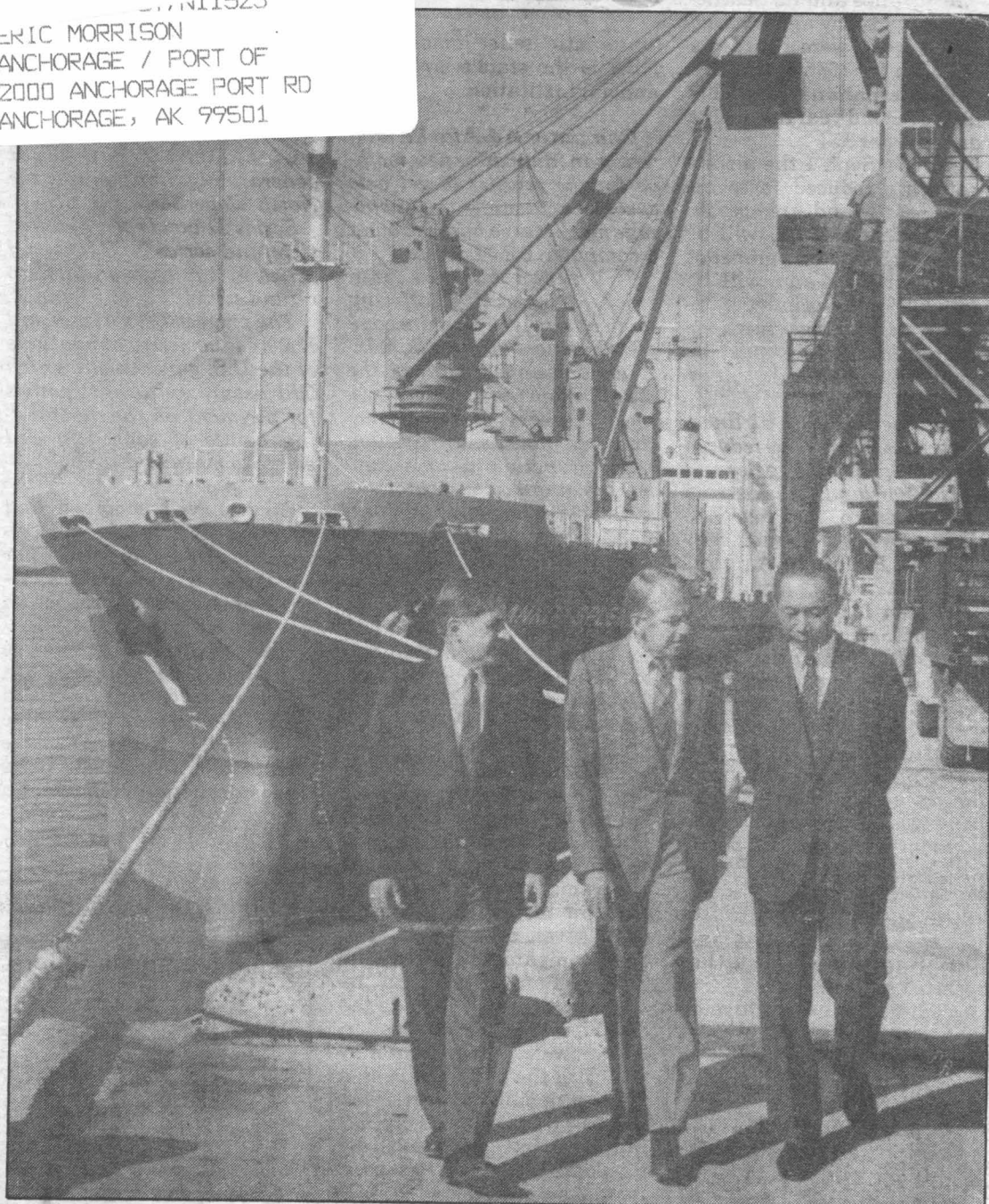


ERIC MORRISON
ANCHORAGE / PORT OF
2000 ANCHORAGE PORT RD
ANCHORAGE, AK 99501



Don Wold (left), president of Mutual International Corp. and Denny Purviance, president of Alaska Brick Co., discuss Korean trade with Korean Consul General Young Jae Hwang.

Korean shipment to Alaska Brick 'cement's a far east relationship

The unloading last month of 17,000 tons of cement for Alaska Brick Co. marks an historic first and another move by the state in building an ongoing trade relationship with the far east, says Alaska Brick President Denny Purviance.

The cement, brought in by the Sanko Splendour, was purchased by ABC from the world's largest cement company, Ssangyong Cement Industrial Ltd. of Korea.

In this instance, Purviance says, the cement was transported in 3,300 pound polypropylene container bags, the first time this large a quantity had been moved in that manner.

"Typically, the cement is in bulk state and then pumped pneumatically from the ship to the storage facilities," he said.

Using the container bags allows Alaska Brick to store the cement at each location, adjacent to where it's going to be put to use, he added.

Ssangyong was represented in the transaction by Mutual International Corp., the state's only bank export trading company and a subsidiary of Alaska Mutual Bancorp.

"Most companies in the far east do not maintain a presence in Alaska and it's our business to represent them here and to facilitate trade between Alaska and the far east, in this case, Korea," said Don Wold, Mutual International's president.

Wold noted the trading company was set up in response to the federal Export Trading Act of 1982 and its goal to foster exports. Imports also are allowed.

"We try to facilitate international trade between the far east and Alaska," he said. "We

made contact with Ssangyong and got them and Alaska Brick together."

Ssangyong Cement, incidentally is the only Korean cement maker that provides a product that meets American specifications. That coupled with the quality of the product and Ssangyong's unique competitive position helped pull the deal together.

The plant is located on the west coast of Korea and taps three mountains of limestone, Wold said. The plant is modern and fully computerized.

See BRICK, Page 10



Port of Anchorage key link in railbelt

From the oil fields of Alaska's North Slope to the state's densely populated "Railbelt" the Port of Anchorage serves as a key link between Lower 48 suppliers and the Alaskan consumer.

Centrally located in the heart of the Alaska Railbelt, the port serves the freight needs of more than 75 percent of all residents of the state.

For 60 years Anchorage has served as a major freight distribution point for Alaska. The basic geographic and economic criteria that qualified Anchorage as the operating headquarters for the Alaska Railroad in 1916 still serve consumers and businesses in Alaska today.

The port is the only deep draft port in the region that offers dependable year-round scheduled steamship service regardless of the season or the particular transportation problem to be overcome.

As Alaska's largest city, Anchorage houses more than 45 percent of the state's population. This population concentration alone generates a tonnage base large enough to benefit Interior Alaska and Railbelt shippers.

As the focal point for all transportation into the state, Anchorage offers convenient rail, truck and air connections to all Interior and northern Alaska points.

Alaska's vast mineral and resource wealth adds to the demand for a solid marine transportation system. The port's \$65 million, 110-acre facility exists for the sole purpose of providing this crucial land/sea link. Whether for inbound or outbound cargo, cornflakes or drill rigs, the port is Alaska's preferred port, says port executive director Tyler Jones.

What started out as a simple 600-foot terminal in 1961 is now over a half mile of efficient deep draft berthing area. The port has developed into the most active and flexible general cargo port in Alaska.

In its two decades of operation the port has grown in size, stature and capability. The port currently enjoys over 5 million tons per year of cargo handling capacity with additional expansion planned to

meet future needs.

Roll-on/roll-off and break bulk terminals allow operating efficiencies that result in transportation savings for all port users, Jones says.

Each port terminal has tailored traffic flow patterns and specialized material handling equipment to speed handling and reduce ship waiting time.

The port's modern petroleum/liquid bulk terminal is capable of handling over 3 million tons of bulk liquid product per year. This terminal is connected to all major petroleum storage areas in Anchorage, including military bases and Anchorage International Airport.

To further enhance the orderly and efficient movements of cargo from ship to user the port offers its 110-acre industrial park adjacent to the terminal facility. Within this area lies sufficient public cargo staging area to serve all non-scheduled port users.

The port also provides ready access to the facilities of the Alaska railroad for Interior and North Slope-bound cargo. Convenient rail access onto the dock and an adjacent trailer-on-flat-car loading facility offers connections to the rail system in Alaska.

"The Port of Anchorage is the most modern, flexible and efficient general cargo port in Alaska," Jones said.

October 1985 / Alaska Construction & Oil

employing fewer contract workers. Longshoremen employment has dropped from two shifts of 40 to 60 people to one shift of 60 at its terminal. A growing Alaska economy in the early 1980s attracted several new shippers while established freight and barge lines expanded sailings and ports of call. Earlier this year, threats of a 10-percent increase in ocean freight hauling fees failed to materialize as competition heated up for a suddenly withering market.

TOTE Cuts Costs, Diversifies Cargoes

Just as Totem Ocean Trailer Express (TOTE) was celebrating its tenth anniversary of cargo service to Alaska recently, company President Robert B. McMillen announced cost-cutting and diversification plans in a shrinking freight hauling market. McMillen said a 15-percent drop in freight loads from the Seattle-Tacoma area to Anchorage over recent months is forcing TOTE to seek different cargoes and look at taking on nonmarine-oriented ventures. With Alaska suffering under a 26-percent decline in construction activity this season, TOTE has watched its bread-and-butter loads of construction materials decrease. This comes a year after the company moved into a new \$10.5-million facility on Tacoma's Blair Waterway. McMillen said the freight hauler is adjusting to new market conditions by shifting the emphasis to more nonconstruction type cargoes, cutting office

Friday, October 11, 1985, The Anchorage Times E-9



Port repairs

Employees with Jensen & Reynolds Construction Co. of Everett, Wash., are putting the finishing touches on modifications and repair to the Port of Anchorage's Terminal No. 3. The terminal sustained an estimated \$1.1 million damage in

March when it was rammed by the 800-foot-long freighter Great Land, owned by Totem Ocean Trailer Express Inc. Totem is paying all but \$131,130 of the bill. The work is scheduled to be completed by Oct. 31.

Times photo by Al Grillo

Anchorage Daily News

Tuesday, October 1, 1985



Piece by piece

John Pitts, of the Jones Construction Co., stands between two pieces of one of the world's largest steam shovels which is being shipped to the Usibelli Coal Mine in Healy. The bucket weighs 43,780 pounds and each track weighs 60,000. Ten semi-trucks were needed to ship the mammoth machine which was sent in pieces.

Anchorage Daily News/Alayne Renee Bickler