has an opportunity to lead in regional economics, to become to an even greater degree Alaska's leading city and to make a strong contribution to international economics, Roloff declared.

MORE THAN 90 per cent of the world's cities with more than 500,000 population are seaports. "About the only exception to this in the western states is Denver, Colo., which is the junction of railroads," said Roloff, to illustrate his point that transportation creates a business economy.

Harold Strandberg, chairman of the city port commission, in an introductory statement said 446 piles of the total of 1,150 are now in place. The dock will be completed by November.

The first concrete pour of the season is scheduled for May 9. Four cranes are due to arrive here the first week in August.

Each ton of cargo brings in \$25 to the city which operates the port, Roloff said. Included in this figure are stevedoring wages, costs of rail or truck haul from the port, service charges, insurance fees, wages for employees of federal and state agencies and purchase of provisions for the ship.

JAPAN REPRESENTS one of the major markets for Alaska, the port director declared. It is one of the major industrial complexes in today's world, one which must not be allowed to turn towards the Reds.

To keep it from doing this, the U.S. must buy its goods, which it must sell to feed its large population, Roloff said. In return, the U.S. needs to sell its goods, for we produce more than we consume.

## Completion Date Set For Port

H. Henry Roloff, port director, announced today that the city port commission and the port engineers have won their arbitration case with the port contractor on the completion date for the new \$8,000,000 facility.

According to Roloff, the arbitration board set Nov. 23 as the date for the prime contractor, DeLong Corporation, to turn over to the city an "operational port facility."

Roloff said "operational" means the contractor will have to complete the entire dock and deck, close in the transit shed and have

(Continued on Page 2)

two-thirds of it finished for use, complete the installation of two of the 40 ton cranes and have all the light and power facilities in place.

The arbitration board also gave DeLong a 45 day period from May 1, 1961 to June 15, 1961 to finish up other items.

DeLong originally requested that the completion date be extended to late in the summer of 1961 because of work delays last year due to the carpenter's strike and the loss of port piling from a barge last May during a storm.

The port commission and engineers held out for Nov. 2 of this year as the time for the port to be in operating condition.

Roloff added today that the Nov. 23 date will allow him to notify all shippers that the Anchorage port will be ready to accept cargo after that time and especially early next spring.

News, Friday, April 8, 1960

## Work on Port Is Ahead Of Schedule

Work on the Anchorage port is two weeks ahead of schedule and 70 more piles than anticipated for this time of year, have been driven into place, according to the port director's office.

The pile driving work was originally planned to start on April 1 but favorable weather last month made it possible to begin driving on March 15.

Two crews are working from 4 a.m. to 9 p.m. daily to complete the task so deck and transit shed may be constructed.

SATURDAY, APRIL 2, 1960

## Port Seeks Cost Study

### Result Of Project Would Set Rates

Bids are being sought by the Port of Anchorage from traffic consultants for creation of a port tariff and terminal and service rates, Port Director Henry Roloff's office has announced.

Three concerns are being asked for estimated cost of a study of other port tariffs, and trucking rail and overwater rates which would be competitive with the Anchorage port, he office said.

CLOSING DATE of bid advertising has not been set.

Meanwhile, machinery is being set up for arbitration of a request by the prime contractor for construction of the port for postponement of completion date to Nov. 25. Also being asked is waiver of a \$300 daily penalty for failure to complete the port by Nov. 2.

According to City Manager George Shannon, two of three arbiters have been chosen. They are Robert B. E. Prescott, assistant construction engineer for the U.S. District of Alaska, and Eino Reinikka, chief engineer for Elmendorf Air Force Base. The third member will be chosen by the two arbiters.

Under protest is the contract between the contractor, DeLong Corp., and the city's engineering consultants.

## Completion Of Port Due By Nov. 23

The DeLong Corp., general contractor for the city's \$8,000,000 port, is to complete a usable facility by Nov. 23, a finding by a board of arbitrators revealed today.

This is three weeks later than the completion date that the city and its port engineers were willing to delay, but approximately nine months earlier than the date asked by DeLong.

THE DISPUTE over the completion went into arbitration after DeLong had requested the postponement. It was needed, DeLong contended, because of delays caused by the carpenters' strike and loss of piling during a storm last year.

The three arbitrators were Robert Prescott of U.S. Alaska District Engineers; Eino Reinikka, Alaskan Air Command chief engineer; and Lee Linck, a consulting engineer of Fairbanks.

According to City Port Director Henry Roloff, the arbitrators decided that DeLong is to complete the entire dock deck, and have ready for use two 40-ton loading cranes by the deadline. In addition, the city is to have sole use of about two-thirds of the 350-foot transit shed, and power and heat office space would be available.

SHOULD THE contractor fail to meet the deadline, the city is to receive \$300 daily in damages, Roloff said.

If DeLong meets the first deadline, it has until June 15, 1961, to complete the port before it starts to pay damages, Roloff explained.

DeLong is to submit a schedule of construction "immediately" to the engineers, Tippetts-Abbott-McCarthy-Stratton, for approval, Roloff said.

The ruling "gives the city the opportunity to solicit trade to begin the spring of 1961," Roloff said. "It takes a long time for carriers to schedule a new port of call, but we can now guarantee a usable facility by spring."

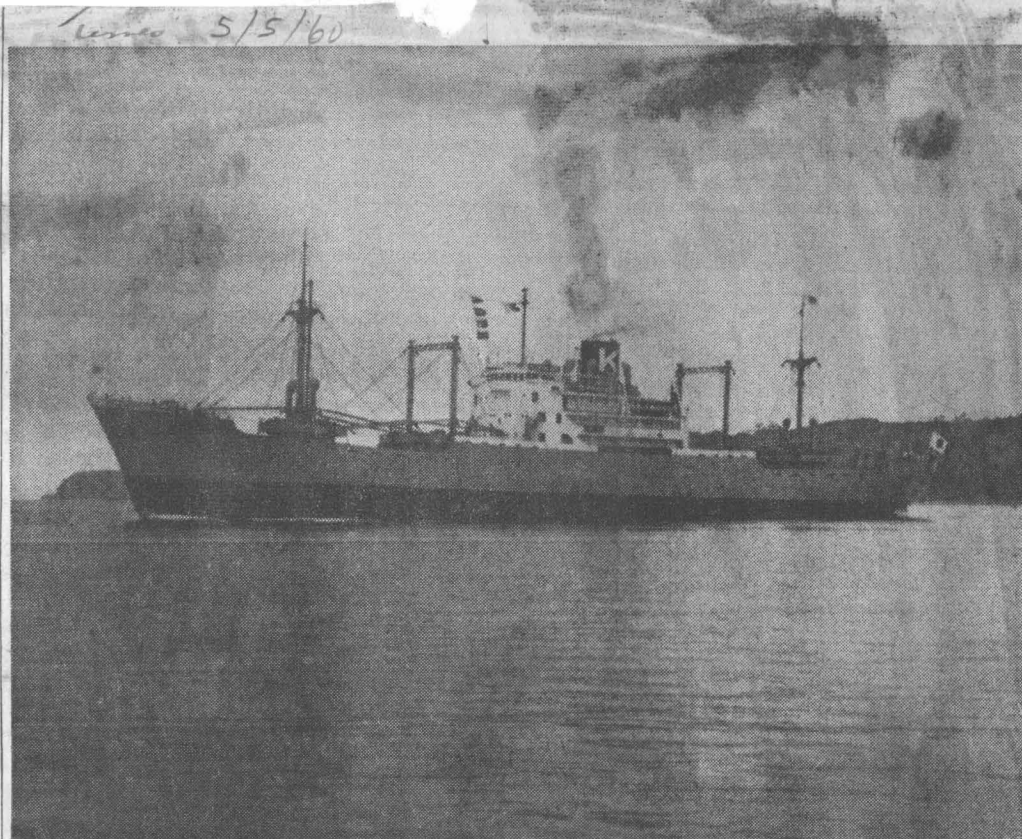
## Anchorage Plans Port

Port of Anchorage intends to spend \$8 million on a single-berth pier--the first major step of the Alaska city's port construction program.

Henry Roloff, newly-appointed port manager, said that a year-round shipping facility at Anchorage would allow more economical cargo rates to Alaska's interior. The major problems of the port are natural ones--heavy ice in the winter and tides of 30-38 feet.

HENRY ROLOFF, the city's new port director, assumed an air of modesty the other day.

When a friend struggled to introduce him with his proper title, Roloff said ruefully, "Call me 'keeper of the mud flats'."



BLAZES TRADE TRAIL — M.S. Kasukawa Maru, shown here off the coast of Japan, will bring the first general cargo from Japan to Anchorage. The 8,000-ton ship travels at 13½ knots and carries a crew of 60. It will discharge here about May 20, then move to Sitka and take on wood materials for the back-haul to Japan.

## JAPANESE CARGO SHIP IS DUE HERE MAY 18

The first load of general cargo destined for Anchorage from Japan is now tentatively scheduled to arrive May 18 or 19, according to George Grimes, president of U.S.-Alaska Corp., to which the bulk of the goods is consigned.

Grimes, who just returned from Japan, said the M.S. Kasukawa Maru left Yokohama May 1 but developed engine trouble and returned to port.

REPAIRS ON the Kawasaki Kisen Kaisha, Ltd. ship will take several days, he said. The 7,000-ton ship is one of 98 owned or chartered by "K" Line, second largest shipping firm in Japan from the standpoint of tonnage, according to Grimes.

Before departing, the ship loaded cargo at Yokohama, Kobe, Moji, and Nagoya. This cargo will be discharged here by North Star Terminal and Stevedoring Co., which has been appointed agent for the "K" Line, Grimes said.

After unloading here, the boat will load 7,000 tons of pulp and timber for the return trip.

Grimes said this ship and all future ones will back-haul Alaska materials.

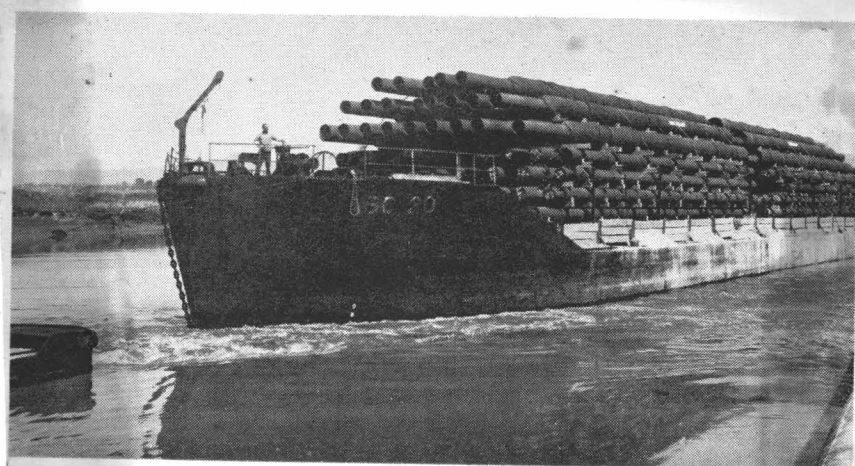
AN EXTENSIVE celebration planned here following the ship's arrival, will include a cocktail party and a Japanese dinner aboard the vessel.

Guests will include state officials, federal representatives, and representatives of "K" Line, Ataka and Co. Ltd., Fuji Iron and Steel Co., and Kinoshita and Co. Ltd. All directors of U.S. Alaska Corp. are also expected to participate in the program.

Captain Tameda, master of the ship, will act as host for the two affairs aboard ship, Grimes said. Captain Asami, who came here to make an advanced survey of the port, will also be aboard the vessel as special assistant to conduct surveys of additional Alaska ports, he added.

Several other trading companies have materials aboard the vessel, including Wallace L. Coleman, 2207 Turnagain Boulevard, who is bringing in about \$100,000 worth of building materials, Coleman announced.

Marine Digest-Volume 38, May 7, 1960



## Steel Piling Headed For Anchorage Dock

NAPA, CALIF. — A 260-foot, seagoing barge loaded with over 2,200 tons of large diameter steel pipe piling has just left Kaiser Steel's Napa, Calif. Fabricating Division plant bound for Anchorage, Alaska. The piling will be driven at the far northern port to form part of the foundation for Anchorage's first modern deep water pier. The barge, shown as its tug pulls her from the Napa plant's dock, was loaded with over 400 lengths of 20-inch, 24-inch and 42-inch piles. Together, they form over six miles of piling for the pier's foundation. The city of Anchorage is building the pier to permit ships to dock there for the first time without hindrance from the port's extreme tides, at times up to 30 feet. Ships tying up at several of the port's piers now use a system in which the vessel rests on the bottom and is then blocked in place when a heavy tide is running. The new pier, extending out into deep water, will eliminate this procedure.