

Port's Roloff Gets State Post

By UNITED PRESS INTERNATIONAL

H. Henry Roloff, first manager of the Port of Anchorage, today was named first commissioner of the recently created state Department of Economic Development and Planning.

Roloff's appointment was announced by Gov. William A. Egan when the governor arrived in Anchorage today, from Fairbanks en route to New York City for the National Governors' Conference.

The new department, which was created by the 1962 legislature as part of the Governor's program, will have three primary divisions — industrial development, planning and research, and Alaska travel division.

Egan, in announcing the appointment, said, "the Anchorage area's loss is Alaska's gain," and he predicted that Roloff would be an expert job in "selling the advantages and the assets of Alaska throughout the world."

Roloff, 43, was assistant director of the Port of San Diego when selected to take over as manager of the new port facility at Anchorage in February of 1960. He had been with the California facility for 10 years and before that was director of industrial development for the San Diego Chamber of Commerce. Also a former newsmen, he was with the United Press bureaus in Los Angeles and San Diego after World War II.

The new commissioner said he was not taking the new job for financial reasons, since it pays only \$500 a year more than his present post. The Port of Anchorage position pays \$16,000 a year.

Roloff said he thought he would be leaving the port in good administrative shape.

"A lot remains to be done," he said, "but it is only a matter of time, maybe a year or two, before it reaches its potential."

IN A STATEMENT about objectives of the new state department, Roloff said he agrees with Governor Egan that "the Department of Economic Development and Planning should assume the responsibility for the overall coordination of economic development matters and the necessary planning and organization to accomplish these objectives."

Roloff, his wife Barba and their six children live at 2409 Lord Baranoff Avenue in Turnagain-by-the-Sea.

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Roloff Gets Trade Post

C. Gerard Davidson, chairman of the 13 western states Democratic conference, has appointed Anchorage port director Henry Roloff to the conference's foreign trade committee.

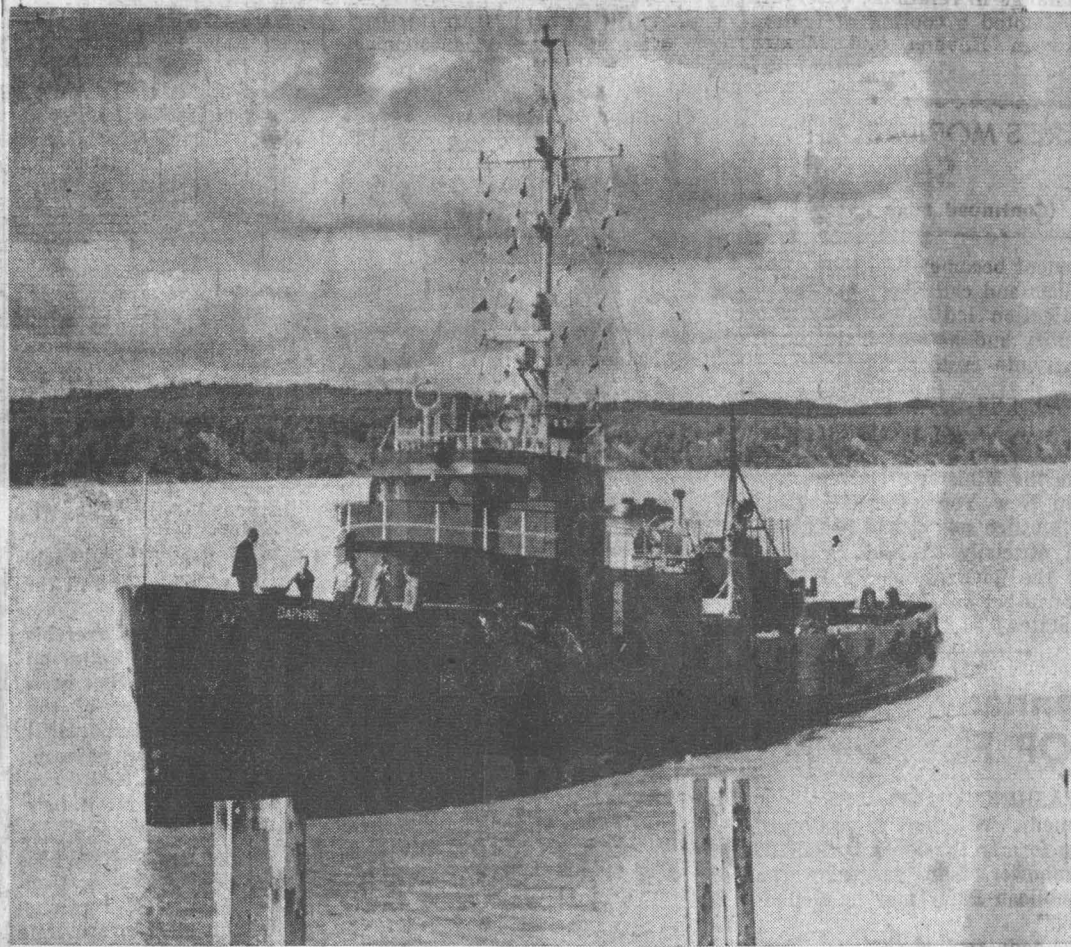
Mrs. E. A. (Helen) Fischer of Anchorage, Democratic national committeewoman for Alaska and vice chairman of the conference, announced the appointment today.

Davidson conferred with Mrs. Fischer here over plans for the August 5-7 meeting of the conference in Seattle.

"Among dignitaries expected to be on hand for the conference are former President Harry S. Truman, Attorney General Robert Kennedy, and Sen. Estes Kefauver," said Mrs. Fischer.

Guam is also a member of the conference and will be represented at the meeting.

On Maiden Voyage Here



THE DAPHNE, on her maiden voyage to Anchorage, is shown above as she pulls into the Port of Anchorage at 1:30 p.m. Wednesday. Flying the house flag of Pacific Western Barge Lines, the Daphne was inspected by 200 businessmen who were guests of Ken Hinchey, president of the barge lines, at a buffet luncheon served on the dock.

The Daphne brought to port the 5,000-ton barge Kevalaska with a full load of cement from Redwood City, Calif., drilling mud from Seattle and a deck load of mobile and prefabricated homes. The vessel will remain in Anchorage for the rest of the week.

BARGE TOWING VESSEL MAKES MAIDEN VOYAGE

Some 100 business men were entertained at lunch today at the Port of Anchorage to celebrate the arrival of the Daphne, which sailed into port this morning on its maiden voyage to Anchorage, flying the house flag of the Pacific Western Barge Lines.

A sister ship of the USS Potomac, presidential yacht used by Presidents Dwight D. Eisenhower and Harry S. Truman, the Daphne was purchased recently by the barge lines, a division of the Alaska Aggregate Corp.

In celebration of the Daphne's arrival, Ken Hinchey, company president, and officers of the Alaska Aggregate Corp. will also entertain tonight at a cocktail party at the Idle Hour. W. J. Conway, vice president of the Ideal Cement Co., San Francisco, will be guest of honor.

Hinchey has also extended an invitation to area residents and visitors to see the vessel while it is in port.

"OUR NEW ship, the Daphne, is the finest ocean going towing vessel under the American flag," Hinchey said proudly today as the ship reached Anchorage towing the 5,000-ton barge Kevalaska with a full load of cement from the Ideal plant at Redwood City, Calif., drilling mud from Seattle, mobile homes and containerized cargo.

Capt. Frank Reardon, commander of the Daphne, reported a good trip from Puget Sound. Originally designed for U.S. Coast Guard patrol in the Bering Sea, the Daphne was constructed by the Bath Marine and Iron Works at Bath, Maine, in 1932. For 16 years, she was in service in the North Pacific, the Bering Sea and the Arctic.

THE DAPHNE WAS converted to a gunboat during World War II when she saw service throughout the Pacific campaign. She is 165 feet long, has a 26-foot beam and a 12-foot draft. Equipped with two diesels developing 1,400 shaft horsepower, she has a cruising speed of 15½ knots.

According to Hinchey, who discovered the vessel this spring in a private lay-up yard in Tacoma, the vessel was sold after the war to private interests. Hinchey arranged for the ship's purchase and commissioned Philip L. Spaulding, marine architect of Seattle, to redesign the vessel for long distance towing. She was rebuilt in Portland, Ore.

The Daphne is now armored from bow to stern for ice navigation and for service in northern latitudes. Hinchey said. She is equipped with the

latest in radio, radar and electronic navigational aids.

"THE DAPHNE, as you see her in the harbor of Anchorage represents better than a half a million dollar investment," Hinchey said. "Named after an admiral's wife, she has been known as a lucky ship. For a while we thought of changing her name to something Alaskan, but then seafaring men are superstitious and we decided to keep her original name."

Although this is the vessel's first trip here, the firm which now owns her has been in the transportation business for 2½ years.

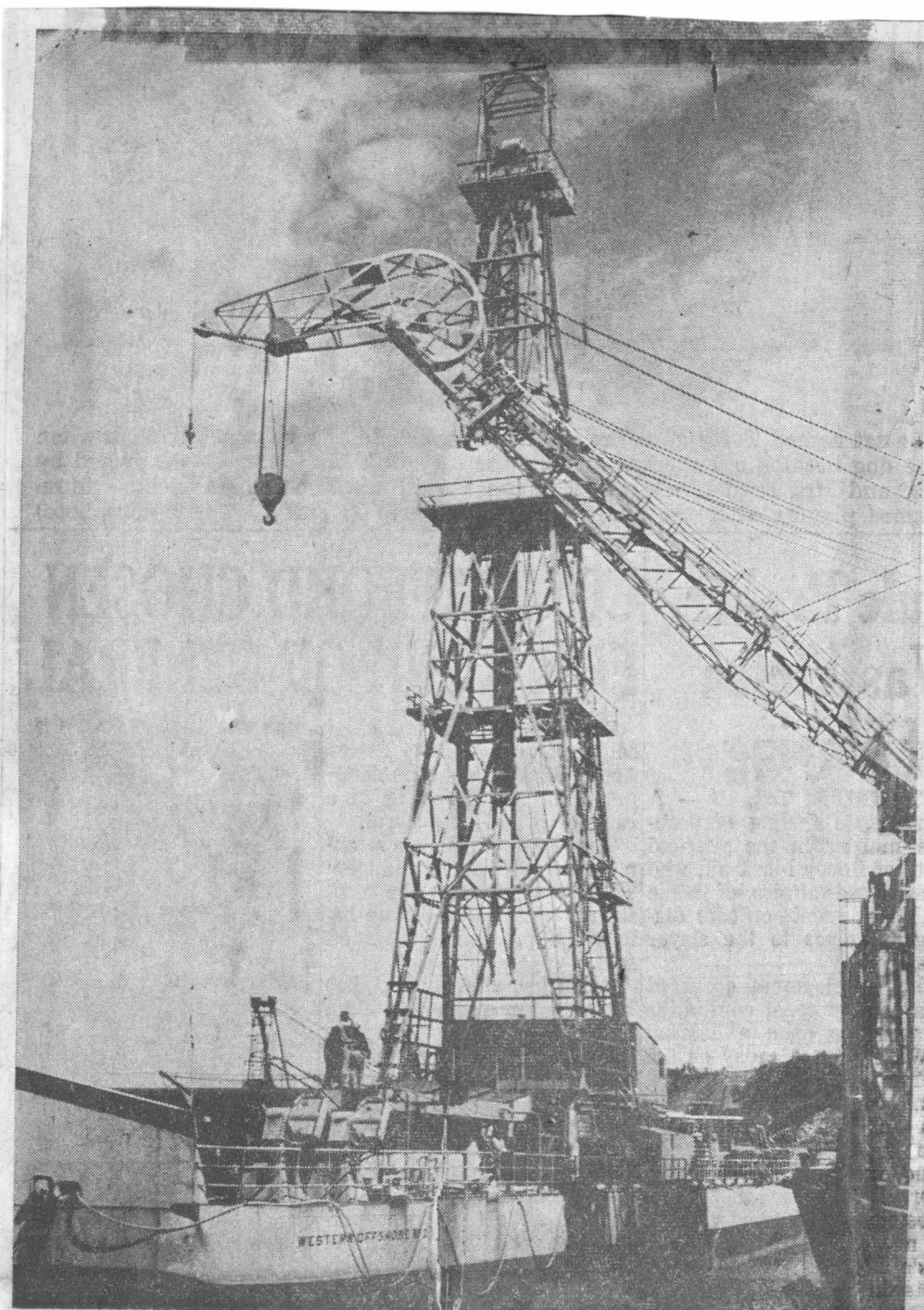
"I look forward to the day when Anchorage will have a marine cargo traffic 20 times its present volume," Hinchey commented today as he noted that tonight's party would not only celebrate the arrival of the Daphne but also "the substantial increase in commercial transportation capacity to the city of Anchorage and western Alaska."

"I shall be very pleased that our company and its Alaska Aggregate dock will have played an important part in bringing much new business to this community."



DAPHNE'S GUESTS WINED, DINED

Close to 200 persons, primarily area businessmen, were entertained at a buffet luncheon yesterday at the Port of Anchorage to commemorate the arrival of the Daphne, new ship of the Pacific Western Barge Lines, a division of the Alaska Aggregate Corp. Following the noon party, the guests inspected the vessel which arrived here only yesterday on her maiden voyage to Anchorage. (Photo by Ward W. Wells)



IT'S THE WORLD'S LARGEST

Shown at the city dock with its drilling rig towering above city dock cranes is the largest marine drilling barge in the world. The barge will be open to public tours this afternoon and tomorrow morning. The barge will drill a well in Cook Inlet this summer for Pan American Petroleum Corp. The owner and operator of the barge is Western Offshore Drilling and Exploration Co.



WORK PROGRESSES ON SHELL OIL TANK FARM NEAR CITY DOCK

The first storage tank goes up while vehicles are hauling fill material at the site of the Shell Oil Co. petroleum products tank farm adjacent to the municipal port. The fuels will be unloaded from tankers at the dock and move through pipelines to six storage tanks. Completion of the initial \$1,275,000 phase of the bulk plant is expected this construction season.

Large Barge Docked Here

Barge 539, operated by Alaska Barge and Transport of Vancouver, Wash., said to be the largest cargo barge in the world, docked at the Anchorage port last night.

The towed barge came to Anchorage from Adak, with old military and contractors' heavy equipment used in construction on the Aleutian Chain.

The huge barge, nearly 300 feet long, has its own cranes for loading and unloading. It is making its second stop at the Anchorage port dock, being here last fall with a similar cargo of heavy equipment.

NOTING THAT steel pipe for a city construction contract was shipped via Seward recently, Mayor George H. Byer asked for means of insuring the city's municipal dock be used in shipments of materials due for city use. City Manager Chet Hostetter and Port Director Henry Roloff are to submit recommendations for fostering use of the port for contractor's shipments.

Fuel Pipeline To Link Port With Airport

Shell Hopes To Have 7½-Mile-Long Project Completed By October

A pipeline from the city waterfront to the Anchorage International Airport is scheduled for construction this fall by Shell Oil Company.

R. K. Schulze, West Coast pipelines manager, said his firm hopes to start work in August and complete it by October. Problems of right-of-way could delay it.

Shell said that the timetable calls for completion of the pipeline at the same time as storage facilities now under construction near the city dock.

The pipe will be of six-inch diameter to carry turbine fuels and aviation gasoline to the Shell fueling facilities at the airport. It will reduce the volume of traffic on the highways by eliminating many of the tank trucks that now ply Spenard Road.

THE PIPELINE will be about seven and one-half miles long. Aviation fuels will arrive here by tanker or barge for storage in the waterfront area where Shell is erecting tanks with a capacity of 14 million gallons. The fuel will be pumped to the airport as needed. Storage capacity there is 500,000 gallons.

Schulze expressed enthusiasm for the project as a means of participating in the expansion of local business and commerce, and also for raising efficiency in serving airline customers. Shell is servicing the Flying Tigers, Japan Airlines, KLM, Northwest, Overseas National, SAS, Trans-International and World Airways.

Local contractors will probably build the line. It will be buried about three feet in the ground.

IN A PROPOSAL presented to the City of Anchorage, Shell officials said construction cost of the 8,800 feet of pipeline which would lie within city limits would be approximately \$63,000.

Proposed routing of the pipeline would follow roughly along the dock road, cross Ship Creek east of the Alaska Railroad line, go south along B Street to 16th Avenue, travel west a block to C Street where it would continue south to Fireweed Lane. It would be laid west along Fireweed Lane to Arctic Boulevard, go south along Arctic Boulevard to International Airport Road and thence west along that route to the airport terminus.

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R. J. INGLIS

New Zealand Official Here

New Zealand trade commissioner R. J. Inglis is in Anchorage this week to oversee the unloading of 300 tons of New Zealand beef and a quantity of lobster tails from the Danish ship African Reefer.

The ship is due here tomorrow. It called at Honolulu en route from New Zealand.

Inglis said New Zealand ordinarily has a good market in Honolulu but since the tie-up of West Coast shipping by strikes, larger cargoes are being loaded for the Hawaiian port.

The African Reefer will go to Vancouver, B.C. and other West Coast ports after leaving here, Inglis said.

The commissioner is stationed in San Francisco. Before returning to that city he plans to spend two days in Fairbanks.