

Alaska Regional Export Expansion Unit Formed

An Alaskan Regional Export Expansion Council was organized at a meeting here today. Members of the council, appointed by Secretary of Commerce Luther H. Hodges, will seek ways to encourage Alaskan exports.

CHAIRMAN OF the new council is Donald Mellish, executive vice president of the National Bank of Alaska.

Other members are William C. Bishop, Richfield Oil Corp.; John J. Conway, Conway Insurance Co. of Sitka; Capt. A. E. Harned, Anchorage port director; B. J. (Bob) Logan, marine underwriter here; Jack McCahill, director, McCahill & Associates here; Bob McFarland, president, Alaska State Federation of Labor.

Also, Tom Morgan, president, Columbia Lumber Co. of Juneau; Milton W. Odom, Odom Co. here; Ray Peterson, president, Northern Consolidated Airlines; Henry Roloff, commissioner of the state Department of Economic Development and Planning; Ken Sheppard, president, Concrete Products of Alaska, Inc. here; Sen. Pearse Walsh, of Nome; and Dr. William R. Wood, University of Alaska president.

CLYDE S. COURTNAGE, director of the Anchorage field office of the Commerce Dept., also will participate. Roy L. Morgan, field offices director of the department, was here to attend the organizational meeting.

Mellish said the new council will give "central guidance" to individual persons and companies seeking ways to increase exports and will map out statewide programs to spark trade.

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The chairman said he sees the "stimulation of industrial development" as the council's prime job.

"The future of Alaska, I think everybody agrees, is tied to development of our natural resources," he said.

MELLISH noted that increasing exports is a must on the national level, also, and said the council will serve as a liaison group between Alaska firms and the federal and state governments.

Mellish, at the invitation of the late President Kennedy, attended a two-day White House conference on export expansion last September.

More members will be added to the council as it progresses, Mellish said. The commerce office here, which was established last year, will provide the council with an executive staff with direct contact with the Commerce Department for services available from the agency.



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City Dock Has Revenue Woes

Although revenue of the three-year-old Port of Anchorage is up 102 per cent over last year, and success seems near, the port needs immediate financial help if it is to make necessary expansions and stay in competitive business, said A. E. Harned, port director.

The port must begin to expand now, inasmuch as some existing conditions have already resulted in loss of business and more is in prospect, he said.

However, the port will be "a profitable enterprise" in 1965, according to projected revenue and tonnage forecasts made by the city port commission.

"The total deficit, including bond service and necessary capital improvements, is of sufficient magnitude to make it obvious that considerable financial support is needed in 1964 — or default the revenue bonds," Harned stated in a Nov. 14 report to the city manager.

Pointing out that the latter "appears inconceivable because of the loss of fiscal prestige to the city and state, the numerous corollary advantages of the port to the community and its eminent long range potential," Harned said, that "it takes time to establish any multi-million dollar enterprise."

The port commission and Harned have outlined a three-part plan to make the port a long range asset:

1. Ask the city to loan \$142,000 to make the Feb. 15 debt payment of \$185,000.

2. Submit immediately, an application to the Housing and Home Finance Agency for a Public Works Planning loan to initiate the petroleum, oil, lubricants extension project and the long range development plan.

3. Ask HHFA for a million dollar public facility loan for needed improvements.

Capital improvement programs since 1962 have cost about \$125,000. They included such facilities as open storage area, office space and truck scales to obtain a scheduled carrier to use the terminal, filling in lands for the new custom bonded storage facilities of Trans-World Alaska, and preparing for the utilization of materials available from the 1964 Corps of Engineers dredging program to obtain more usable land in the port subdivision, Harned said. The accumulated deficit for four years of operation at the end of 1964 will approach \$175,000.

Prospects are that tonnage will continue to increase sharply, according to Harold Strandberg, chairman of the port commission. One current prospect, he noted in a recent report to the city council, is an improved scheduled common carrier service may commence next spring

through the municipal terminal. "If negotiations are successful, we can look forward to greatly expanded traffic and revenues."

Strandberg said the economic impact on the city by its municipal terminal includes a \$1,250,000 payroll, \$500,000 of revenue and taxes, "countless dollars" in new money circulating here due to the deep water berthing facility and its adjacent lands, a growing import-export business out of a customs bonded storage yard operated by Trans-World Alaska and lease revenues.

Most ports throughout the world are not capable of meeting financial obligations solely on revenue, but must depend on taxes and leases on waterfront property and industry to carry dock facilities, Strandberg said.

Ships from New Zealand, Japan, Korea and Venezuela used the port in recent months.

Year-round operation of the port has been proved possible with use of icebreakers.

Projected revenue and tonnage forecasts are based on construction of the POL extension to the city dock in 1964, the acquisition of the military's Ocean Dock and impact of sea-train operations.

However, these projections do not take into account the proposed common carrier service which may start this spring, the state ferry or bulk dry cargo operations, "any of which could become an immediate reality."

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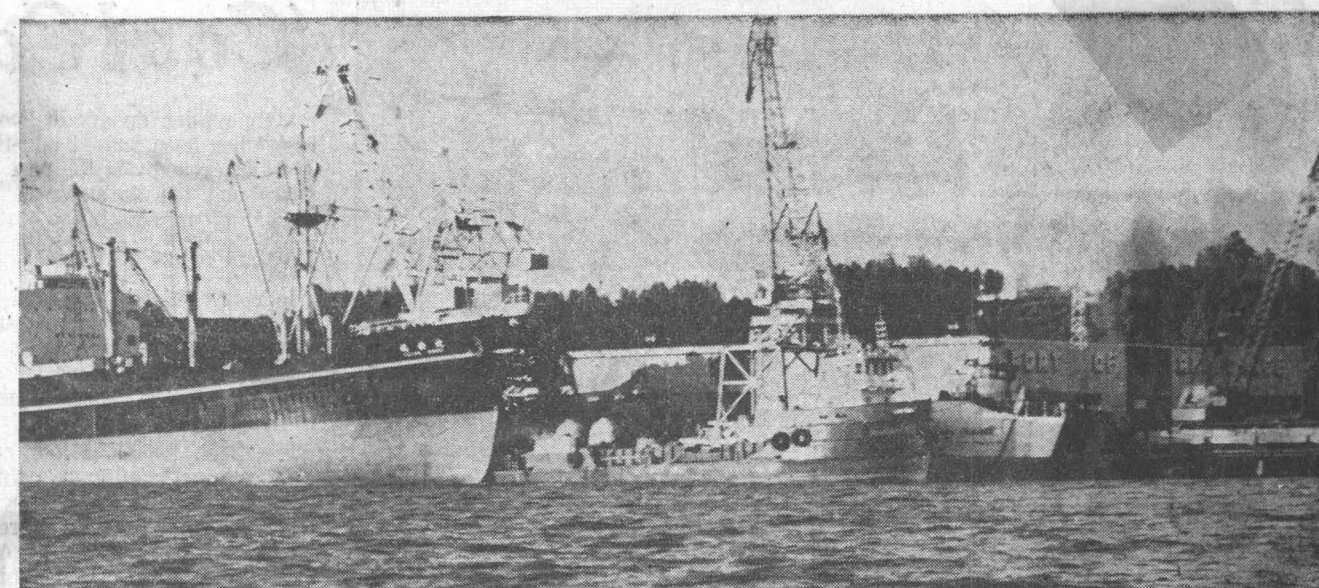
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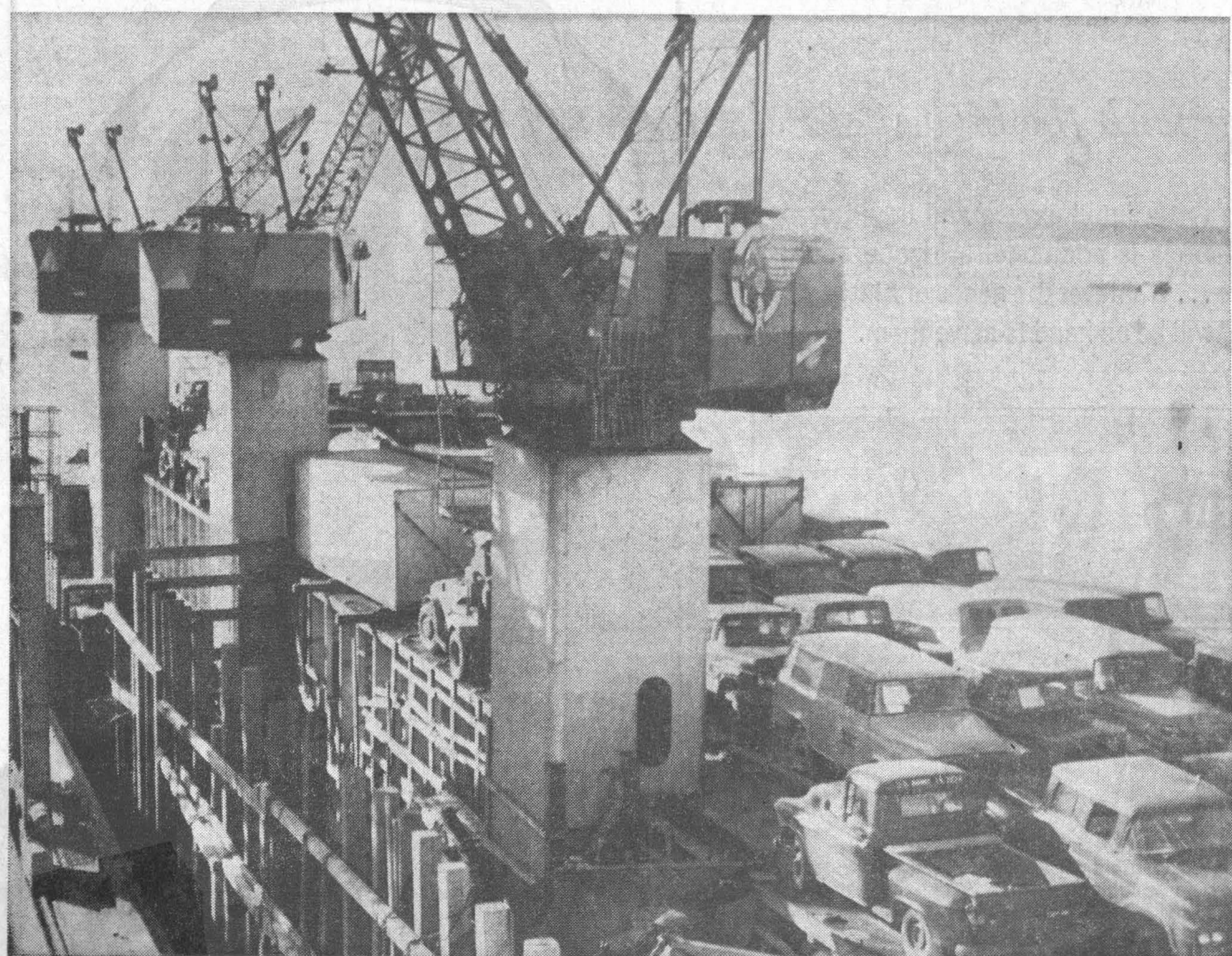
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JAPANESE FREIGHTER AND A TUGBOAT AT CITY DOCK



BARGE 539 AT THE ANCHORAGE MUNICIPAL DOCK

Barge 539, thought to be the world's largest general cargo barge, used city dock facilities in 1962. The barge, 299 feet long and 75 feet wide, can carry 10,800 long tons, according to the operators, Alaska

Barge and Transport, Inc. The vessel was used to haul construction equipments from Adak to Anchorage.