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WITHDRAWAL SHEET

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JET 4/14/2005

File Folder MATLOCK CHRON MARCH 1986 (5/8)

FOIA

F06-114/4

Box Number 15

YARHI-MILO

1506

ID	Doc Type	Document Description	No of Pages	Doc Date	Restrictions
8161	MEMO	MATLOCK TO POINDEXTER RE MARCH 17 MEETING WITH ART HARMAN <i>PAR 3/9/2011 F2006-114/4</i>	1	3/14/1986	B1 B3
8162	TALKING POINTS	TALKING POINTS FOR MARCH 17 MEETING WITH ART HARMAN <i>R 3/9/2011 F2006-114/4</i>	1	ND	B1
8163	MEMO	MATLOCK TO POINDEXTER RE BRIDGE ACROSS THE BERING STRAIT <i>R 3/9/2011 F2006-114/4</i>	1	3/14/1986	B1

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]

B-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]

B-3 Release would violate a Federal statute [(b)(3) of the FOIA]

B-4 Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]

B-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]

B-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]

B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]

B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

1998

JH-C

NATIONAL SECURITY COUNCIL
WASHINGTON, D.C. 2050E

~~SECRET~~

March 14, 1986

ACTION

MEMORANDUM FOR RODNEY B. MCDANIEL

FROM: JACK F. MATLOCK *JFM*

SUBJECT: Presidential Meeting for Ambassador Dobrynin

The Soviet Embassy has formally requested through the Department of State that the President and Secretary Shultz receive Dobrynin when he returns to Washington early in April. Specifically, the Soviets have asked for a meeting April 7 or 8, and a formal schedule proposal is attached at Tab I.

Given the fact that Dobrynin has just been promoted to a senior position in the Communist Party Secretariat and may well be carrying a message to the President from Gorbachev, I agree with State's recommendation (Tab II) that the President receive him.

J.M. Judyt Mandel, Johnathan Miller, and *SAS* Steve Sestanovich concur.

RECOMMENDATION

That you sign the schedule proposal at Tab I.

Approve _____ Disapprove _____

Attachments:

Tab I Schedule proposal
Tab II Department of State memorandum

~~SECRET~~

Declassify on: OADR

DECLASSIFIED
White House Guidelines, August 21, 1997
By *CRJ* NARA, Date *7/3/02*

1998

THE WHITE HOUSE
WASHINGTON

~~SECRET~~

SCHEDULE PROPOSAL

TO: FREDERICK J. RYAN, Director

FROM: RODNEY B. MCDANIEL

REQUEST: Meeting with Soviet Ambassador Dobrynin

PURPOSE: To convey high level message from the Soviet government.

BACKGROUND: Dobrynin has just been promoted to a senior position in the Communist Party. He is likely to be carrying a personal message to the President from Gorbachev.

PREVIOUS PARTICIPATION: Dobrynin has met frequently with U.S. Presidents in his more than 20 years as Soviet Ambassador. Most recently he was a member of the Soviet delegation at the Geneva summit.

DATE & TIME: April 7 or 8
DURATION: 20 minutes

LOCATION: Oval Office

PARTICIPANTS: The President
The Vice President
Secretary Shultz
Donald Regan
John Poindexter
Jack Matlock

OUTLINE OF EVENTS: The President greets Ambassador Dobrynin, congratulates him on his recent promotion and invites him to open the discussion.

REMARKS REQUIRED: To be supplied

MEDIA COVERAGE: None

PROPOSED PHOTO: President and Dobrynin sitting across from one another in the Oval Office

RECOMMENDED BY: John M. Poindexter and Department of State

OPPOSED BY: None

~~SECRET~~

~~SECRET~~

NATIONAL SECURITY COUNCIL

3

TIME STAMP

UNCLASSIFIED UPON REVIEW
OR CLASSIFIED ENCLOSURE(S)

EXECUTIVE SECRETARIAT STAFFING DOCUMENT

CJS 7/3/02

SYSTEM LOG NUMBER 1998

URGENT

ACTION OFFICER: NAME

DUTY: DATE AVAILABLE

☐ Prepare Memo For President

☐ Prepare Memo McDaniel To Chew

☒ Prepare Memo For Polidexter

☐ Prepare Memo McDaniel To Elliot

☐ Other: [unclear]

CONCURRENCE/COMMENTS

PHONE to action officer at [unclear]

☐ [unclear]

☐ Levine

☐ Sachs

☐ [unclear]

☐ Linhard

☒ Sestakovich

☐ [unclear]

☐ Manley

☐ Sigur

☐ [unclear]

☐ Major

☐ Small

☐ Covey

☒ Mandel

☐ Sommer

☒ Danzansky

☐ Maplock

☐ Soos

☐ deGraffenreid

☐ May

☐ Stark

☐ [unclear]

☐ Menger

☒ Stelher

☐ [unclear]

☒ Miller

☐ Tabicknell

☐ [unclear]

☐ Worth

☐ Terhove

☐ [unclear]

☐ [unclear]

☐ Thompson

☐ [unclear]

☐ [unclear]

☐ Tullman

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☐ [unclear]

☐ [unclear]

☐ [unclear]

☐ [unclear]

INFORMATION: ☐ McDaniel

☒ Pearson

☒ Secretary

☐ Rodman

☐ Lehman

☐ [unclear]

☐ Polidexter (advance)

☐ Fetter (advance)

COMMENTS

~~SECRET~~

Return to Secretariat



United States Department of State

Washington, D.C. 20520 1998

March 12, 1986

~~SECRET~~MEMORANDUM FOR VADM JOHN M. POINDEXTER
THE WHITE HOUSE

SUBJECT: Dobrynin Appointment Request

The Soviet Embassy has formally requested that Ambassador Dobrynin be received by the President when he returns to Washington. Dobrynin has indicated he could arrive here as early as March 19,* in order to meet with the President and Secretary Shultz prior to the Secretary's departure for Europe the evening of March 20.

In view of the important position Dobrynin will be assuming upon his return to Moscow, and the likelihood that he will have a message to convey from Gorbachev, we recommend that the President meet with Dobrynin March 20.

Donckmley
for Nicholas Platt
Executive Secretary

* subsequently changed to April.
J.R.P.

~~SECRET~~
DECL: OADR

DECLASSIFIED

Department of State Guidelines, July 21, 1997

By CJS NARA, Date 7/3/02

J4-5

NATIONAL SECURITY COUNCIL
WASHINGTON, D.C. 20506

March 14, 1986

ACTION

MEMORANDUM FOR RODNEY B. MCDANIEL

FROM: JACK F. MATLOCK

SUBJECT: Request to Travel to Austin, Texas to Attend UTA
Symposium on U.S.-Soviet Relations on April 3-4,
1986

I have been invited to participate in a Symposium on U.S.-USSR relations sponsored by the University of Texas on April 3-4, 1986. Attached at Tab A is the letter of Invitation.

Travel and accomodation expenses will be covered by the University.

RECOMMENDATION

That you approve my travel.

Approve _____ Disapprove _____

Attachment:

TAB A Letter of Invitation

cc: Administrative Office

NSC STAFF TRAVEL AUTHORIZATION

DATE: MARCH 3, 1986

1. TRAVELER'S NAME: JACK F. MATLOCK
2. PURPOSE(S), EVENT(S), DATE(S): TO ATTEND CONFERENCE AT UTA ON APRIL 3-4, 1986, on US-USSR Relations
3. ITINERARY (Please Attach Copy of Proposed Itinerary): WASHINGTON/AUSTIN/WASHINGTON

DEPARTURE DATE o/a April 2, 1986 RETURN DATE o/a April 4, 1986

TIME _____

TIME _____

4. MODE OF TRANSPORTATION:

GOV AIR _____ COMMERCIAL AIR XX POV _____ RAIL _____ OTHER _____

5. ESTIMATED EXPENSES:

TRANSPORTATION _____ PER DIEM _____ OTHER _____ TOTAL TRIP COST _____

6. WHO PAYS EXPENSES: NSC _____ OTHER UNIV OF TEXAS

7. IF NOT NSC, DESCRIBE SOURCE AND ARRANGEMENTS:
UNIVERSITY OF TEXAS WILL COVER TRANSPORTATION AND ACCOMODATION COSTS.

8. WILL FAMILY MEMBER ACCOMPANY YOU: YES _____ NO XX

9. IF SO, WHO PAYS FOR FAMILY MEMBER (If Travel Not Paid by Traveler, Describe Source and Arrangements): _____

10. TRAVEL ADVANCE REQUESTED: \$ _____

11. REMARKS (Use This Space to Indicate Any Additional Items You Would Like to Appear on Your Travel Orders): _____

12. TRAVELER'S SIGNATURE: JF Matlock

13. APPROVALS:



LYNDON B. JOHNSON SCHOOL OF PUBLIC AFFAIRS
THE UNIVERSITY OF TEXAS AT AUSTIN

Drawer Y • University Station • Austin, Texas 78713-7450 • (512) 471-4962

November 11, 1985

The Honorable
Jack F. Matlock, Jr.
Special Assistant to the President
for National Security Affairs
The White House
1600 Pennsylvania Avenue
Washington, DC 20500

Dear Jack:

I had hoped I might bump into you at the AAASS Congress last week, but failing that I did not pursue my effort to reach you by phone because I know how swamped you have been these last few weeks with pre-Summit preparations. I do want to fill you in, however, on plans for a symposium on U.S.-U.S.S.R. relations that The University of Texas at Austin will be sponsoring next spring, April 3 and 4, 1986.

The objective of the symposium will be to examine those elements of the U.S.-U.S.S.R. relationship over the past forty years that have enabled us to avoid World War III, and to extract from this experience policy inferences for the future. We are hoping for high-level participation from both the American and Soviet sides, and I am enclosing for your information a copy of my letter to Bud McFarlane, which asks him to bring to the attention of the President an invitation from Dr. William H. Cunningham, President of the University, for President Reagan to open the symposium with a keynote address. Dr. Cunningham has also sent an invitation to Andrey Gromyko, via Ambassador Dobrynin, to serve as keynoter for the Soviet side.

Without repeating the details that are in the underlying correspondence, let me add a bit more background on the symposium. The idea emerged from a discussion that Professors Walt and Elspeth Rostow had with Andrey Kokoshin and some of his associates at the USA Institute in Moscow in May 1984. Elspeth Rostow received encouragement from USA Institute staffers, as well as from Art Hartman and others at our Embassy with whom she discussed the idea, and upon her return to the United States she began active preparations for a symposium. The University-wide organizing committee agreed that it would fit well into the series of conferences that the Tom Slick Professorship of World Peace organizes each year, and with my

The Honorable
Jack F. Matlock, Jr.
November 11, 1985
Page 2

arrival at the University in August as this year's Tom Slick Professor, I have been actively involved with Elspeth in preparing for the symposium. All funding for the symposium will come from the Slick Endowment plus contributions from the private sector.

Although it is a privately-sponsored academic symposium, we have, of course, kept Embassy Moscow as well as EUR/SOV informed as planning progressed. We have also sought the assistance of the Department and the Embassy from time to time in our efforts to ascertain whether the Soviets intend to participate. The symposium was originally scheduled for October 1985, but when the Soviets let it be known that they could not come at that time but would consider a date next spring, it was rescheduled for April 3-4, 1986. Professor Rostow and I met with Arbatov in September to discuss the symposium, and he promised at that time to give us a tentative response in November; we thus hope to hear in the near future. We are encouraged to believe there will be Soviet participation, but given the importance of the topic we now intend to proceed, if need be, with American participants only.

I assume your advice will be sought on the invitation to the President. While we hope there may be additional reasons for him to find the idea of a major address in Texas next spring attractive, I also hope you will agree that the inherent importance of the symposium would merit his support and participation.

With best regards.

Sincerely,



Robert K. German
Tom Slick Professor of
World Peace

RKG/sr
enclosures

Matlock 2072 9
FILE

NATIONAL SECURITY COUNCIL
WASHINGTON, D.C. 20506

~~SECRET~~

March 14, 1986

INFORMATION

MEMORANDUM FOR JOHN M. POINDEXTER

Natl Sec Advisor
has seen

FROM: JACK F. MATLOCK *JFM*

SUBJECT: Your March 17 Meeting with Art Hartman

Art will want to review with you the situation in Moscow as he sees it and the direction our policy should take over the balance of the year.

He may also raise some questions which have come up in connection with the security of the new Embassy. NSA and State security officials are proposing electro-magnetic shielding of the entire building; Art thinks this is too expensive and could lead to a false sense of security outside the various "vaults."

[REDACTED]

You probably will wish to be basically in a listening mode. If he raises the security question, it would probably be well not to commit yourself either way until you have been fully briefed.

I have attached some suggested talking points at Tab I.

Attachment:

Tab I Suggested talking points

~~SECRET~~

Declassify on: OADR

DECLASSIFIED IN PART
NLRR F06-114/4 #3161
BY RW NARA DATE 3/9/11

FOIA(b)(1), (3)

~~CONFIDENTIAL~~

TALKING POINTS FOR
MARCH 17 MEETING WITH ART HARTMAN

-- What does the Party Congress tell us about Gorbachev's intentions for U.S.-Soviet relations?

-- Any thoughts on Gorbachev's position; specifically, does he now have sufficient authority to move toward an agreement for arms reduction?

-- What will Gorbachev be looking for when he comes to the U.S.?

~~CONFIDENTIAL~~

Declassify on: OADR

DECLASSIFIED

NLRR FOI-114/4#8162

BY RW NARA DATE 3/9/11

11

Matlock
1731

FILE

NATIONAL SECURITY COUNCIL
WASHINGTON, D.C. 20506

March 14, 1986

ACTION

MEMORANDUM FOR RODNEY B. MCDANIEL

FROM:

JACK F. MATLOCK *JFM*

SUBJECT:

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RECOMMENDATION

That you approve my travel.

Approve *Jm*³⁻¹⁷

Disapprove _____

Attachment:

TAB A Letter of Invitation

cc: Administrative Office

1731

JH-C12

NATIONAL SECURITY COUNCIL
WASHINGTON, D.C. 20506

March 14, 1986

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MEMORANDUM FOR RODNEY B. MCDANIEL

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TIME

TIME

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12. TRAVELER'S SIGNATURE: J F Matlock



LYNDON B. JOHNSON SCHOOL OF PUBLIC AFFAIRS
THE UNIVERSITY OF TEXAS AT AUSTIN

Drawer Y • University Station • Austin, Texas 78713-7450 • (512) 471-4962

November 11, 1985

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Special Assistant to the President
for National Security Affairs
The White House
1600 Pennsylvania Avenue
Washington, DC 20500

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The Honorable
Jack F. Matlock, Jr.
November 11, 1985
Page 2

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With best regards.

Sincerely,



Robert K. German
Tom Slick Professor of
World Peace

RKG/sr
enclosures

NATIONAL SECURITY COUNCIL
WASHINGTON, D.C. 20508

2097

~~NATLOCK~~

CONFIDENTIAL

March 14, 1986

MEMORANDUM FOR JOHN M. POINDEXTER

Natl Sec Advisor
has seen

FROM: JACK F. MATLOCK *JFM*

SUBJECT: Bridge Across The Bering Strait

This is really a non-starter. I do not doubt that a bridge is technically feasible (but I would question an estimate of \$1 billion cost, which seems much too low).

However, apart from the symbolism, what would it link? There are very few people on either side of the Bering Strait -- a few thousand eskimos on each side and maybe a trader or trapper or two. No road or rail system connects the bridgeheads with the interior of either country.

It is easier for the eskimos to cross by kayak than by bridge.* As for the rest of us, the only way we could get a vehicle to either side of the bridge would be by air or sea (in summer). I can't see that anyone needs a bridge there, and if one were built it probably couldn't be used for about 8 months of the year.

Even if we both had road systems connecting these points to the interior, it would be cheaper -- by several orders of magnitude -- to move people and whatever cargo they might have (walrus tusks, polar bear skins and rancid blubber?) by air.

In sum, Lin may be a crackerjack civil engineer, but he apparently failed to study geography and economics.

**Actually, we have occasionally made representations to the Soviets requesting freedom of Eskimo movement between Little Diomed and Big Diomed -- which they have refused to permit.*

CONFIDENTIAL

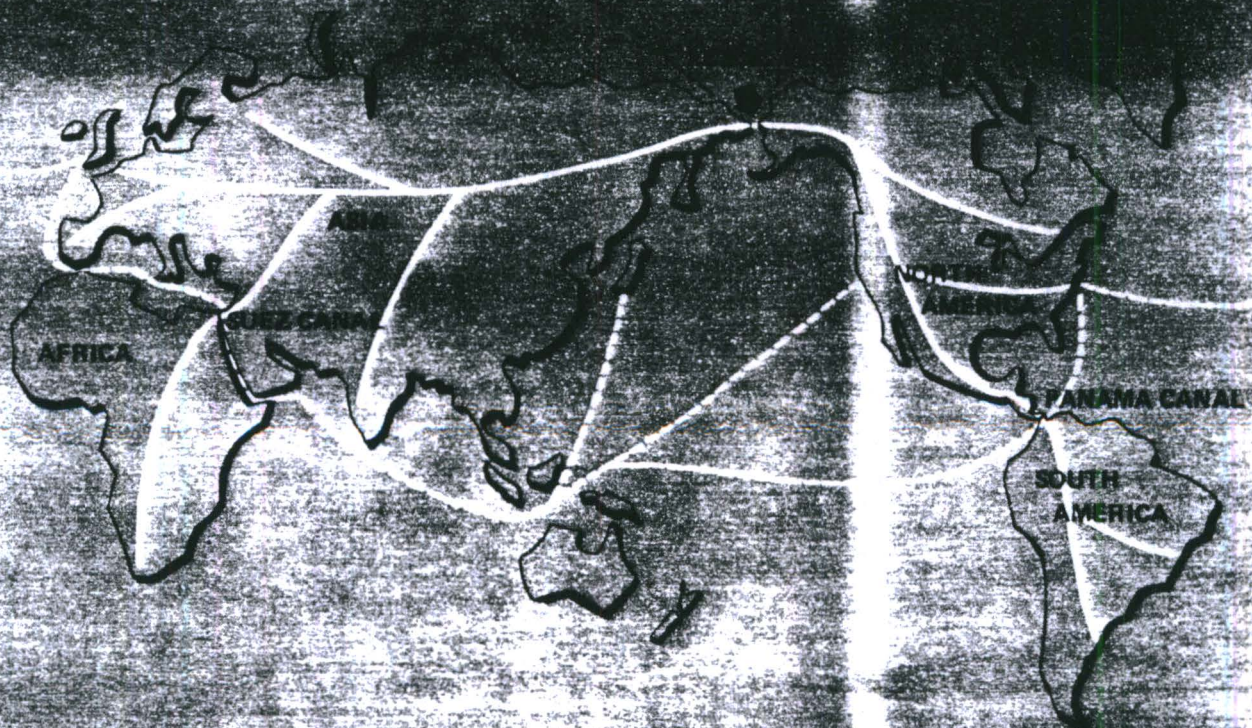
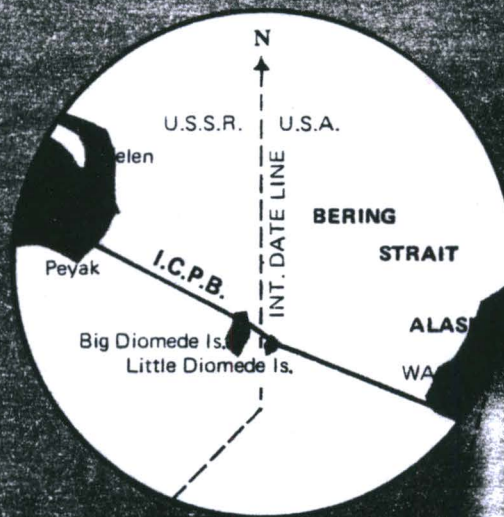
Declassify on: OADR

DECLASSIFIED

NLRR F06-114/4#8163
BY *RW* NARA DATE 3/9/11

Inter Continental Peace Bridge Inc.

ACROSS THE BERING STRAIT TO FOSTER WORLD PEACE BY LINKING EAST-WEST ROUTES



To President
Reagan
Respectively,
T.Y. Lin
1986



Inter-Continental Peace Bridge Inc. (ICPB INC.) is a non-profit, charitable corporation, incorporated November 22, 1968, under the laws of the State of California and approved by the U.S. Treasury Department under Section 501 (C) (3) of the Internal Revenue Code, October 20, 1969. Its purpose is to study, design and construct an intercontinental bridge monument across the Bering Strait between Alaska and Siberia.

INTRODUCTION

"Where there is no vision, the people perish"

On this planet, particularly among affluent nations, there is an abundance of resources. They only need to be channeled toward goals set by human visions. The loftiest of these — WORLD PEACE AND UNDERSTANDING — may appear far on the horizon, but it lies deep in our hearts.

As a monument to peace through communication and travel, the ICPB Project is envisioned to be a challenging and attainable goal. It will link two hemispheres into one and recreate the migratory path of the human race and the ancient redwood. It is intended to utilize the wisdom and support of older generations, and to mobilize the ideals and energies of youth. It will bridge more than one gap: geographical, ideological, ethnical and generational.

Although the eastern and western hemispheres are separated by wide and deep oceans, they almost meet near the Arctic Circle. Across Bering Strait, between Alaska and Siberia, there is only a 50-mile gap, with maximum water depth of 180 feet. A bridge across this strait is technically feasible and can be built for about one billion dollars. (Current military and space spending in the U.S.A. and U.S.S.R. totals 150 billion dollars annually.)

Owing to fast-increasing world population and recent discoveries of vital resources in the Arctic area, settlement of Alaska and Siberia will be dawning sooner than expected. With the eventual completion of northern land transport systems, the Bridge will form the missing link to unite five continents into one. Thus trade, commerce, tourism will be fostered among nations, breaking down barriers and improving communications between peoples. It will be possible to drive from San Francisco to Moscow and Paris via this Bridge, or from Buenos Aires to Peking, Cairo and beyond.

This Bridge will demonstrate that human energy and technical capabilities can be devoted to constructive rather than destructive measures. It will prove that we can develop frontiers on earth at a relatively small expenditure of money. It will be a symbol of cooperation among nations, with U.S.A. and U.S.S.R. showing the way. It will inspire similar projects elsewhere. This Bridge is not an implausible dream. It is a practical vision of peace, perhaps also a mission which we must accomplish lest we perish.



SYMBOL OF INTERNATIONAL PEACE AND COOPERATION

THE PREHISTORIC BERING LAND BRIDGE

During prehistoric times, between 12,000 and 20,000 years ago, a dry land corridor existed across the Bering Sea. This "Bering Land Bridge" was the sole land route for migrations between the two hemispheres.

Across it migrated broad-leaved deciduous trees and coniferous forests, including redwoods, mammoths, bison, wolf, deer and sheep from Asia to North America. Simultaneously, a number of species including reindeer, horses, and musk ox spread in the opposite direction. Sometime during this period, probably in several waves, the ancestors of the American Indian crossed from Asia to North America bringing with him stone implements.

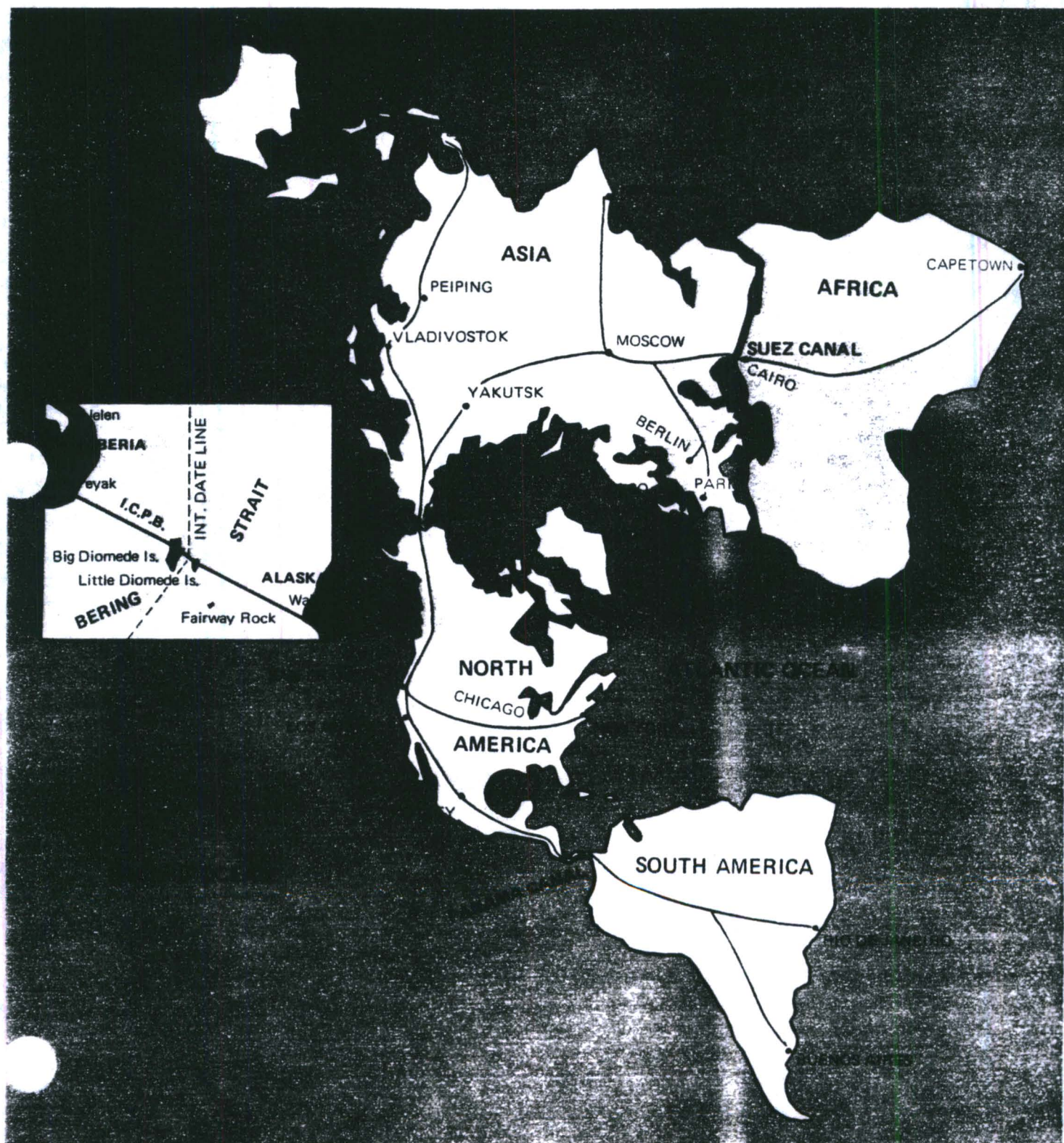
During the reign of Peter the Great, Russian fur hunters and traders crossed the southern Bering Sea and established colonies in Kodiak, Kenai, and Sitka, Alaska and as far south as San Francisco Bay, California. In World War II, an aerial bridge was opened from Alaska to Siberia. Fighter planes and bombers were delivered to Russian crews in Fairbanks, who then flew them to Siberia. Today, since 1970 Alaskan Airlines operates scheduled tourist flights from Alaska to Siberia.

MAN'S DREAM TO RE-UNITE EASTERN AND WESTERN HEMISPHERES

A man-made land connection to re-unite the two hemispheres was probably first conceived in 1849 when William Gilpin, territorial Governor of Colorado, spoke of an extended railway system "north and west across the strait of Bering; and through Siberia, to connect with the railways of Europe, and of all the world." Some 40 years later, he wrote in his book, *THE COSMOPOLITAN RAILWAY*, of this project "slowly, but surely, uniting in one race, one language, and one brotherhood all the peoples of the earth." His scheme then included a railroad ferry across Bering Strait.

In 1905, E. H. Harriman, President of Union Pacific Railroad, made a whirlwind trip to Tokyo, coming back with agreements for the purpose of planning a European-American Railroad via Alaska and Siberia. In 1908, Harriman had estimates made of the work involved in crossing the Bering Strait with a solid fill of granite.

In 1958, Professor T. Y. Lin, in concert with Senator Warren Magnuson of Washington, Chairman of U.S. Senate Committee on Commerce, publicly suggested a bridge across Bering Strait to foster commerce and understanding between the United States and the Soviet Union. In the 1960's, Soviet Engineer P. Borisov, proposed a dam across Bering Strait to control weather by pumping colder water out of the Arctic into the Pacific. A. Shumilin, the dean of Soviet engineering, sug-



gested a similar dam but proposed that warm water from the Pacific be pumped into the colder Arctic Ocean.

In order to initiate and perpetuate efforts toward the eventual building of this hemispheric link, Professor Lin organized the ICPB Corporation in 1968. In 1969, approval was obtained from the Treasury Department for status as a charitable corporation. It is intended that the first 5 years, 1970-75, will be devoted to preliminary studies and planning for the project. After this is done, the final design and construction of the bridge can be completed within 10 years, hopefully 1975-85.



Diomed Islands

ICPB AS A VITAL LINK FOR WORLD TRADE AND TRAVEL

The ICPB continental land link will physically form a center for inter-hemispheric commerce, social interchange, travel and recreation. Just as any nation-wide total transport system must include a well-designed land-based component, so the ICPB will be required to effectively link world-wide land-transport systems.

Geographically, Bering Strait is roughly equidistant from Honolulu, San Francisco, Tokyo, Moscow, New York, London, Paris and Berlin. The combination of land, sea and air routes linking five continents will tremendously influence world trade and simultaneously support the development of Northern frontiers.

With Japan already an economic super-power in the world, plus the impending development of other Asian countries, and the continuing growth of U.S.S.R. and the Americas, ICPB will be a vital crossroad for trade and travel among the world's peoples. It will help to prevent eventual degeneration of civilized life on our "Spaceship Earth."

3 AND NEW APPROACHES TO FRONTIER SETTLEMENT

In the past, U.S.A. and the U.S.S.R. interests have ridiculed development of "wastelands" in their Northern Frontiers. However, recent discoveries of vitally needed natural resources in the Arctic have brought reality to what was fantasy. Technological and economic advances now make rapid development of our Northern Frontiers possible and desirable.

New citizens of the world need the challenge of a frontier. This is particularly true of U.S.A. Our forefathers and their sons were challenged to work together for frontier settlement, technological achievement and national growth. New generations today find no frontiers to settle and technology, in itself, is often frustrating. Hence, leadership and support must be provided to develop new approaches and challenges. Development of basic transportation systems, vital resources, new farming areas, and vast wilderness facilities for outdoor recreation, all integrated in a systematized and humanized approach, could transform the arctic north into a Utopia, unparalleled anywhere on earth. To go one step further, international settlement might be tried on the new land. Building of the ICPB project can be the catalyst.

Alaska encompasses some 15% of the U.S. mainland area, but only 0.15% of its population, Eastern Siberia contains some 33% of U.S.S.R. land area inhabited by under 3% of its population. This huge land and open-space resource should be developed with new concepts to seek the cooperative enrichment of human life now and into the future. The ICPB would inspire and symbolize such a trend.



ICPB: TECHNOLOGY FOR HUMANITY THROUGH DEVELOPMENT OF THE ALASKAN FRONTIER

A HUMANE APPROACH

Development of resource and land-rich Alaska can offer high returns for the U.S.A. The unparalleled opportunity to use new approaches makes possible a wedding of technological with ecological requirements. **Time** magazine (July 27, 1970) predicts,

"In ten years, Alaska could conceivably be just another paved and polluted corner of the U.S. With rational planning, it could be something dramatically different: a unique blend of wealth and wilderness. To environmentalists, the challenge is clear; this is the last chance for the last frontier."

To accomplish this, ICPB Inc. joins Atlantic Richfield Company community relations manager, Joseph Fitzgerald,

"If all goes well, Alaska, more than any other state in the nation, will have the opportunity and capability to plan for its future, and, in a sense, become a model state" . . .

But nothing less than a total Systems Approach, integrating key state and private developments, is likely to produce actual realization of this goal. To such a goal, ICPB is dedicated.

AN ICPB-TYPE LAND-TRANSPORT-SYSTEM

Overall demographic and commercial development needs, according to **Engineering News-Record** magazine (June 4, 1970) depend on a basic land-transportation system, as "the key to Alaska's development." Today, the sprawling 586,000 sq. mi. state is connected by a meager network of roads and winter ice trails. Ships can reach Prudhoe Bay and the North Slope only 2 months out of a year. A coastal ferry service and 471 miles of mainline railroad connecting Seward, Anchorage and Fairbanks sums up the current surface transportation system. Dependence on expensive air transportation (some \$175/ton) must be supplemented by all-weather highway, pipeline, ship terminal, power, and communication systems reaching to key regions of the state.

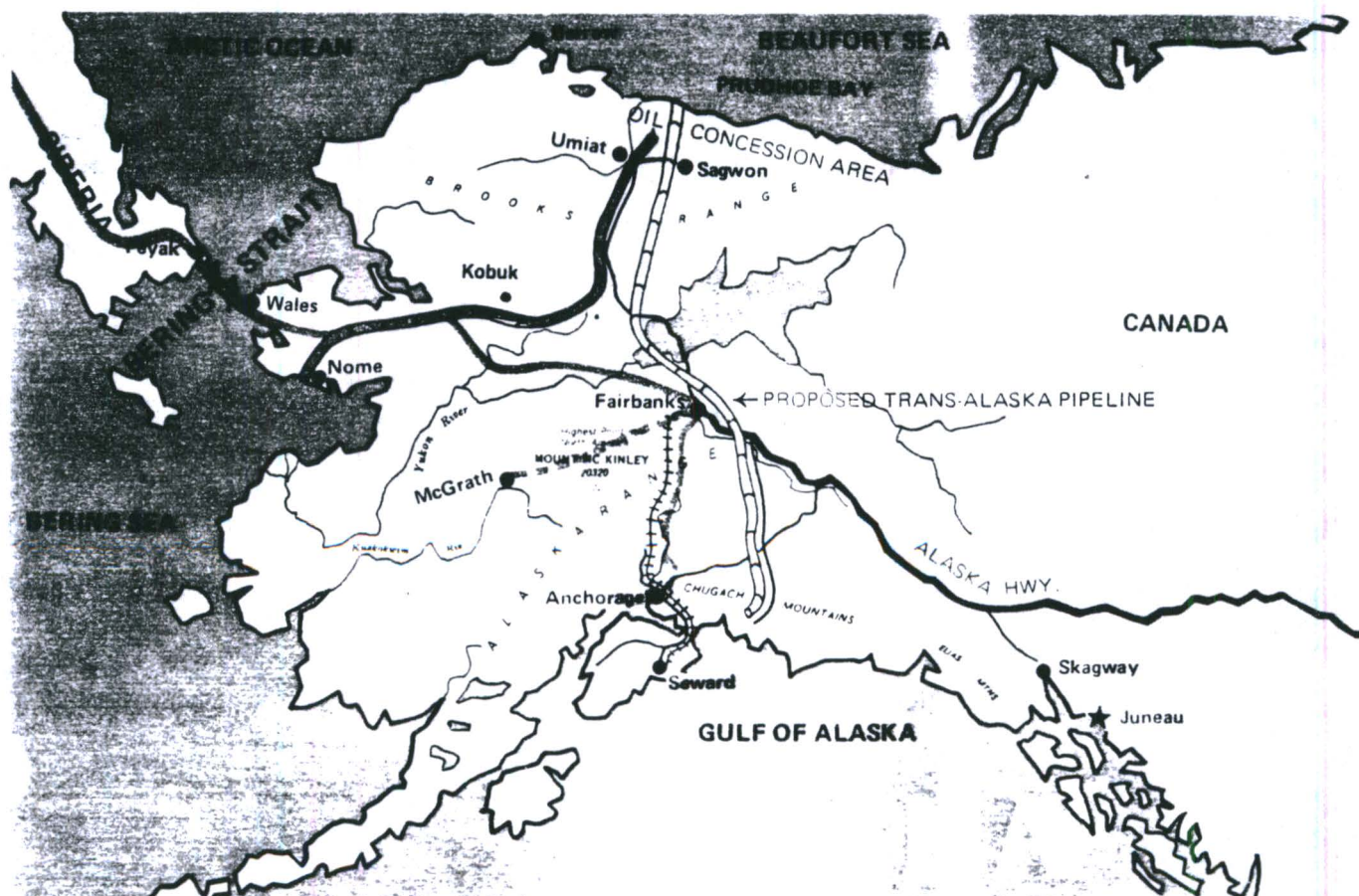
This is the time to start total planning. For example, plans can be made for a 1000-mile integrated land-transport system connecting the existing ALCAN Highway from Fairbanks to the ICPB, with branches to Anchorage, Prudhoe Bay, Kobuk mining areas and Nome. ICPB technologies offer a prototype for such a system, using mass-produced and long-span superstructure components to integrate pipeline, railroad, power and communications, as well as highway. It can even provide offshore terminal facilities at a significant economy when compared to the cost of separate systems as now envisioned. The ICPB itself would symbolize this type of coordinated development to prevent piecemeal disturbance of environment.

BASIC FUNDING AND ECONOMIES FOR SYSTEMATIC DEVELOPMENT

North American Arctic resources in oil alone have been estimated to be as much as 80 billion barrels. This would be the second largest deposit known to the world today. It is reasonable to postulate that the continental shelf areas of Siberia would contain similar finds.

In Alaska, confirmed oil deposits of 15 billion barrels have produced estimates of eventual discoveries totaling up to 40 billion barrels. In addition, some 40 billion barrels, in equivalent oil units, of natural gas are said to be hidden beneath Alaska's continental shelf areas. Some \$8 to 10 billion will be required just to construct the means for extracting and delivering crude oil to market. These massive investments could be coordinated for mutual optimization of economic gains by integrating state growth with private projects. When the resources of natural gas, coal, copper, iron, mercury, asbestos, lead, zinc, lumber and fishing are also extensively developed, a continuing and viable growth is assured.

It is predicted that of the billions required for basic state and oil development, much could be saved by using an integrated systems



approach. For example, the 800-mile long pipeline, 358-mile highway route between Anchorage and Fairbanks, expansion of railroad service between those two cities and into key outlying areas, construction of some 400 miles of new highways to new oil fields, shipping terminals and other key systems (such as the proposed Rampart Dam Reservoir) could be carefully preplanned and integrated for total optimum effect. Delivery of electrical power, communications facilities, and even ocean outfall lines for treated sewage could be included.

While the oil in Alaska reaches surface at a temperature of about 165°F, it would cool rapidly in winter exposure and gel at about 5-10°F. It is known that heat is generated in oil pipelines due to friction of pumping. This phenomenon can be used to maintain fluidity and prevent gelling. By combining pipelines with an enclosed highway system, year-round operation is then possible using the oil line as a "radiator" for heat. By using ICPB type elevated superstructures such obstacles as rough terrain, tundra, permafrost conditions and restriction of caribou migrations could be simultaneously solved. In addition, vandalism and leakage could be better controlled. Minimum duplication of construction costs as well as such beneficial interaction would be possible.

Engineering News-Record magazine (July 10, 1969) reports that basic construction materials such as cement and asphalt are being imported at costs ranging 300% above those of Seattle. Thus, basic industries must grow on Alaska's soil using permanent citizen manpower to realistically support farsighted development plans. A guaranteed market based on ICPB-type construction of a key land-transport system would offer sufficient incentive to justify factory installations.

ICPB AND THE BERING STRAIT AREA

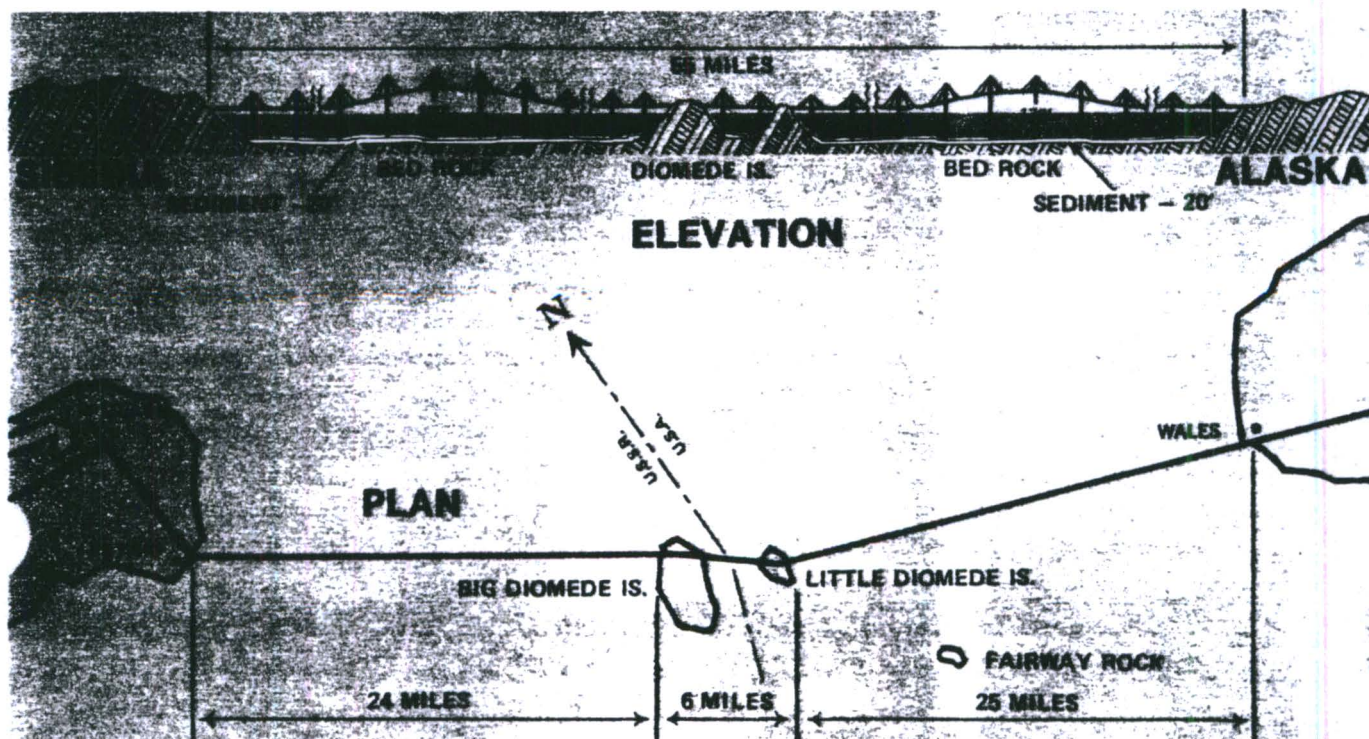
Bering Strait areas, such as Wainwright, seem a natural outlet for oil. Atlantic Richfield Company calls for such a port on the Bering Strait as a "must." This is in part supported by current investigations for oil along the Seward Peninsula coast within the Bering Strait. The Bering Strait is open most of the year with relatively light ice floes in certain months. Tankers capable of sailing the Northwest Passage could easily handle this ice. The basic land-transport system connecting with that area would then continue via ICPB to Little Diomed Island. This is at the virtual edge of the Western Hemisphere but it funnels into the expanse of the Eastern Hemisphere. It is conceivable that enclosed resort cities of the future could sit on the Diomed Islands to welcome travelers and conventioners. It would be a unique place where peoples of the world would meet and shake hands across the international date line. Thus the ICPB could be the epicenter of polar land, sea and air transit systems for international commerce and human interaction.

26

CPB: TECHNICAL CONSIDERATIONS

MAJOR TECHNOLOGICAL PROBLEMS— ICE FLOES CONTROL

In order to meet functional, esthetic, safety and economic requirements, this unprecedented project will need extensive and intensive studies which are the immediate objectives of ICPB Inc. However, there are no insurmountable technological problems concerned with the building of this bridge. Design for strength, durability, resistance against wind and earthquake, can be attained using available knowledge and experience. Tides and currents are not severe. The one major problem is resistance of bridge piers against ice floes. Information from the Department of the Navy indicates that through the Bering Strait there are no icebergs. However, ice floes up to 6 feet thick are in constant motion during certain seasons and horizontal forces in the order of 5000 tons or more can be developed on a pier. Based on designs already prepared for Northumberland Strait Bridge, Canada, and developed by Santa Fe-Pomeroy Inc. for drilling, production and terminal facilities in the Arctic Ocean, as well as structures already in service in Cook Inlet, it appears entirely practical and economically feasible to construct piers which can adequately resist the horizontal ice pressure. By inducing bending failure of ice against the piers instead of direct crushing, ice pressure can be greatly minimized. These piers can be anchored to rock foundation, since the ocean bottom has a maximum sediment overlay of only 20 feet across the entire Strait. These rock anchors can be drilled and prestressed to hold the piers securely and economically. Studies can be conducted for even more economic methods such as heating, sonic vibrations, etc.



PREFABRICATION AND MODULAR CONSTRUCTION— MAGNITUDE OF PROJECT

The magnitude of this bridge, in total length, is unprecedented. Length, however, is not an obstacle. Two bridges across Lake Pontchartrain, Louisiana, already have a length of 25 miles each. Length, in fact, tends to economize ICPB construction because prefabrication and modular construction such as used for the Lake Pontchartrain bridges, become clearly logical.

Across Bering Strait, water depths average 150 ft. with a maximum of 180 ft. This will not set a new record for pier construction. A bridge across Narragansett Bay at Newport, Rhode Island, has piers in 160 ft. of water. Offshore platforms have been built in 340 ft. depth for ocean exposure in Gulf of Mexico, and designed though not built for 400, 600, and 1000 ft. depths in the Santa Barbara channel.

While the bridge dimensions do not pose an unusual challenge, the sheer magnitude of the project does call for new ideas and methods. In addition to prefabrication and modular construction, we should consider setting up cement and other factories and the fabrication of large barges. Erection equipments capable of handling tens of thousands of tons and unique structural facilities must be developed. Great efforts must be made to reach an optimum solution using a systems-approach which takes into account all factors involved. Large shops for producing bridge elements may need to be set up along the Alaskan coast or in warm water industrialized ports like Puget Sound area, Washington. These prefabricated pieces may be self-floating or barged and towed to the site. Transportation and erection scheduling will have to be carefully integrated and tied in with limitation of working seasons at the bridge site. Factories and shops set up for the bridge can subsequently be used for other construction projects in Alaska.

SUBSTRUCTURE AND SUPERSTRUCTURE

The basic materials for the bridge will likely be a combination of steel and concrete but other materials are not excluded. Bridge piers could be prefabricated as one piece, then floated and sunk into position. Towers can subsequently be placed on top of the sunken piers. To reduce horizontal ice pressure on the piers their curving slope near the water surface will help to break ice floes in bending when they push forward and upward along the curves. Since ice pressure may develop on piers in any direction, a circular plan seems logical.

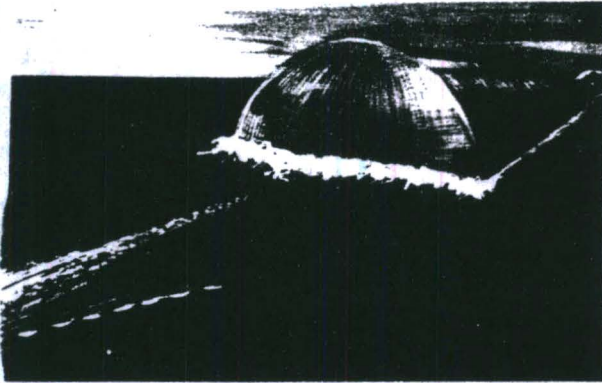
An optimum superstructure design will require a great deal of preliminary study. Initial conceptual attempts have been made based on the principles of arch, suspension, cantilever, cable-stayed and tubular construction. While each approach has its structural advantages, considerations of transportation, erection and environmental requirements may determine the final design.

SPAN LENGTH AND VERTICAL CLEARANCE

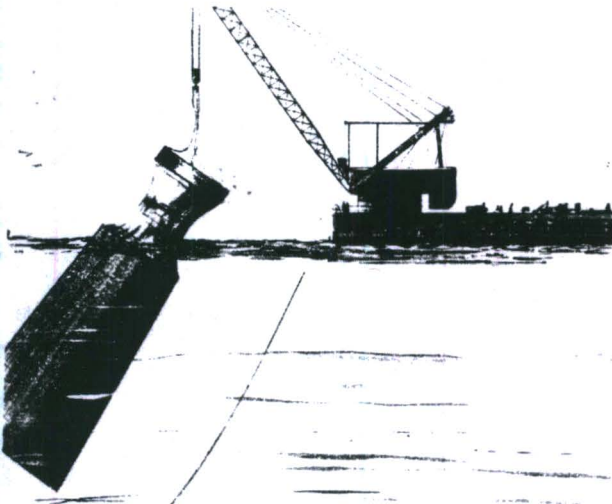
The main crossing of 50 miles will have typical span length in the order of 1000 feet or more. If the bridge accommodates only highway traffic and pipelines, the span could be 1500 feet or more. If ordinary railway tracks of E-72 loading are to run over the bridge, the economical span length may be slightly under 1000 feet. Considering transportation systems for Alaska as a whole and particularly across the bridge, a lighter electric railway transit system may be devised, in which case the economical span length could be over 1000 feet.



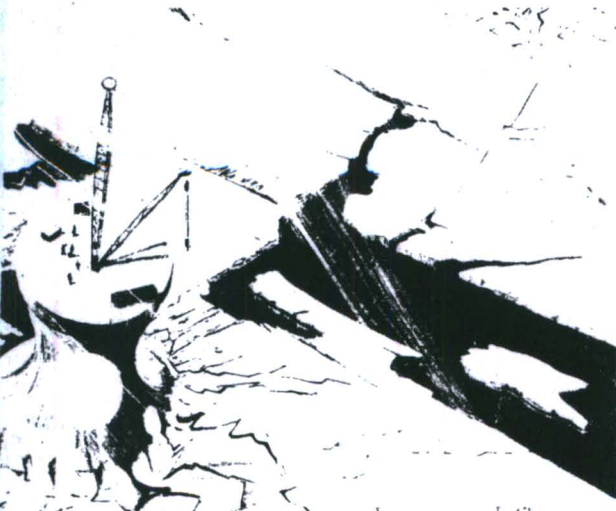
Off-Shore Drilling Rig, Alaska



Towing Precast Pier



Erecting Pier



Pier in Place

Vertical clearance for the bridge will be determined after a complete survey and study of possible ocean traffic across the strait. It may not be necessary to elevate the entire 50 miles to accommodate maximum ship clearance. With variable vertical clearance and pier heights, it is possible that span length can also be varied to achieve economy. However, the use of a uniform span length to facilitate fabrication and erection would likely be a better solution. Rigorous computerized optimization techniques will be developed to arrive at an economic, safe, and esthetic layout.

MATERIAL QUANTITIES AND COST

An approximate estimate of the quantity of materials required for the bridge, using prestressed concrete construction for both superstructure and sub-structure, indicates the following: 4 million cubic yards of concrete and 100,000 tons of prestressed steel. Another estimate using steel superstructure on concrete piers indicates a total of 2 million cubic yards of concrete and 1 million tons of fabricated steel and cables. In both cases, there will be some 300,000 tons of reinforcing bars.

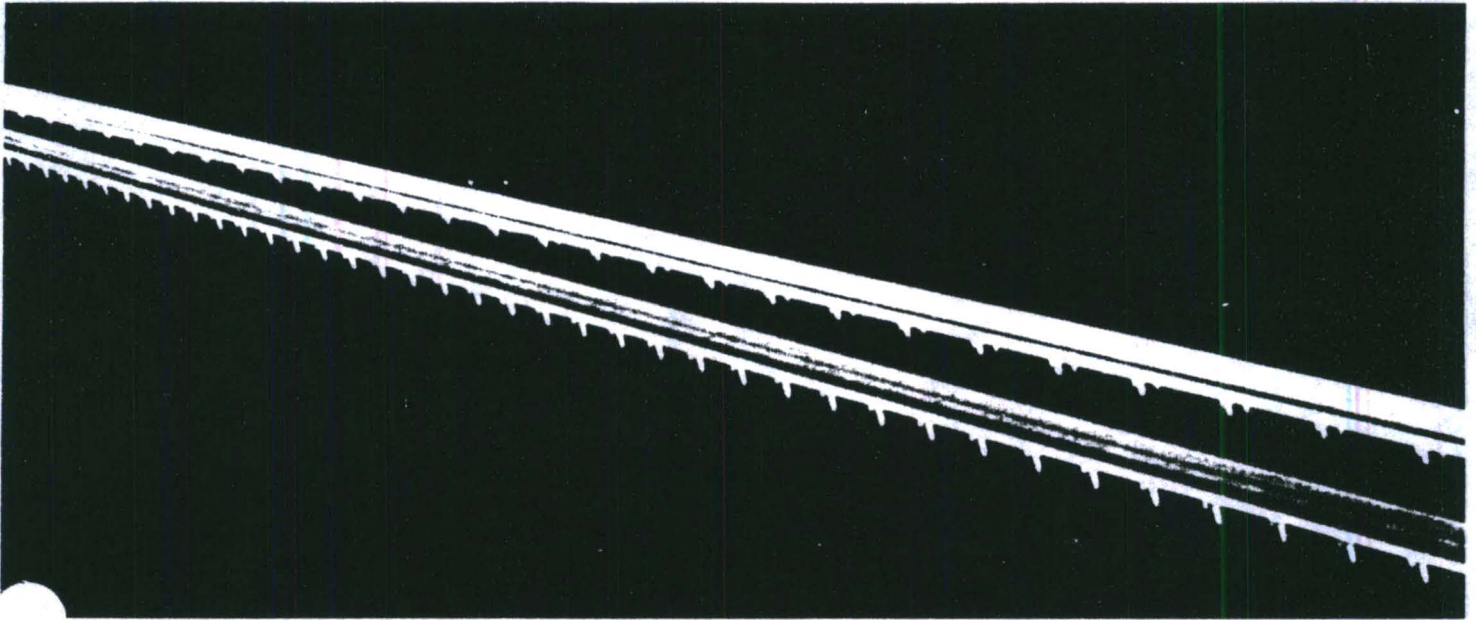
The above quantities of material, computed on the basis of conventional construction under Alaskan environmental conditions would indicate a cost well above \$1 billion for the entire bridge. However, using modular construction and prefabrication, the cost of labor, which forms the major part of the total cost, can be minimized and \$1 billion can be sufficient at present-day prices.

TOTAL PLANNING AND INTERNATIONAL COOPERATION

An early total planning of this project is necessary, not only to obtain an optimum design of the bridge itself, but also to facilitate design of superstructure prototypes capable of providing corollary systems. In addition, coordination should be made with the development of land transport to Bering Strait from both the Alaskan and the Siberian sides.

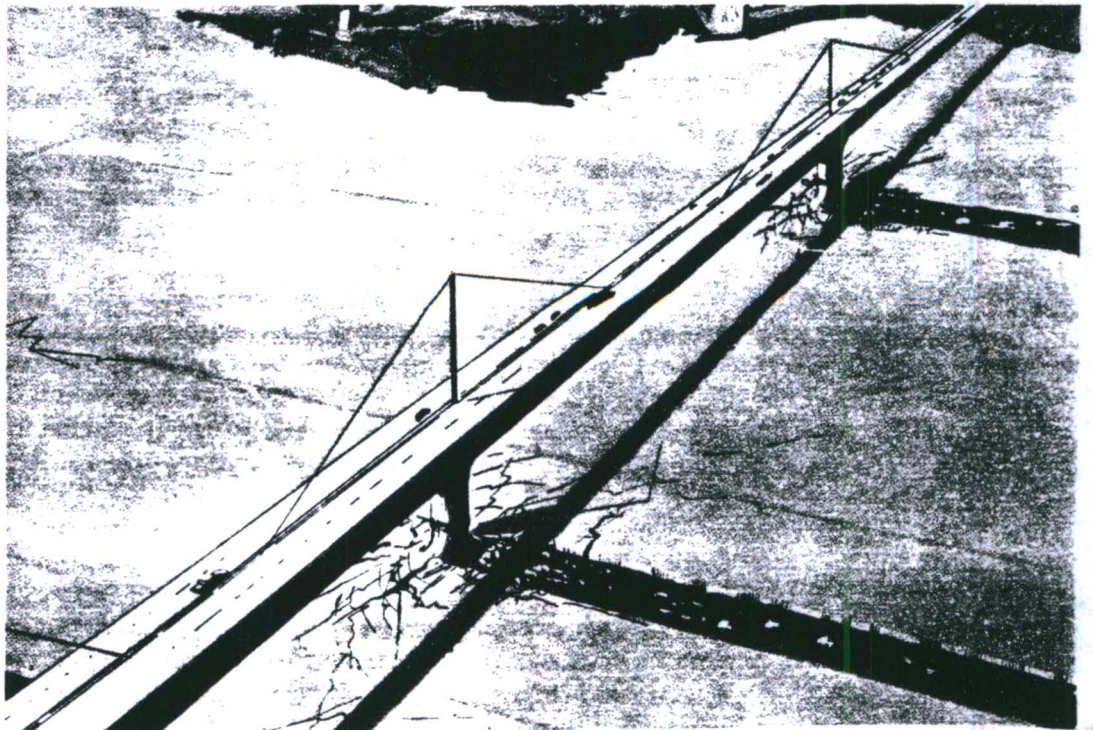
As previously mentioned, other proposals for Bering Strait crossing have been advanced, such as building a tunnel or a dam. But a bridge is preferred because of its symbolic nature and its strong probability of being the most economical. However, feasibility studies for other proposals will be conducted for purpose of comparison.

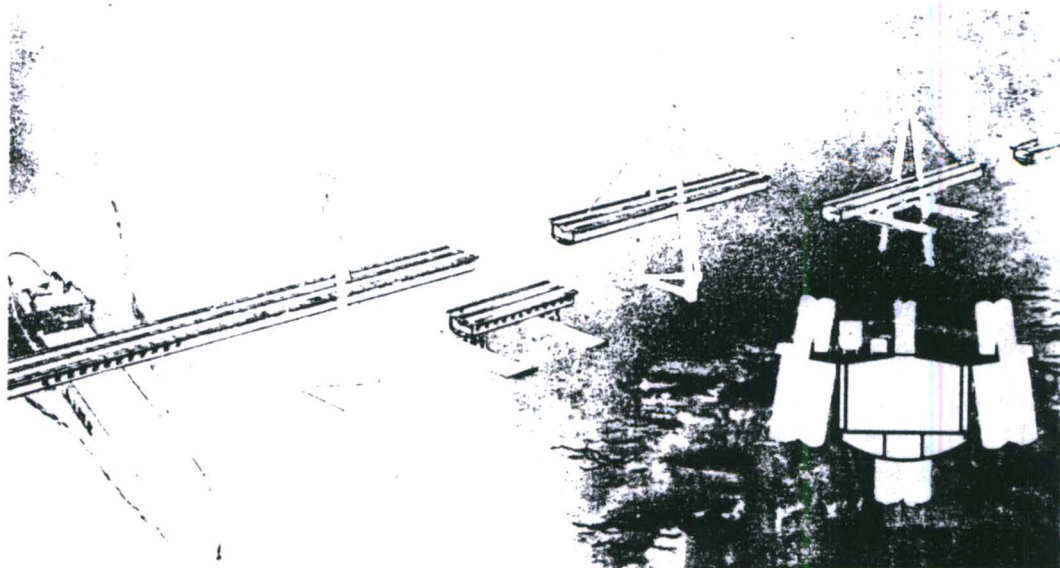
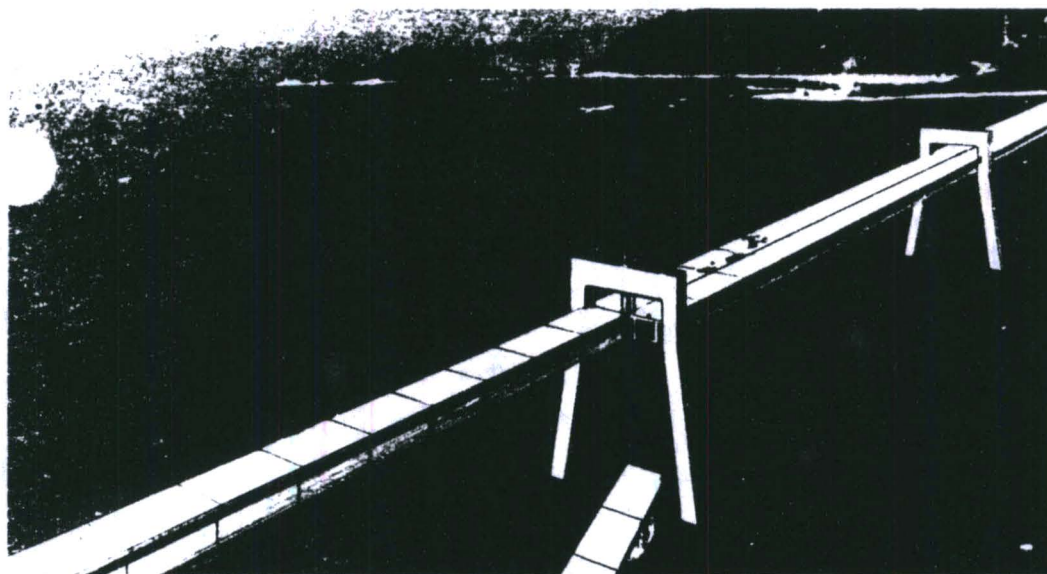
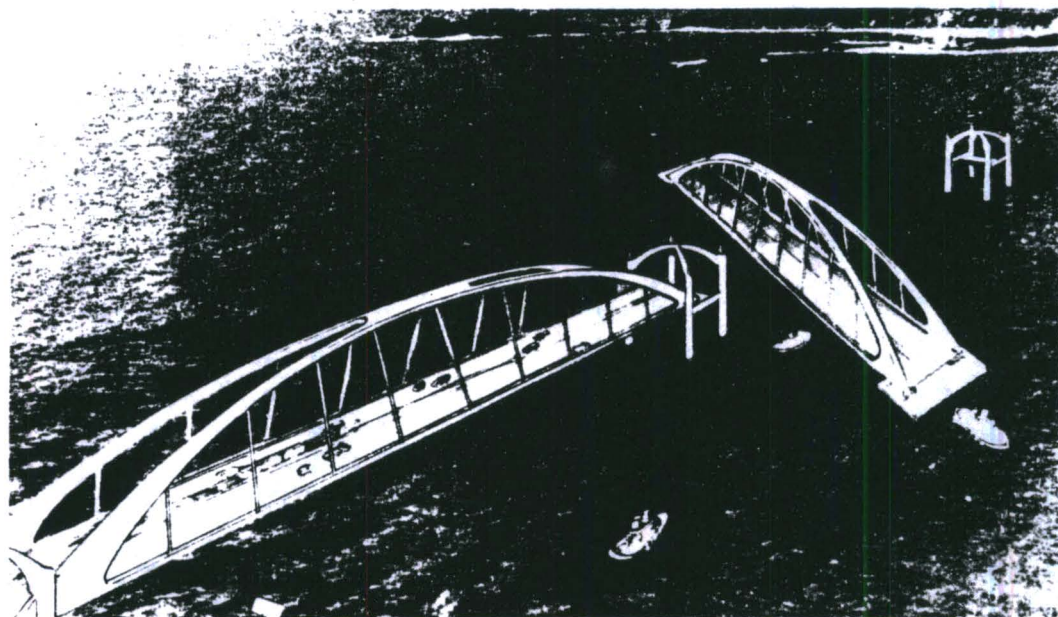
It is vital that the design and construction of this project be made an international effort, with the best consulting engineers, builders and technicians recruited from all participating countries. Suitable sites can be chosen as design offices and construction headquarters, after examining various cities and localities. Thus, even the process of building this bridge will contribute toward international understanding, cooperation and development of human and resource frontiers.



Lake Pontchartrain Bridge,
Louisiana—25 Miles Long

**ARTISTS CONCEPTION
OF
ICPB SUPERSTRUCTURES**





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Oldest Newspaper in Alaska — Member of the Associated Press

68th Year No. 23

Nome, Alaska 99762

Monday, July 28, 1969

Price: 15c

Is Discussed In —
Chicago Tribune
THE WORLD'S GREATEST NEWSPAPER
APRIL 22, 1969

TUESDAY, APRIL 22, 1969

Plans Bridge to Soviet Union

Berkeley Gazette

BERKELEY, CALIFORNIA, TUESDAY, APRIL 22, 1969



The University Explorer

**REBROADCAST
SUMMER SERIES**

San Francisco Chronicle

WEDNESDAY, APRIL 23, 1969

HÍD AMERIKA ÉS ÁZSIA KÖZÖTT

A Bering-szoros áthidalásának gondolatja jórésben azóta kísért, amióta Vitus Bering dán származású orosz tengerész 1728. július 13-án elérte a két nagy kontinentet elválasztó tengeri átjáró északi partját. A túlsó partot elsőként Ivan Fjodorov pillantotta meg 1732-ben. A századunkban végzett geológiai vizsgálatok azt igazolták, hogy geológiaiilag nem is oly távoli időben Amerika és Ázsia összefüggött az ún. Bering-híddal, és ekkor lehettek az amerikai őslakosok az azóta víz alól feltárható határokat be Ameerikából. A Bering-szorosban a nagyon sekély, legnagyobb mélysége is csak 57 m, s a szoros közepén ma is kiálló három sziget, a St. Lawrence és a Diomida-szigetek is azt igazolják, hogy Amerika és Ázsia partjait ezen részen valómikor he-

Gilpin elgondolás
felfűzött a szc
zetközi vasutak,
gálnó a békét
William Gilpin
mélység és egy
alapítói volt, 40
„The Cosmopolit
zetközi vasutak
nagy leltésedése
késéről, hogy „
duló, a Berin-sz
metországon, Fro
nyalországi van
Föld népeit lass
vén közösséggé k
Bár ez az elők
dolgozatok zertek
időben csak több
let mégis tovább
akadnak felhasz

Oakland Tribune

Fri., Dec. 13, 1968 19

Proposal For Bering Bridge

THIS WORLD

April 27, 1969

★ ★ ★ PAGE 11

52 Rapid City Journal Sunday, September 7, 1969

Bering Strait

BOARD OF DIRECTORS

T. Y. Lin, Chairman

BOARD OF CONSULTING ENGINEERS . . . Ben C. Gerwick, Jr., Chairman

Accountants Harry Harr
Hamilton, Harr, Foulkes and Moore
436 - 14th Street
Oakland, California 94612

Attorneys David Wendel and Vic Rosen
Orr, Heuring and Wendel
1020 Central Building
Oakland, California 94612

ICPB Address 15 Vandewater Street, San Francisco, Ca. 94133

BIOGRAPHIES



T. Y. Lin

T. Y. Lin, Chairman, Board of Directors, ICPB Inc., is Professor of Civil Engineering, Univ. of Calif., Berkeley. He is also Board Chairman, T. Y. Lin International, T. Y. Lin Kulka Yang and Assoc., T. Y. Lin Hawaii, T. Y. Lin and Assoc. New York, consulting engineers. In 1967, he was elected to membership in the National Academy of Engineering, Wash., D.C., for pioneering research and design in prestressed concrete in U.S.A. Lin received his degree of B.S. in Civil Engineering, Tangshan College, Chiao Tung Univ., China, 1931; and his M.S. in C.E., Univ. of Calif., Berkeley, 1933.

From 1933 to 1946, he worked for Chinese Government Railways as engineer and chief designer, and as Chief Bridge Engineer of the mountainous Chungking-Chengtu Railway.

Since 1946, he has been teaching structural engineering at the Univ. of Calif., Berkeley. 1960-63, he served as Chairman of the Division of Structural Engineering and Structural Mechanics and Director of the Structural Engineering Laboratory of the University. 1968-69, he was appointed Campus-wide Professor of Arts and Science. 1969-70, he served as Chairman of Board of Educational Development of the University.

Lin has contributed more than 60 technical and research papers to the engineering profession. His two books, **DESIGN OF PRESTRESSED CONCRETE STRUCTURES** (translated into Russian, Spanish, Japanese, etc.) and **DESIGN OF STEEL STRUCTURES** (co-author B. Bresler and J. Scalzi) were judged by Structural Division membership of ASCE as among the 12 most valuable books in the field.

In addition to prizes for many of his structures which include three for the 23rd Avenue Bridge in Oakland, he has received the ASCE Howard Gold Medal, ASCE Wellington prize, Outstanding Research Award of the Chinese Institute of Engineers, and Achievement Award by the Chinese American Citizens Alliance.

His numerous services to technical committees included Chairman of ASCE Bridge Loadings Committee, Technical Activities Committee and Building Code Committee of Prestressed Concrete Institute, Vice-chairman of ACI Concrete Bridge Committee, Vice-president of International Federation for Prestressing, Director, ACI and PCI, General Chairman and organizer of World Conference on Prestressed Concrete, San Francisco (1957), Head of American Delegation to Visit Concrete Engineering in U.S.S.R. (1958), Member, Governor's Jury on Design Awards, State of Calif., (1966), Committee on Urban Technology, National Research Council (1967-69).

Lin has served as consultants to U.S. Department of Defense, Federal Housing Agency, Calif. Div. of Architecture, Government of Venezuela, Commonwealth of Puerto Rico, General Dynamics Corp., General Electric Co., etc.

Ben C. Gerwick, Jr., Chairman, Board of Consulting Engineers, ICPB Inc., is Executive Vice-president of Santa Fe-Pomeroy, Inc., international constructors of marine and Arctic projects. He has been a leader in the development and construction of marine and ocean structures, with prime responsibility for the carrying out of major projects in the Bering Sea, Cook Inlet, and Kodiak Island, Alaska, and for design of offshore terminals and drilling platforms in the Arctic Ocean.

He is currently Deputy General Vice-president of the International Federation for Prestressing and a past president of the Prestressed Concrete Institute. He has authored numerous articles and chapters on Arctic and ocean applications of concrete.

He is a Fellow of the American Society of Civil Engineers, member and former director of the American Concrete Institute. Currently, he is involved in ocean construction projects in Bass Straits, between Australia and Tasmania, the Indian and South Pacific Oceans, and in studies for underwater construction in the North Atlantic and North Sea.

Acknowledgements of contributors:

Writing and editing: T. Y. Lin, Ben C. Gerwick, Jr., Martin P. Korn,
Sidney Stotesbury, Pearse M. Walsh

Graphic Design: Charles Becker

Art Work: William M. Rice, Rob Ellwanger

JHC 34

2078

NATIONAL SECURITY COUNCIL
WASHINGTON, D.C. 20506

March 16, 1986

ACTION

MEMORANDUM FOR RODNEY B. MCDANIEL

FROM: JACK F. MATLOCK 

SUBJECT: Letter to Ms. Baker re Exchange Program under
the Women's Dialogue - U.S./U.S.S.R

I have reviewed and concur in the proposed draft letter to Gwendolyn Calvert Baker, Executive Director, National Board, YMCA of the U.S.A., describing her visit to the Soviet Union with The Women's Dialogue - U.S./U.S.S.R. Attached at Tab I is a memorandum to Sally Kelley for your signature.

Sestanovich and Mandel concur.

RECOMMENDATION

That you sign the memorandum at Tab I.

Approve _____ Disapprove _____

Attachments:

Tab I Memorandum to Sally Kelley.

TAB A Draft Letter

TAB B Incoming Correspondence

NATIONAL SECURITY COUNCIL
WASHINGTON, D.C. 20506

MEMORANDUM FOR SALLY KELLEY

FROM: RODNEY B. MCDANIEL

SUBJECT: Letter to Ms. Baker re Exchange Program under
the Women's Dialogue - U.S./U.S.S.R.

We have reviewed and concur in the proposed draft letter to Ms. Gwendolyn Calvert Baker, Executive Director, National Board, YMCA of the U.S.A., describing her trip to the Soviet Union under the Women's Dialogue - U.S./U.S.S.R program.

Attachments:

Tab A Draft Letter

Tab B Incoming Correspondence

20 78
30

UNCLASSIFIED

(Classification)

DEPARTMENT OF STATE
EXECUTIVE SECRETARIA.
TRANSMITTAL FORM

S/S # 8605862

Date: March 13, 1986

FOR: VADM JOHN M. POINDEXTER
National Security Council
The White House

Reference:

To: President Reagan From: Miss Gwendolyn Calvert Baker
Date: February 12, 1986 Subject: Exchange program with
the Soviet Women's Committee.
WH Referral Dated: February 24, 1986 NSC ID# 377124
(if any)

_____ The attached item was sent directly to the
Department of State

Action Taken:

 X A draft reply is attached.
_____ A draft reply will be forwarded.
_____ A translation is attached.
_____ An information copy of a direct reply is attached.
_____ We believe no response is necessary for the reason
cited below.
_____ The Department of State has no objection to the
proposed travel.
_____ Other.

Remarks:

Boni L. Bender
for Nicholas Platt
Executive Secretary

30
hy
UNCLASSIFIED

(Classification)

DEPARTMENT OF STATESUGGESTED REPLY

Dear Ms. Baker:

The President has asked me to reply to your letter describing your visit to the Soviet Union with The Women's Dialogue - US/USSR. Thank you for taking the time to express your interest in the cultural exchange program between the United States and the Soviet Union.

As you know, at the conclusion of the Summit last November President Reagan and General Secretary Gorbachev issued a Joint Statement agreeing on the importance of expanding exchanges between our two countries. Their statement calls for new forms of cooperation in numerous fields, including science, education, medicine and sports.

In addition, the United States and the Soviet Union signed a General Exchanges Agreement calling for the resumption of educational, performing artist, cultural and publications exchanges. This agreement calls both for official government-to-government exchanges plus facilitation of exchanges between private groups in the United States and counterpart groups in the Soviet Union.

The President has stated on numerous occasions his support for increased US-Soviet people-to-people exchanges. A visit such as yours is certainly an important and concrete step in furthering his goal to bring U.S. and Soviet citizens into meaningful and direct contact. We encourage your continued involvement.

Sincerely,

T H E W H I T E H O U S E O F F I C E

REFERRAL

FEBRUARY 24, 1986

TO: DEPARTMENT OF STATE

ACTION REQUESTED:

DRAFT REPLY FOR SIGNATURE OF:
WHITE HOUSE STAFF MEMBER

DESCRIPTION OF INCOMING:

ID: 377124

MEDIA: LETTER, DATED FEBRUARY 12, 1986

TO: PRESIDENT REAGAN

FROM: MISS GWENDOLYN CALVERT BAKER
EXECUTIVE DIRECTOR, NATIONAL BOARD
YWCA OF THE U.S.A.
726 BROADWAY
NEW YORK NY 10003SUBJECT: INFORMS OF EXCHANGE PROGRAM WITH SOVIET
WOMEN'S COMMITTEE FOLLOWING U. S. - SOVIET
SUMMITPROMPT ACTION IS ESSENTIAL -- IF REQUIRED ACTION HAS NOT BEEN
TAKEN WITHIN 9 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE
UNDERSIGNED AT 456-7486.RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:
AGENCY LIAISON, ROOM 91, THE WHITE HOUSESALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCERec'd 5/5-I
2/21:1620
2013

THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

INCOMING

8605862

DATE RECEIVED: FEBRUARY 18, 1986

NAME OF CORRESPONDENT: MISS GWENDOLYN CALVERT BAKER

SUBJECT: INFORMS OF EXCHANGE PROGRAM WITH SOVIET
WOMEN'S COMMITTEE FOLLOWING U.S.-SOVIET
SUMMIT

		ACTION		DISPOSITION	
ROUTE TO: OFFICE/AGENCY	(STAFF NAME)	ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
LINAS KOJELIS		ORG	86/02/18		/ /
99 DOS	REFERRAL NOTE:	D	86/02/24		/ /
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	REFERRAL NOTE:		/ /		/ /

COMMENTS:

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: _____

PL MAIL USER CODES: (A) _____ (B) _____ (C) _____

*ACTION CODES:	*DISPOSITION	*OUTGOING	*
*	*	*CORRESPONDENCE:	*
*A-APPROPRIATE ACTION	*A-ANSWERED	*TYPE RESP=INITIALS	*
*C-COMMENT/RECOM	*B-NON-SPEC-REFERRAL	*OF SIGNER	*
*D-DRAFT RESPONSE	*C-COMPLETED	*CODE = A	*
*F-FURNISH FACT SHEET	*S-SUSPENDED	*COMPLETED = DATE OF	*
*I-INFO COPY/NO ACT NEC		*OUTGOING	*
*R-DIRECT REPLY W/COPY			*
*S-FOR-SIGNATURE			*
*X-INTERIM REPLY			*

REFER QUESTIONS AND ROUTING UPDATES TO CENTRAL REFERENCE
(ROOM 75, OEOB) EXT-2590
KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING
LETTER AT ALL TIMES AND SEND COMPLETED RECORD TO RECORDS
MANAGEMENT.

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860586377124

National Board YWCA of the U.S.A.

726 Broadway
New York, NY 10003
212-614-2700
Cable: Emissarius, NY

February 12, 1986

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J. Korb
President Ronald W. Reagan
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20506

Dear Mr. President:

The day following your meeting with Mr. Mikhail Gorbachev at Geneva, the Soviet Women's Committee invited a delegation of six women to the Soviet Union. The invitation, a forthcoming and encouraging result of the post-Summit climate, was extended to The Women's Dialogue - US/USSR. The purpose of the invitation was to foster a continuing forum for the exchange of views on concerns of specific interest to girls and women, and on issues pertaining to peace in our time.

Encl
The women selected to participate were: Alida Brill, Resident Scholar, Russell Sage Foundation; Mariam Chamberlain, President, National Council for Research on Women; Margaret Gates, National Executive Director, Girls Clubs of America, Inc.; Colette Shulman, Senior Staff Member, School of International Affairs, Columbia University; Catharine R. Stimpson, Acting Dean of the Graduate School, Rutgers University, and Professor of English; and myself, Gwendolyn Calvert Baker, Executive Director, YWCA of the U.S.A., National Board. In addition, we were also joined by Wendy Sloan, a graduate student from Columbia University.

I am writing to you and enclosing a photograph of this group because I feel that this exchange is supportive of what you envisioned as you and Mr. Gorbachev agreed to a more expansive cultural exchange program between our two nations.

We met with the staff of the American Embassy while in Moscow, and we enthusiastically offered our services toward the development of plans to implement, and carry forward, this compassionate and admirable accord for greater cultural exchange and understanding between our people.

If any of the organizations we represent can assist you in this effort, please let us help.

Sincerely yours,

Gwendolyn Calvert Baker
Gwendolyn Calvert Baker
Executive Director

GCB:lp
Enc.



Affiliated with the World YWCA

...in the struggle for peace and justice, freedom and dignity for all people

February 17, 1986

GENEVA SUMMIT PROMPTS U.S./SOVIET WOMEN'S INITIATIVE

MARKING INTERNATIONAL YEAR OF PEACE

NEW YORK, N. Y. -- Delegation of distinguished American women gathers in Moscow at invitation of The Soviet Women's Committee. The official invitation, prompted by expanded cultural exchange agreements reached during the Geneva Summit, was dispatched from the USSR directly after the Reagan-Gorbachev meeting, and was extended by the Soviet committee to The Women's Dialogue - US/USSR.

The delegation, in special recognition of 1986 as the International Year of Peace, participated in a wide-ranging informational exchange focused on major concerns of specific interest to girls and women of both countries, as well as on issues pertaining to world peace. In addition, this delegation was the first such group invited to the USSR directly following, and attributable to, the Reagan-Gorbachev cultural exchange accord.

Front row, left to right: Margaret Gates, National Executive Director of The Girls Clubs of America, and Mariam Chamberlain, President, The National Council for Research on Women.

Second row, left to right: Alida Brill, Resident Scholar, Russell Sage Foundation; Colette Shulman, journalist, and Senior Staff Member, School of International Affairs, Columbia University; Gwendolyn Calvert Baker, Executive Director, YWCA of the U.S.A., National Board; Catharine R. Stimpson, Acting Dean of the Graduate School, Rutgers University, and Professor of English.

-0-

C/PR:286

NATIONAL SECURITY COUNCIL

TO: Steve Danzansky

Henkel is scouting out possibilities in the Midwest, with particular attention to food processing enterprises.

Archer-Daniels-Midland is also interested in setting up something - and Dwayne Andreas has his own contacts there.

I will certainly encourage Henkel to look at this possibility -

Jack

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NATIONAL SECURITY COUNCIL
DIRECTORATE OF
INTERNATIONAL ECONOMIC AFFAIRS

TO: Zack Matlock

DATE: 2/27/86

Zack.

We're trying to build
better relations with
Danzon on trade issues -
If this is a real
possibility, I'd like
to know and work with
you in letting Danz
know Schmitt's role in
this -

Thank.



STEPHEN I. DANZANSKY
SENIOR DIRECTOR
PHONE: 395-3622

~~matlock~~ 1532
FILE
JH-e

THE WHITE HOUSE
WASHINGTON

March 17, 1986

Dear Jack:

Thank you for your correspondence of February 13 forwarding a copy of a letter to the President from William P. Stiritz of the Ralston Purina Company. I quite agree with you and Mr. Stiritz that it would be a good idea to have Gorbachev visit an agricultural region while he is in the United States.

Specific arrangements, of course, will not be made until we have worked out actual dates for the trip with the Soviets. In the meantime, however, I can assure you that we will keep Mr. Stiritz's excellent suggestion in mind.

Sincerely,


John M. Poindexter

Senator John C. Danforth
United States Senate
Washington, D.C.

NATIONAL SECURITY COUNCIL
WASHINGTON, D.C. 20506

March 6, 1986

ACTION

MEMORANDUM TO JOHN M. POINDEXTER

FROM: JACK F. MATLOCK *FM*
SUBJECT: Letter from Senator Danforth**SIGNED**

Attached for your signature at Tab I is a letter to Senator John Danforth. The Senator wrote you (Tab A) to forward a copy of a letter to the President from William P. Stiritz, Chairman and Chief Executive Officer of Ralston Purina Company (Tab B). Stiritz, who was in Moscow for the December meeting of the U.S.-U.S.S.R. Trade and Economic Council, suggests that Gorbachev visit an American agricultural region during his planned 1986 visit to the U.S. He offers his good offices to assist in arranging such a visit. The Department of State has prepared a draft response to Stiritz for Bill Henkel (Tab C), which is being forwarded to Rodney McDaniel in a separate package.

R.S. *n.a.* *n.a.*
Ron Sable, David Wigg, and Richard Levine concur.

RECOMMENDATION

That you sign the letter to Senator Danforth at Tab I.

Approve ✓ Disapprove

Attachments:

Tab I	Letter to Senator Danforth
Tab A	Letter from Senator Danforth
Tab B	Letter from William Stiritz
Tab C	Draft response to Stiritz



UNITED STATES SENATE
WASHINGTON, D. C.

JOHN C. DANFORTH
MISSOURI

February 13, 1986

Vice Admiral John M. Poindexter
Deputy Assistant to the President
for National Security Affairs
The White House
Washington, D. C. 20500

Dear John:

Attached is a letter to President Reagan from Bill Stiritz, Chairman and Chief Executive Officer of Ralston Purina. I think Bill's suggestion is an excellent one, and I would like to help in any way to bring it about.

Please let me know if I can assist.

Sincerely,

A handwritten signature in cursive script, appearing to read "John", written over the word "Sincerely,".

Enclosure



Ralston Purina
Company

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January 30, 1986

The President
The White House
Washington, D.C. 20500

Mr. President:

Your handling of the recent summit with General Secretary Gorbachev was very impressive. The constructive response we received at the December meeting of the US-USSR Trade and Economic Council in Moscow was further indication of your success. Secretary Baldrige significantly contributed to the positive atmosphere at the Moscow meeting.

Noting your desire that General Secretary Gorbachev see America beyond the Potomac during his upcoming visit, as you mentioned in your New Year's message, I suggest we show him America's resource-efficient food and agricultural operations in the heartland. General Secretary Gorbachev is personally familiar with the management problems of the agro-industrial complex. Based on my personal discussions in December, the Soviets hold the American management of the agro-industrial complex in the highest regard and are seeking to expand trade in this area.

Ralston Purina Company has done business with the Soviets for many years in food and agriculture. Monsanto, also in Saint Louis, has done likewise. A visit to Saint Louis, in conjunction with stops at livestock and grain operations in nearby Illinois, Iowa, or Kansas, would enable the General Secretary to see the basis for considerable expansion of the agricultural trade you have encouraged. The former Soviet Agriculture Minister Mesyats was very favorably impressed by a similar tour in December, 1984.

I will be pleased to work with whomever you designate to help ensure that General Secretary Gorbachev sees America and Americans.

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The President
January 30, 1986
Page Two

As a matter of interest, the General Secretary and his people struck me as very pragmatic and more open-minded during the recent trip to Moscow.

Respectfully yours,

(William P. Stiritz)

lgmcd

cc The Honorable Malcolm Baldrige
Secretary of Commerce
Washington, D.C. 20230

The Honorable John R. Block
Secretary of Agriculture
Washington, D.C. 20250

The Honorable George P. Shultz
Secretary of State
Washington, D.C. 20250

Mr. Richard J. Mahoney
President & Chief Executive Officer
Monsanto Company
800 North Lindbergh
Saint Louis, Missouri 63167

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DEPARTMENT OF STATE
SUGGESTED REPLY

Dear Mr. Stiritz:

We appreciate very much your letter to the President suggesting ways to show General Secretary Gorbachev America's resource-efficient food and agricultural operations during his visit to the United States. As you pointed out, the President wants to ensure that the General Secretary has an opportunity to learn as much about our country as possible, and suggestions such as yours are quite welcome.

Since the Soviets have not as yet responded to our suggestions for dates for Mr. Gorbachev to come, it is a bit premature to start planning a detailed itinerary. We have, however, given some preliminary thought to the possibilities, and want to consider carefully a range of activities which might be suitable.

Please give me a call at your convenience to discuss possibilities. Again, I want to thank you for your generous offer to be of assistance.

Sincerely,

William Henkel
Assistant to the President

Mr. William P. Stiritz,
Chairman, Ralston Purina Company,
Checkerboard Square,
St. Louis, Missouri.