

Napa Makes Steel Piling For New Anchorage Pier

NAPA—A 260-foot, sea-going barge loaded with over 2200 tons of large diameter steel pipe piling recently left Kaiser Steel's Napa 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 it from the Napa plant's dock, was loaded with over 400 lengths of 20-inch, 24-inch and 42-inch piles. Together, they form

some six miles of piling for the pier's foundation.

Extreme Tides

The city of Anchorage is building the municipal 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 pier, extending into deep water, eliminates this procedure.



BOUND FOR ANCHORAGE is a barge loaded with pipe from Napa-Fab. The large-diameter pipe will be used to construct a deep water pier in the tide-troubled port.

PAGE 2

Japan-Alaska Service Begins

Three Japanese-flag lines have forged a cargo link between Japan and Alaska—Mitsubishi Line, "K" Line and Yamashita Line.

The monthly operation is being inaugurated by Mitsubishi's 11,000 deadweight ton Georgia Maru, which sailed Portland late last week for Sitka and Wrangell.

The carrier and the other two participants in the cargo-pooling pact have agreed to make four annual calls apiece at the two lumber ports, and will call Anchorage, and possibly other ports, when cargo offerings warrant.

Yamashita's Yamamiya Maru is scheduled to load at Sitka and Wrangell in July, and "K" Line's Kazukawa Maru is slated to depart Yokohama July 20 on the August junket to those ports, in addition to Anchorage.

Vessels on the run are expected to approximate the itinerary of the Georgia Maru, which sailed directly from Yokohama to Vancouver, B.C., and called Seattle-Tacoma, Texada, Longview, and Portland before proceeding to Sitka and Wrangell.

The freight pooling arrangement was worked out by a subcommittee of Trans-Pacific Freight Conference of Japan, which recently established a tariff to cover the Alaskan route.

Anchorage shippers have termed the rate schedule "discriminatory," since the levy on most commodities is approximately 30 per cent higher than for Pacific Coast shipments of the same items.

But industry sources have pointed out that the extra charge is justified by the limited volume now being transported, as well as by the difficulty of serving certain ports in the new state.

It was also noted that TPFCJ has opened Anchorage rates on a number of volume commodities: wire, cement, and iron and steel pipe, angles, and bars. Freight costs on all items but cement must equal current minimum rates on local shipments.

PACIFIC SHIPPER June 20, 1960

Japanese Freighter Docks Here

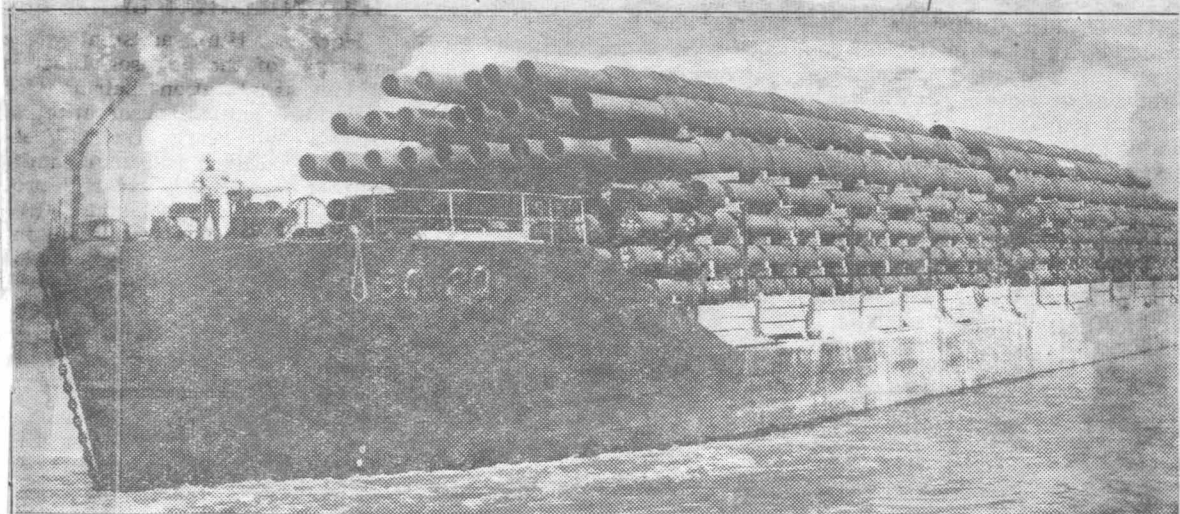
A regularly scheduled trade route between Alaska and Japan officially was inaugurated today when the Japanese freighter MS Kazukawa Maru arrived in Anchorage.

The ship, laden with construction materials which will be used for Alaska building projects, docked shortly after noon. When it unloads its cargo in Anchorage it will move on to Sitka and Wrangell where it will pick up pulp for shipment to Japan.

According to George Grimes, president of the U.S.-Alaska import-export firm, the arrival of the Kazukawa Maru established the new trade route between Alaska and Japan.

He said that his organization has from three to five more ships scheduled for service on this during the remainder of the year and is planning an expansion of this trade in the future.

Sea-Going Barge Daily Commercial News May 14, 1960

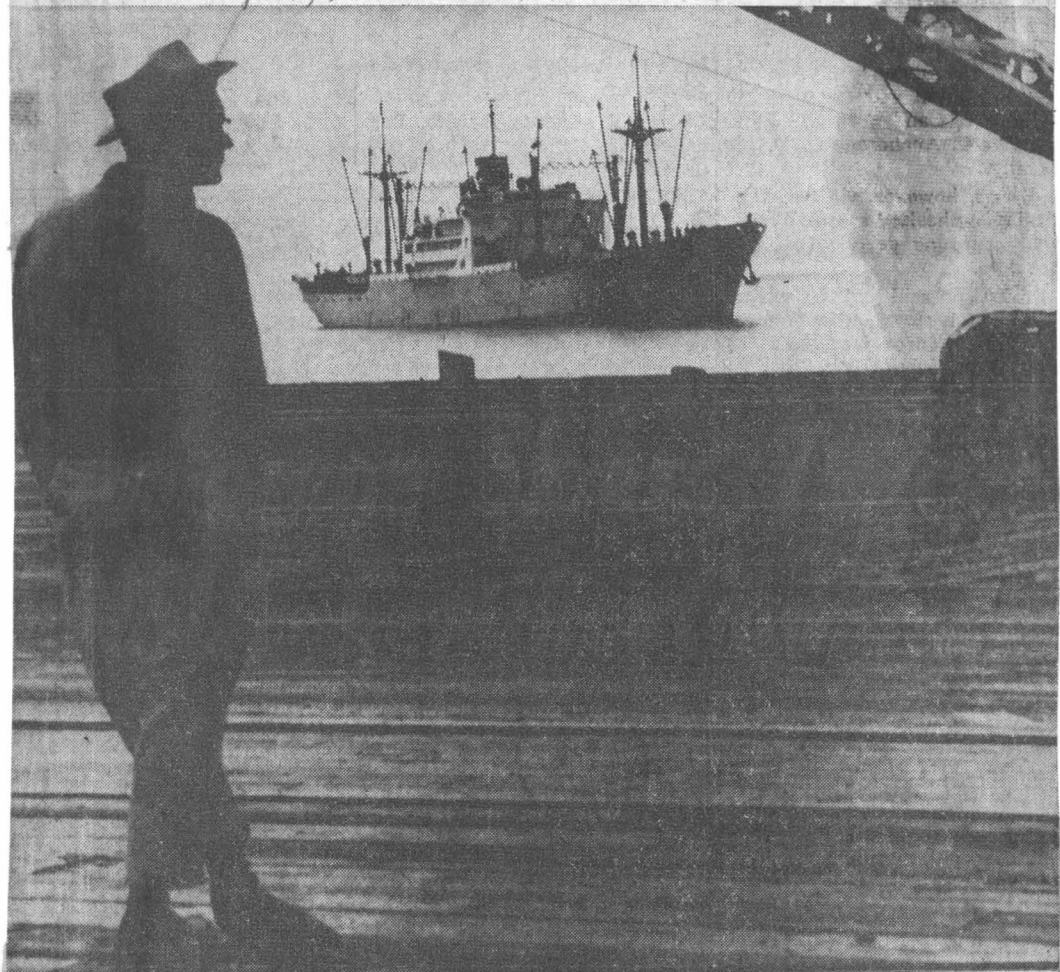


A 260-foot, sea-going barge loaded with over 2200 tons of large diameter steel pipe piling has just left Kaiser Steel's Napa, California, Fabricating Division plant bound for Anchorage, Alaska. The piling will be driven at the far northern port to form part of the foundation for Anchorage's first modern, deep water pier. The barge, shown as its tug pulls it 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 municipal 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.

Passerby Awaits Arrival Of Japanese Vessel

May 19, 1960



AFTER A LONG JOURNEY from Japan the MS Kazukawa Maru docked here at noon today to officially inaugurate the first regularly scheduled trade route between Alaska and Japan. The ship will be welcomed to Anchorage later today by Mayor George Byer, other city officials and Chamber of Commerce officers during a special dockside

ceremony. The Japanese merchant vessel brought a ship load of construction materials which will be used in Alaska building projects. After unloading in Anchorage, it will go to Sitka and Wrangell to pick up wood pulp for shipment to Japan.

(Photo by Harry Groom)

Forwarders Want Alaska OK

Twelve U.S. freight forwarders have taken steps to expand their activities so that they can handle Alaskan cargoes.

The firms involved have asked the Interstate Commerce Commission for permission to provide forwarding services for shippers who move goods to and from points in the new State. Proceedings are set for May 25.

Though some of the forwarders concerned contend that they already have authority to deal with Alaskan cargoes, the ICC intends to consider all the applications at its hearings.

Companies involved are Acme Fast Freight, Inc., Coast Carloading Co., International Forwarding Co., Merchants Carloading Co., Merchant Shippers' Association, National Carloading Co., Pacific Forwarding Association, Inc., Republic Carloading & Distributing Co., Superior Fast Freight, United Freight Services, Inc., Universal Carloading & Distributing Co., and Westland Forwarding Co.

Port Director To Be JC Guests

H. Henry Roloff, Anchorage port director, will be the featured speaker at the Anchorage Junior Chamber of Commerce dinner meeting at 7:30 tonight in the Aleutian Gardens.

Miss Elena Orlandi, Italian foreign exchange student, will be a special guest at the affair. The Junior Chamber was one of the four civic organizations which sponsored Miss Orlandi's visit to Alaska this past year.

Anchorage Daily Times

THE INGOT

ROBERT B. ATWOOD, Editor and Publisher
ROBERT D. KEDERICK, Associate Editor and Manager
BERNARD J. KOSINSKI, Managing Editor
Published every afternoon except Sunday
By the Anchorage Times Publishing Co., 830 4th Avenue, Anchorage, Alaska

Page 6

EDITORIAL PAGE

Wednesday, March 16, 1960

Letters To The Editor

State Cannot Afford To Operate Port Of Whittier

Dear Editor:

Reference is to the Times news item concerning Harold Strandberg, chairman of the City Port Authority of Anchorage, and abandonment of the Port of Whittier, by the U.S. government.

Mr. Strandberg says, "There is no question in my mind it's going to be abandoned." Just how valid is that? Then, when he adds that he has had indications for two years that this was being planned, what exactly does that mean and by what authority can he be so positive. What indications or assurances?

Does anybody in the federal government know two years in advance what will be done with or concerning anything? If Mr. Strandberg knows, it would seem that he is the only one.

He refers to the State of Alaska taking over the Whittier port facilities. It's hard to see why it would want to; harder to see how it could

Letters to the Editor must bear the writer's name, address and telephone number, if any. The writer's name may be withheld upon request, but the letters must be signed to be considered for publication.

afford to. The new state is reportedly in more or less desperate financial straits as is. To operate the facilities at Port of Whittier would literally bankrupt the state, not to mention what it would do to the economies of Seward and Valdez. And I think Mr. Strandberg must have a similar feeling because he says? "I suggest a careful study of the impact of the opening of Whittier to the public on the Seward, Anchorage and Valdez ports."

That is a very kind and considerate attitude for the Anchorage port chairman to take. But did he or other Anchorage promoters question the impact on Seward and

Valdez when they were agitating for and voting on the \$8,000,000 bond issue for the Anchorage port?

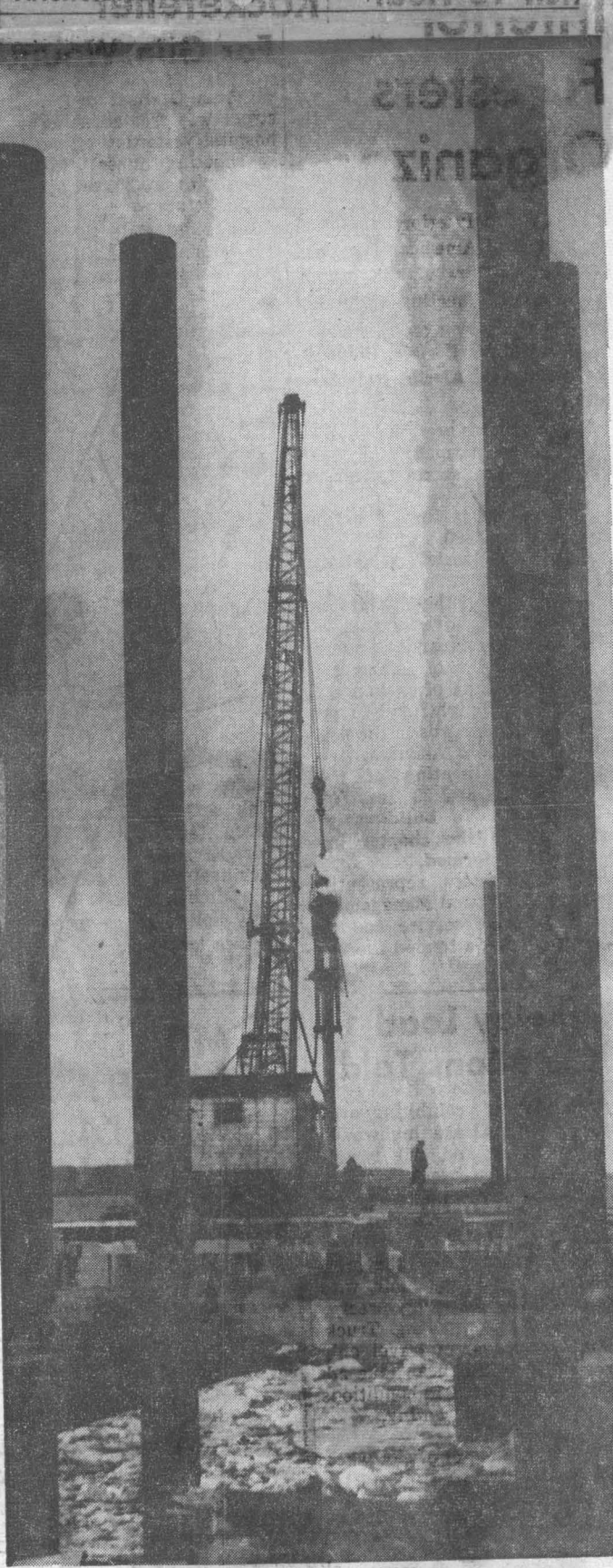
It would seem the whole idea is screwy.

Whittier may well be a white elephant, or, a bear that Uncle Sam has got by the tail. But as long as he continues to draft and train soldiers, he might just as well maintain and train them in the wonderful facilities he has at Whittier and thus give them a type of training they can get only at Whittier.

Summing up, the U.S. government is the only agency that can finance Whittier and its operations. Why talk idly of any other political subdivision operating it. To a heavily taxed, by-standing American, it makes about as much sense as statehood for Alaska does. To bring it closer home, about as much sense as Anchorage citizens obligating themselves to the tune of \$8,200,000 for something that seems very unnecessary; for something that will hurt citizens of other communities; and for something that in the opinion of many will be a losing venture from start to finish, due to inherent and uncontrollable seasonal hazards—so well and widely known.

An Eight-Year Resident

ANCHORAGE, ALAS., MONDAY, APRIL 11, 1960



HARD AT WORK, despite the collection of snow in the foreground is the pile driver which is pushing piles into the ground at the site of the new Port of Anchorage. Work on this year's construction began two weeks earlier than scheduled because of favorable weather. The \$8,000,000 port is expected to be completed by early November.

PHOTO FEATURE

By Harriss Darby



EARTHBOUND MISSILE — Reminiscent of a night-time missile launching at Cape Canaveral, this scene at the Anchorage Municipal Port contrasts a giant crane against a cloud of steam as it hurtles 10 tons of metal to drive a missile earthward. The missile in this

case is an 86-foot "batter" piling, being driven into the Cook Inlet muck at an angle to support the port decking against earthquake shock and the bumps of loaded ships. Several of the batter pilings, among 188 to be driven, show at the right.