

Kazukawa Maru's Captain Finds Anchorage's Port 'Easy To Use'

By CLINT ANDREWS

Capt. T. Kihara of the M/S Kazukawa Maru, which docked here this weekend with 1,200 tons of cargo, is very much impressed with the fact that his ship is the first international vessel to use the new port of Anchorage.

He also revealed this weekend that this is his own first trip, as captain, to the city.

The 38-year-old captain has worked for the ship's owner, Kawasaki Kisen Kaisha, Ltd., for 18 years, but this is the first time he has served as captain. He has been employed with the company in various capacities on various ships, and the last two years he has spent in the head office in the marine passenger section at Kobi, Japan.

The trip this time to America, first of three the ship will make this summer, was very nice, he reports, "and not so cold." They left Japan on May 2, arrived at Homer Friday at 10 a.m. and had to wait there 10 hours until Anchorage's tides were suitable for docking.

The ship arrived here at 5 a.m. Saturday. When it arrived, crews began unloading the pipe, furniture, fertilizer, plywood, nails, wire mesh, grass paper, electronics equipment and other goods on the ship which were destined for Anchorage consumption.

The unloading will continue until tonight, when the ship pulls out for Sitka and Wrangell to pick up cargo for the 10-day return trip to Japan.

The captain says Anchorage's port is "easy to use," finds its facilities in good order.

There are 46 crew members on the ship. Most of them were in the city during one or more of the ship's stops in the city last summer. There are no women on the ship, and the ship seldom carries women, Kihara said, except on Japanese coastal trips between Tokyo, Kobi and Nagoya.

Kihara himself has been around the world many times in his work with the ship firm. His family, which consists of his wife and two children—a daughter 8, a son 4—lives in Hiroshima.

"I won't get to see them this summer," he reports. "I only have a week at home between sailings."

Kihara's father is a Buddhist father in Hiroshima.

The ship is the first one his company built following World War II. It was completed and made its first voyage in 1950. Kihara says this is old compared to other ships in the line but that new equipment makes it a good ship.

The new equipment includes American-made radar system, fire detection equipment and long range navigational system.

Kihara was a little disappointed in the low amount of cargo on this trip. He reports that last fall when the Kazukawa Maru came to Alaska, it had 4,000 tons of cement on board. He says he hopes the next trip in mid-July will have more cargo than this one did.

Meanwhile, many Anchorage residents have been able to greet members of the ship's crew. On their shifts off, they have been sightseeing in the city. And even Capt. Kihara said he hoped to spend a little while downtown during the weekend.



CAPT. T. KIHARA of the M/S Kazukawa Maru poses on ship's deck for the photographer.



TWO MEMBERS of the ship's staff check cargo as it is hoisted off the ship onto trucks, from which it will be delivered to consignees in the Anchorage area.



HIGH ABOVE the ship and dock is this crane operator, who lifts the cargo from the ship. (Daily News photos)

Hearing Continuing

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William A. Stiglen (seated at tables). Thus far the port officials and Alaska Steamship representatives have appeared at the informal proceedings.

(Daily News photo)

Anchorage Daily Times

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EDITORIAL PAGE

Wednesday, June 7, 1961

Progress Brews Change That Stirs Opposition

ALASKANS ARE PROGRESSIVE and liberal in their thinking. They free-wheel in their plans for building a great economy in their state.

But some are notably the opposite when their own ox is gored. In that case progress becomes, to those involved, aberrant. Liberality vanishes. Deep-seated conservatism prevails.

The reversion of Alaskans from their usual norms is apparent in some of today's burning issues. The situation is not unusual. It must be recognized and acknowledged by anyone who tries to understand what makes Alaskans tick.

THE PLAN to move mail by truck instead of steamship from Seattle to Alaska is an example. Interior points view it with approbation because they hope delivery will be speeded and more frequent.

But some coastal cities take a dim view of it. They are serious in their contention that mail should move only by steamship to avoid the loss of about \$1,000,000 a year in revenues for the ocean service upon which they are dependent.

Another point of disagreement is the proposal to build a railroad linking Alaska with the lower 48 states. Interior points approve it with enthusiasm but coastal cities see it as undesirable competition for the steamship lines which serve them.

The new port at Anchorage was built with the view of lowering shipping costs to this city, as well as making savings possible for Fairbanks and other interior communities. But people in Seward see it as an undesirable facility because it may cut in on the longshore work there.

The prospect of having natural gas in Anchorage brings frowns of disapproval from fuel oil dealers and coal mining interests. They see it as obnoxious competition instead of a cheaper method of providing heat.

THE SAME TYPE of thinking could be the basis for viewing with disapproval the new patterns of air transportation. Improvements, such as the developing of polar routes, cut in on the existing routes in other parts of the world.

Within Alaska airplanes replaced the dog team as a mode of transportation. They took revenue traffic away from the river boats.

Indeed, the airplanes operating between Alaska and Seattle took so much traffic away from the passenger steamship lines that the ocean services were discontinued. The airplane drove the ships off the sea.

If those who opposed each bit of new progress had their way, Alaska would still be comprised of a few isolated communities served by few airplanes and highways. Travel would be slow, infrequent and often difficult.

Fortunately, the resistance to progress seldom dominates. Alaska has moved ahead because the minority has not dominated the majority. What is best for the greatest number usually prevails.

The opposition to progress, although noisy at the time, becomes a mere footnote in history. Such is the case with the opposition that was expressed by some Alaskans toward the Alaska Highway. They claimed it would open Alaska to settlement by "Okies." Such is the case with the opponents of Alaska's first air mail service from Seattle. They claimed it would wreck the economy of Alaska and drive Alaskans bankrupt.

It is also to be expected that the present opposition to the new mail service will follow the same course, provided the trucks accomplish the goal that has been set. Opposition to the new railroad will be the same, unless the project is stopped through political maneuvers or by diplomatic imbroglis with Canada.

The Anchorage port still faces the challenge of providing new and vital economies for interior Alaska. If it succeeds, the present opposition and criticism will become lost in the tailing piles of the past.

The same forecast applies to the proposals to move the state capital to a location where better government is possible at lower cost to the people. The opponents will be another footnote in history, the same as the opponents to statehood.

Selfish reasons for opposing progress seldom prevail. And that is something to be thankful for.

The Anchorage Daily News 11 Wednesday, June 21, 1961

Maritime Board Sets Hearings

Public hearings open at 10 a.m. Friday before the Federal Maritime board investigators to discuss the complaints filed with the board by the Port commission of Anchorage.

Investigators are William A. Stigler, in charge; Frank W. Gormie and Vernon E. Nightengale.

Anyone with an interest in the situation is invited to the meeting, Stigler said. They will be held in room 1 of the Loussac public library.

The complaint was filed June 8, claiming price discriminations and other irregularities in the Alaska waterborne trade and commerce, shipping and terminal practices.

Stigler explained the rapid answer to the complaint by saying, "It appeared to be a matter of considerable urgency to the Port commission. If it is urgent to them, it is urgent to us," the maritime board investigator said.

The hearings at this time are "primarily predicated on the complaint of the Port commission, though it is not the first time that our attention has been called to Alaska," Stigler said.

The investigators will develop information for deliberations by the Maritime board. No official findings or orders will result directly from these hearings, he added.

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EDITORIAL PAGE

Friday, June 16, 1961

Keep The Railroad Out Of Politics

SECRETARY UDALL may put the management of the Alaska Railroad into the hands of someone who can "promote and sell" Alaska instead of run a railroad.

He said in Seattle recently that he is not sure the present policy is a wise one.

Presently, the railroad executive is borrowed from one of the nation's great lines. He serves as manager for two years. Then he returns to his Outside railroad.

The Secretary's proposal probably means a return to the political spoils system. It certainly would not be a step forward in the interest of the nation, or the state, or more particularly the rail belt.

THE PRESENT POLICY has been used for about 10 years. It brought into the administration of the railroad six outstanding new and valuable features:

1. The borrowed manager brought to Alaska a wealth of experience in the latest practices of railroad operation and maintenance. This background is not readily available otherwise. The railroad in Alaska has no interchange relationships with other lines. The local manager does not have the experience of regular contacts with other railroad managers. The practice of borrowing has overcome in a large measure the problem of isolation.

2. The managers have kept the railroad dynamic by establishing the newest operation techniques. Through the succession of managers, the best practices of each railroad are brought to Alaska.

3. The railroad has had the benefit of expert consultation free of charge. Each manager has called upon his railroad friends for help in solving the Alaska problems. A public relations man would not

have such contacts in railroad circles.

4. The managers have brought objectivity to the railroad. They have not been identified with local politics, factions, frictions or sections. There has been no accusation of favoritism.

5. The Interior Department and Congress have had assurance that the multi-million dollar federal investment here has been under competent management. The top executives of the nation's leading railroads, who have recommended each manager, have stood behind them.

6. The managers have conducted the line on a business-like basis, with no temptation to build a political empire. There has been no overloading of the payrolls because there are so many party wories.

ONE SHORTCOMING of the present system lies in the length of each manager's tour of duty. It is too short. Several managers have made it known that they cannot complete some of the innovations they establish.

Extending the tour to three or four years would be desirable. The Outside railroads might be the stumbling block. They are loaning the U.S. their best talent. Would they be willing to allow their experts to be away longer than two years?

No system can be perfect, but the present policy is a close approach to it. The benefits accruing to all parties of interest are substantial.

The Alaska Railroad is the backbone of the transportation system in Western Alaska. It is a vital instrument in the defenses of the nation. It has never been more efficient. It has never rendered better service.

It would be downright shameful to upset the operation.

Anchorage Daily Times June 7, 1961

Livie To Make Eastern Trip On Port Business

A city councilman is going along with two city port officials on a trip to Washington, D.C., and to New York City "to see what goes on," the Anchorage City Council decreed last night.

Councilman Robert Livie is to accompany Harold Strandberg, chairman of the Anchorage Port Commission, and Henry Roloff, port director, on the trip expected next week.

The two port officers had asked council authorization for travel to seek permission of port bondholders to build petroleum loading facilities at the new \$8.2 million city dock.

THEY ALSO want to confer with the Federal Maritime Board on port regulations and with the Alaska congressional delegation and with the Department of the Interior.

According to Roloff the officials will work for removal of a surcharge of 30 per cent on cargo moving from Japan to Alaska. The penalty is set by the Trans-Pacific Freight Conference, Roloff said.

Interior officials will be asked to establish "equitable freight rates to Fairbanks and rates on export from the Alaska Railroad through the port," Roloff said.

At present the Alaska Railroad charges the same rate to Fairbanks from Anchorage as it does from Seward, Roloff claimed. The export rate from the Matanuska Valley to Anchorage is about the same as to Seward, he added.

THE PROPOSAL that a councilman accompany the officials came from Dr. Livie. "I would like to see a councilman go along on this trip to see what goes on," he said. Port commissioners and the director have made other

trips Outside and the council "never finds out" what they did, Livie added.

He said the reports turned in are incomplete.

THE VOTE to send Livie was opposed by Councilmen Joseph Yesenski and Harry Pursell.

Roloff's departure, scheduled for Saturday, has been delayed by start of arbitration of prime contractor's claims against the port for work it said was not included in the construction contract. The contractor is DeLong Corp. of New York.

Arbitration hearings start at 9 a.m. Friday in Z. J. Louis Library Auditorium.

THE COUNCIL also approved a revision of the port's budget for the period May 1 to Dec. 31, 1961. The revision upped cargo loading and handling revenue from \$602,500 to \$773,800 and expense from \$169,294 to \$619,800.

The budget was revised when it was found "in the city's interest" for the port to make handling collections rather than the stevedoring company, according to City Manager Chet Hostetler.

Anchorage Daily Times 17 Thursday, June 22, 1961

Arbitration Settlement Is Revealed

The city has paid DeLong Corp., general contractor for the port of Anchorage, \$192,667.56 to close out the general contract of nearly \$5 million.

The \$192,667.56 is payment for about \$392,000 in claims made by the contractor for work done in excess of general contract specifications. The payment was determined by arbitration and negotiation.

THE TWO parties submitted numerous items to a three-man arbitration board. Remaining items not arbitrated were negotiated by the city and the contractor.

The arbitration results listing the type of claim, arbitration award and contractor claim, respectively, were:

Delay to DeLong and furnishings of sand fill for changed piles, \$585.64; \$3,542.96.

Purchases of pile cutoffs due to added plates, \$1,087.73; \$1,087.79.

Furnishing additional pile material for longer 16-inch piles, \$8,625; \$14,325.23.

SPlicing of 16-inch piles, \$4,837.50; \$8,622.31.

Field welding of pile collars, \$5,394; \$5,508.93.

Relocation of pile bearing collars, \$6,158.75; \$12,484.16.

Perform extra pile load test, \$1,840; \$3,926.05.

Changing type of piles, \$619.56; \$619.56.

Supply and install steel asphalt retaining plates, \$1,066.12; \$3,003.11.

Supply extra reinforcing steel, \$1,800; \$3,117.51.

BUILDER'S risk insurance (arbitration award based on period from Dec. 6, 1960, through June 15, 1961; \$9,113.12; \$39,683.22.

Failure of city to accept usable facility and issue notice of completion, \$18,499.20; \$200,000.

Claim for unreasonable delay in commencing arbitration, \$7,617.87; \$5,000.

Added end plates on piles, \$2,598.75; \$20,813.63.

Dewatering, cleaning and cementing piles, \$15,921.98; \$15,921.98.

RELOCATION of power pole, \$1,870.96; \$1,870.96.

Compensation for underdrum of dredging, \$41,069; \$93,266.

Rail turnout at Army spur, \$9,149; \$10,327.

Fabricate and install crane stops, \$3,800; \$4,127.

Additional road fill, \$202.86; \$574.

Fill and grade rail switch stands, \$790; \$790.

IN ADDITION to the arbitrated claims, the city and contractor negotiated a \$50,000 payment to cover unarbitrated claims including failure to furnish notification of completion, change of pile caps, interest on retained percentage for the period of Dec. 6, 1960, through June 15, 1961, builder's risk insurance not covered by arbitration, extra fill and a variety of small claims.

In connection with the negotiated claim, the city is to abandon charges for holiday and Sunday inspections and to absorb outstanding light and power bills.