

MAJOR PORT PROJECT URGED

Japan Eyes Alaska As Market Area

A representative of a group of Japanese companies capitalized at over \$65 million has begun a three-month survey of markets in the state with an eye toward exporting steel and construction materials to Alaska.

"Frankly, we Japanese don't know about the Alaska market right now," Tanekazu Iida of Sumitomo Shoji Kaisha, Ltd., said, "but we know it will be very good in the future."

In return, the Sumitomo Group which he represents, could import non-ferrous materials, lumber products, tin, copper and antimony from Alaska if they were priced competitively, Iida said.

"In the Alaska market now our prices are very competitive, especially in the steel and construction materials fields," he said.

During his first week here, Iida said he already has received an order for 100 tons of pipe, to be delivered through the Port of Anchorage in October.

His company has provided steel pipe for the city's petroleum dock facility, to Anchorage Natural Gas Co. and for various well drilling firms, he said.

The trading company agent has established his offices with Trans-World Alaska, Inc., whose president George Grimes said it took three years of negotiations to persuade the Sumitomo Group to send a representative here.

As part of his market survey, Iida said he must find out "why the big investment in casing and tubing materials for oil industry work is not moving as we expected."

Line pipe, he said, was moving well.

A combined order of 200 tons of pipe, valued at \$400,000 was received by Trans-World Alaska, Inc., last year, Grimes said. All materials marketed through his firm are tested to American specifications, Iida said.

He envisioned a growing field of exports to Alaska, starting with pipe, then bar steel, and expanding into nails, fencing, fertilizers, and pre-fabricated houses.

After developing import-export trade, "we will examine the possibilities for joint construction and ownership of industries here," Iida said.

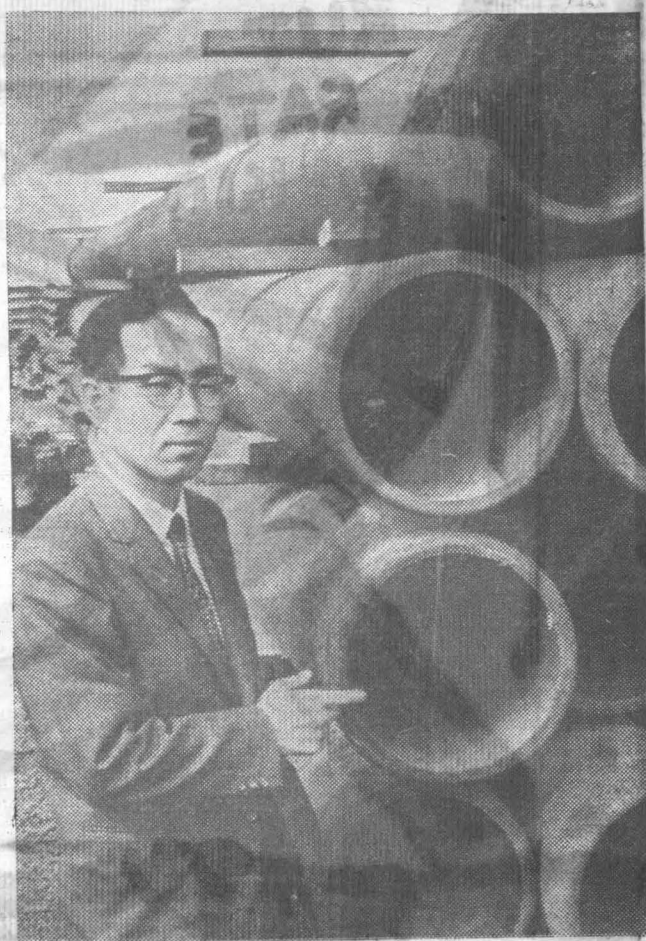
The Sumitomo Group presently owns an interest in a pulp mill at Ketchikan.

The group is comprised of 37 main companies and over 100 subsidiaries. The 37 companies employ over 186,000 people, more than the total work force in Alaska, according to Iida.

This year, three loads of cargo are being sent to Anchorage by the organization, including a 900-ton shipment in October, he said.

In 1967, he observed, the ship carrying chips from the chip mill in Homer will make 17 trips a year and be available for shipping cargo to Anchorage.

Thursday, July 22, 1965 Anchorage Daily Times 27



Iida With Japanese-Made Pipe

600-Foot Dock Extension Eyed

Port officials last night indicated the scope of the planned port expansion will have to be increased to meet traffic demands.

The Port Commission, acting on a recommendation by port director A. E. Harned, ordered an updating of a 1964 port feasibility study. Of primary interest is the advisability of extending the north end of the dock 600 feet and connecting it to the industrial park with a 320-foot trestle.

Plans to build a 160-foot extension this summer had to be scrapped when construction bids turned out to be in excess of authorized bond funds. City

voters approved \$750,000 for the north extension in March.

THE COST of the 600-foot extension with trestle is expected to run several million dollars.

In a memorandum to the Port Commission, Harned lists two main factors favorably affecting the port's future income position.

—The promise of greater trade with the Far East, especially Japan.

—The growth of the Sea-Land Service, Inc., operation at the port.

HARNED SAID, "A most significant development in Alaska trade with the Far East is the construction of a chip mill near Homer, scheduled for completion in late 1966. A special ship is being constructed to carry the chips. This vessel is scheduled for completion in 1967 and will make 17 voyages per year.

"The Port of Anchorage's present foreign trade can easily be increased from present levels to an excess of 30,000 tons per year with the availability of these ships," he said.

Harned said the Japanese are interested in developing Alaska markets for "steel products and numerous types of construction materials."

THE PORT director said Tanekazu Iida, a representative of Sumitomo Shoji Kaisha, Ltd., is stationed in Anchorage to take orders and establish inventories for these building materials.

"Mr. Iida anticipates that his products and the chip mill are extremely compatible; his cargo creating the inducement to bring the ship to Anchorage and the added frequency of service expanding an American market," Harned said.

In his argument for expanded facilities, Harned also cited the growth of Sea-Land's port activities.

"The most outstanding growth in the port's domestic trade has been the success of Sea-Land Service. Sea-Land recently made overtures to the port for a tremendous expansion program beyond the \$850,000 warehouse and land development program in the Industrial Park.

"**SEA-LAND HAS** stated a need exists for preferential berthing for its third vessel, the Summit, and possibly a fourth ship in 1966. These

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Anchorage Daily News, Tuesday, August 3, 1965

Port Study Planned for Bond Issue

A feasibility study to determine the "proper" amount of a bond issue, election in October to finance port expansion costs will be recommended to the City Council at its next regular meeting a week from today.

A recommendation for the study was unanimously approved at a meeting of the Port Commission last night.

The bond issue is expected to be set in the neighborhood of \$4.5 million.

AS A MATTER of fact, a recommendation calling for the council to approve a bond issue in that amount was approved by the commissioners earlier in the meeting.

City Manager Robert Oldland, who arrived at the meeting late, recommended an amended motion calling for a feasibility study first to pinpoint the actual cost of port expansion construction.

In making the recommendation, Oldland said "it just plain doesn't make sense" to make a firm proposal without first making a study to present to the council along with the bond issue recommendation.

TODAY, he said, we have "no facts or experience" upon which to base "an estimate or cost analysis" that can be appropriately presented to the council.

Port expansion plans, recommended by Port Captain A. E. Harned at the meeting call for the construction of a minimum 600-foot extension to the existing Port of Anchorage dock at an approximate cost of \$2.5 million; the building of a 320-foot trestle and an 1,800-foot bulkhead at estimated costs of \$675,000 and \$500,000, respectively; and the purchase of a container crane for primarily Sea-Land Services use at a cost of \$750,000.

The commissioners also approved a recommendation calling for negotiations with Lounsbury-Slevin and Kelly on a three-year contract hiring the firm as consulting engineers for the port.

In recommending the bond issue, Capt. Harned said that with the advent of Sea-Land's third weekly vessel, "the port must be in a position" to accommodate a minimum of two full-size cargo vessels under a preferential tie-up agreement, as well as the State Ferry, vessels in foreign trade and other itinerant vessels.

"A MINIMUM dock extension of 600 feet is indicated if these non-preferential vessels are to be encouraged to make use of the port with the knowledge they can avoid long costly periods at anchor," he said.

The 600-foot extension requirement "will have further impetus when consideration is given to the rapidly expanding demands of the bulk petroleum industry," he said.

Consideration must be given, also, he said, "to the trend towards larger tanker vessels, some of which today reach in excess of 900 feet in length with capacities nearing one million barrels.

"Our preliminary investigation of port tonnages indicate a growth trend of 8.33 per cent compounding most commodity groupings, and as much as 12 per cent in select commodities.

"With consideration of these growth factors it has been apparent to us that a 600-foot extension to the present facility would reach a saturation point by the year 1970 or sooner," he said.

Anchorage Daily News, Friday, July 30, 1965



By ED ISENSON

"Government by emergency." It's not new, but it is being developed to a high art in Anchorage.

Lest we be misunderstood, we ought to point out that government by emergency requires superior talent.

Take for example the proposed convention center project. The Borough Assembly has asked for an economic study of the project. However, studies take some time to prepare. The amount of time depends in part on the level of the study, in part

on the scope and in part on the quality.

Because the project would be financed with bond funds, the assembly must decide by about Sept. 1 whether to put the matter on the October ballot.

This means two things: The firm doing the study will somehow have to squeeze in about \$22,500 worth of information in less than 30 days. (\$22,500 is the amount of money set aside for the study. Perhaps only \$19,243.31 will actually be spent.) And the Assembly will have a few days, maybe just a few hours, in which to make its final decision.

It is a compliment to the stout decisiveness of the assembly that these 11 men would subject themselves to such a trying ordeal. Of course, there is only about \$5 million or so involved.

BUT THE monopoly on government by emergency doesn't rest with the assembly. The City Council has many times in the past year demonstrated its far-sightedness by governing on the spot.

Take for example last spring's port expansion bond issue. If the City Council had been weak-kneed, it could have begun planning for expansion of the port last summer. The matter could have been placed on the October ballot. It could have been decided leisurely with thorough study being given the matter. Such action would not have been in the tradition of government by emergency.

Instead, city officials pressed the advisers for more information quicker, so the city could prepare for the election in time to get money for the construction season. This of course made the project cheaper, since the advisers had less time in which to pad their bills.

Economics is a prime argument for government by emergency. By working rapidly with under pressure, the city and borough accomplish complicated tasks—major projects, often in a short time. Since time is money, the savings are significant.

Unfortunately, government by emergency is not practiced in all areas of local government. This is probably the reason for the so-called high cost of government.

Wednesday, Aug. 11, 1965
Anchorage Daily Times

Port Control Study Okayed

A joint study that may lead to the creation of a port authority with independent, area-wide taxing power, has been approved by the City Council.

The council Tuesday night also approved a \$3,000 feasibility study to determine the amount of bond money to be sought in October to finance port development until other financing arrangements can be created.

Councilman Chet Hostetler at first balked at the port authority study, to be made jointly with the port commission, when a

suggestion was made that the port be made an independent agency within the borough, similar to the school district.

"We won't even know if the borough will be a first class borough until after October," he said, noting there is also the question of the borough being able to raise the necessary tax revenues.

Councilman Clifford Groh said an amendment to the state constitution would be needed to create the port authority as a separate taxing body.

Anchorage Daily Times
Saturday, Aug. 14, 1965

Shipping At The Port Of Anchorage

The following ships are scheduled to arrive at the Port of Anchorage in the next two weeks. This schedule is subject to change without notice.

Sakishima Maru, K Line, at dock today, general cargo.

Seattle, Sea Land, arrives Aug. 15, vans and general cargo.

Summit, Sea Land, arrives Aug. 18, vans.

USNS Schuykill, MSTs, arrives Aug. 20, petroleum, oil, lubricants.

Anchorage, Sea Land, arrives Aug. 22, vans and general cargo.

Santa Maria, Union Oil, arrives Aug. 23, petroleum, oil, lubricants.

Texaco Connecticut, Texaco, arrives Aug. 24, petroleum, oil, lubricants.

Seattle, Sea Land, arrives Aug. 29, vans and general cargo.

Anchorage Daily Times
Tuesday, Aug. 17, 1965

Port Bond: \$3 1/4 Million Issue Asked

The Port Commission Monday recommended to the City Council that a \$750,000 general obligation bond issue be put on the October ballot for a fire and domestic water system for the Port Industrial Park.

The commission instructed the port staff and the city administration to decide upon the rate of assessment for users there. Assessments would be mainly for fire protection, Port Director A. E. Harned said, since a water system for that purpose would be the main cost.

An outline of study points on the feasibility of a port expansion program was also agreed upon. Among things to be considered are: a five-year forecast of tonnages, revenues based on the forecast, facilities needed to handle the shipping activity, and an examination of methods of financing.

The commission adjourned into executive session to discuss the award of contract for port consulting engineer.

It was scheduled to meet again at noon today to act on the award of contract.