



Mutual International Corporation

Mutual International Corporation is an emerging export trading company which responds to the needs of U.S. and Pacific Rim corporations desiring to participate in the Alaska economy. Its primary strength is knowledge of Alaska—its people, economy, industry, government, resources and the opportunities it provides for the development of international trade.

Mutual International Corporation stands in the forefront of developing trade relations between Alaska and Pacific Rim countries. In its first year of operation as a subsidiary, Mutual International has received and responded to inquiries from established companies in Korea, Taiwan, Hong Kong and Japan.

A major accomplishment for Mutual International Corporation during 1985 was the establishment of an ongoing relationship between a building materials manufacturer in Korea, and one of Anchorage's largest commercial concrete suppliers.

By the end of 1985, this local company received several large shiploads of



cement, thus enabling them to be a more competitive bidder on state, municipal and privately developed commercial projects.

Left: Donald G. Wold, President of Mutual International Corporation, surveys the Port of Anchorage with a local businessman and the Korean Consulate General.

Photo at top: Concrete is off loaded from a Korean vessel at the Port of Anchorage.

Above: During November 1985, in Seoul, South Korea, the President and Vice President of a major Korean manufacturing company met with Bancorporation Chairman Richard L. Silberer; Joseph C. Miller, President and CEO; George J. Janssen, Director; and Donald G. Wold, President of Mutual International Corporation.

Port priest

When ships reach dock, Brother O'Malley is there

By KIM RICH
Daily News reporter

Brother Gerald O'Malley says there's just one trick to boarding the ships that tie up at the Port of Anchorage: getting past the gatehouse guards.

"Gotta get past the gate first," he said one recent afternoon, as he walked toward the sentry's booth.

The gatehouse stands near the entrance to Anchorage's commercial port.

O'Malley ducked inside the booth, then quickly came out. His pace quickened as he rounded a corner and headed toward the dock.

Since 1981, O'Malley has been a familiar face at the port. He is port chaplain for the Catholic Archdiocese of Anchorage. The Rev. Norman Elliott also ministers to the port through his affiliation with All Saints Episcopal Church.

O'Malley greets nearly every ship, foreign or domestic, that docks in Cook Inlet's murky headwaters. In 1985 he boarded 218 vessels.

He calls his work "a ministry of presence." O'Malley goes to the port to talk — or "shoot the breeze," as he puts it — with the men and women who make their living from the sea.

"The last thing I do is discuss religion. You don't push it," he said.

One might expect to find shoe tracks across O'Malley's chest, imprints left by the

hordes of sailors who come into port and, by reputation, scramble for town to have a good time. But there are none, because O'Malley, by his own admission, looks, acts and talks like one of them, and the sailors like to talk to him.

"I can relate to those characters on the ship. I talk like a sailor to them," he said.

O'Malley's seafaring experience stems from the years he spent in the U.S. Coast Guard. He served from 1939 to 1954.

On a recent visit to the port, O'Malley, who is 67, strode down the dock wearing a green parka and a baseball cap with "Port of Anchorage" written across the front.

He kept his chin tucked near his chest as a stiff breeze blew off the water, which kept the dockside temperatures cool despite a cloudless sky.

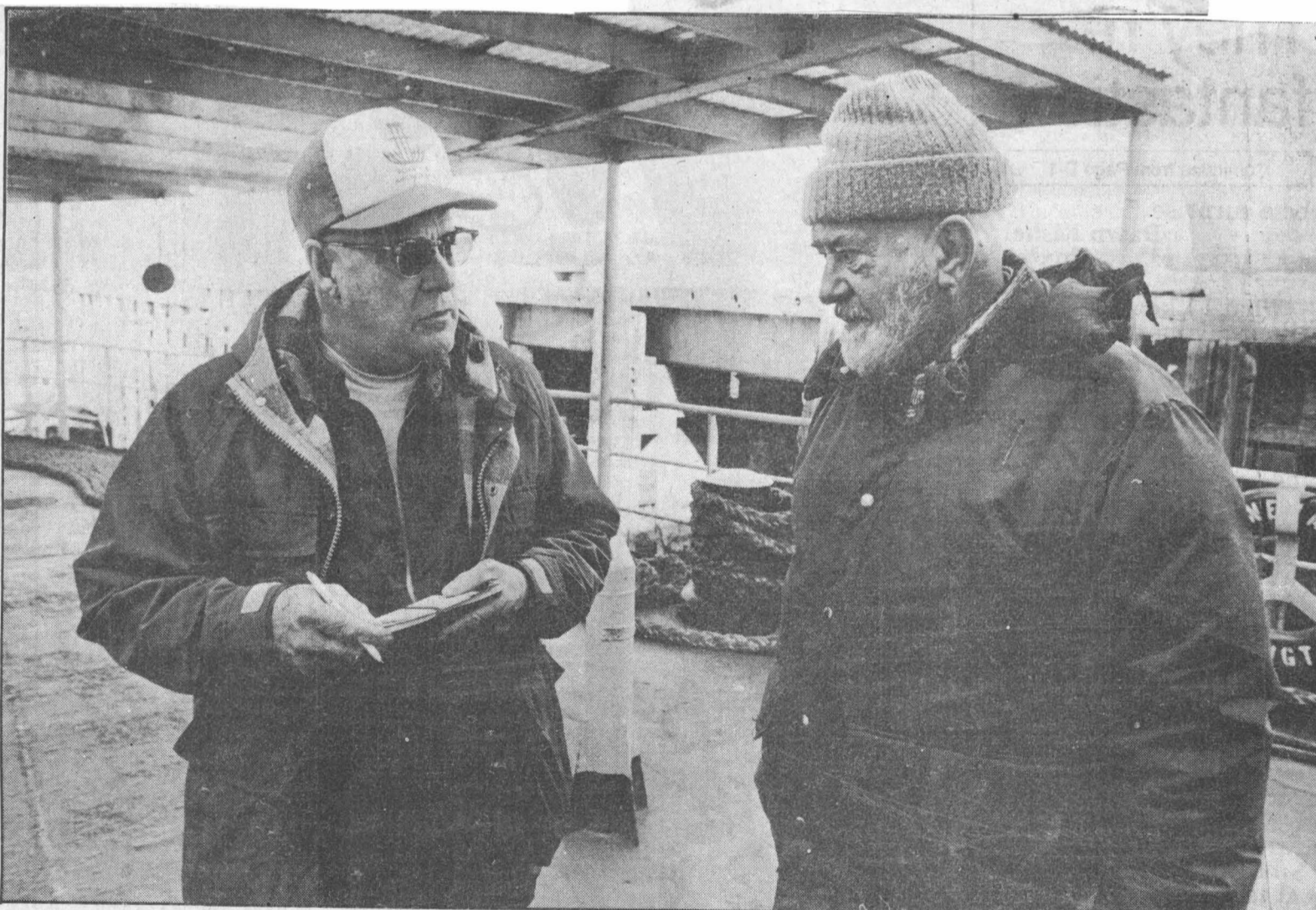
"That was an old World War II transport ship," he said, pointing to the Newark, a Sea-Land container ship tied to the dock.

"Used to have a crew of 250. Now there's about 40."

O'Malley said he feels at home at the port, where dock workers and visitors are dwarfed by towering freight cranes.

O'Malley first arrived in Southeast Alaska in 1940 "on a 125-footer — the Bonham." O'Malley was stationed here several years before being reassigned during World War II.

The Coast Guard brought



Brother Gerald O'Malley chats with able-bodied seaman John Owen on the deck of the container ship Newark.

Anchorage Daily News/Michael Penn

him back to Alaska briefly in 1945. He returned in 1949, and stayed until 1954 before leaving again, this time to study Outside and enter the Society of Jesus religious order of the Roman Catholic Church, known as the Jesuits.

He returned in 1962 as a Catholic Brother to work in the Yukon River village of St. Marys. He remained in the Bush until 1979, when he went Outside again to further his religious studies.

O'Malley returned to join the Apostleship of the Sea in 1981. The organization is an international network of chaplains that minister to seafarers at ports around the world. It was formed in 1920 by members of the Catholic church who wanted to estab-

lish a presence on the sea and in the ports.

Member chaplains also advocate better working and safety conditions for sailors as well as tending to the needs of the sailors' families left behind.

O'Malley ministers to sailors by being their friend. He uses tales of the sea, not religious stories, to strike up conversations.

O'Malley boarded the Newark at the stern to talk to some of the sailors who were preparing the ship for departure.

"Where'd you first put to sea?" he asked John Owen, an able-bodied seaman.

"On a schooner out of Halifax (Nova Scotia)," Owen said, adding that it had been

38 years ago.

"Oh, you're a Down Easterner," replied O'Malley.

Another Newark able-bodied seaman, Joe Schoell, joined the conversation by telling how he first put to sea aboard a North African tanker in 1945.

Then the crusty Schoell let loose a whoop and bounded down the gang plank, finishing with a cartwheel on the dock, all to the cheers of a group of sailors who had gathered around.

"Not bad for 59," Schoell said after coming to a stop.

Later O'Malley said his camaraderie with the sailors didn't come easy. It took three years before they accepted him as one of their own.

"They kind of size you up. It takes awhile," he said. "That ship is a subculture. That's their home and you got to respect that."

O'Malley stood on the dock as the Newark's lines were tossed free. The mammoth ship gently eased into the channel.

Waving to the sailors on the ship's deck, O'Malley said that, as a lot, they have been given a bad rap. He said they're not all a bunch of rabble-rousers.

"They're human beings," he said. "Oh sure, they go out and bend an elbow now and then, but everyone does that."