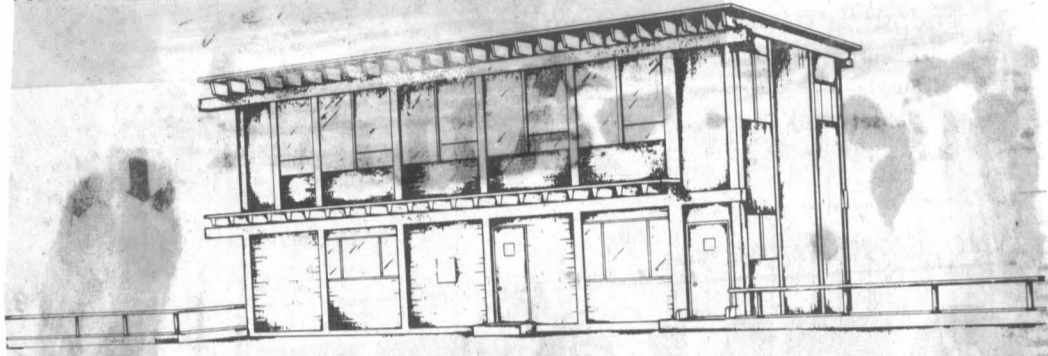


Daily News: Henry Peck

Longshoremen tie up the Chevron oil tanker Hillyer Brown Saturday at the Port of Anchorage. The tanker arrived from Richmond, Calif., and is scheduled to depart for Nikiski at 11 a.m. today to load on oil. Officials on the ship noted that ice conditions in Cook Inlet have improved during the past week due to warmer weather.



PORT SIDE SHELTER

A contract for this new two-story stevedore building was awarded at the City Council meeting Tuesday night for the amount of \$74,685. Christianson Construction company of Anchorage produced the low bid. The facility will provide shelter, restrooms and snack bar for longshoremen working on dock No. 2 at the north end of the port.

Purchase Bids Awarded At City Council Meet

The Anchorage City Council awarded purchase bids totaling more than \$280,000 at Tuesday's meeting. Approximately one fourth of that amount was taken up by a contract for construction of a new stevedore building at the Port of Anchorage was awarded to Christianson Construction company in the amount of \$74,685. The new building will be constructed on the north dock as a facility for longshoremen and as office space for the Sea-Land company, which has agreed to amortize the cost of construction.



SPRING IS HERE — FIRST BARGE ARRIVES

The tiny tug boat, Catherine Foss, brought the first barge of the season into the Port of Anchorage Wednesday evening. The barge, Foss 290, arrived from Kodiak with a cargo of fish, refrigerated goods and miscellaneous items. The barge will depart for Kodiak at noon Friday.

IDs Issued For Port

In an effort to step up security measures at the Port of Anchorage the administration recently issued employee identification cards to port workers.

Gene Sorrell, assistant port director, said the yellow and black cards were purchased from the Civil Defense commission.

"We have added the name of the company, or agency the person works for and the area in which he works," Sorrell said.

He said this action was not due to any significant crime in the port area, but merely to expedite emergency measures.

"During the earthquake, people who worked at the port had difficulty getting through the police and fire lines," he said. "This card will demonstrate that they are needed in a danger area and that they know the location of equipment or certain valves."



WATCHING THE GLACIER LEAVE

Spectators brave near zero temperatures to watch the Coast Guard icebreaker Glacier leave Cook Inlet en route to Nome. The largest ice-

breaker in the nation cut short its visit to the city because of uncertain ice conditions between here and Nome.

Inlet Ice Too Much For Glacier

The nation's largest icebreaker, the Glacier, trading sunny California for snowy Alaska, apparently found its match in Cook Inlet ice.

The Glacier came north partly to run a feasibility study in Cook Inlet, but mainly to take part in mammal studies in the Bearing Sea with the University of Alaska and the State Fish and Game Department.

The ship arrived in Anchorage Monday night and left Tuesday afternoon — two days earlier than planned — mostly because of the ice. Public tours were cancelled because of the early departure.

At 1:30 a.m. Tuesday, the Coast Guard vessel experienced a problem that almost every ship experiences at one time or another docking here in the winter.

A large pan of ice came in with the tide, lodged under the stern and caused the ship to break loose. It floated into the Sea-Land ship Philadelphia. Damage to both ships was described as "very minor . . .

hardly enough to worry about," a source said.

The Glacier is now enroute to Nome, and its schedule calls for it to be there by March 20. Bad weather caused a delay in arriving in Anchorage, and since weather and ice conditions between Anchorage and Nome are not known specifically, the Glacier decided to leave here earlier than planned, a Glacier spokesman said.

Also because of the Tuesday

morning incident, Capt. Theodore Roeberge decided not to risk another night in Anchorage, the spokesman added.

Should ice conditions in Cook Inlet get as bad as they were earlier this winter, there is a strong possibility the Glacier won't be brought back to open a channel. One reason for this, the Coast Guard said, is that the 310-foot vessel is too large. The Glacier draws 23-30 feet of water and could not get into the shallower areas where a smaller vessel could go.

Also, the spokesman said, "The Glacier can't handle the 'marshmallow' ice here. The Glacier is designed to run up on the ice and then come down upon it. The ice here absorbs the pressure like a marshmallow." Hence, the type of vessel needed is one that can push the ice aside, he said.

City is Still Trying to Dump the Dock



Recognize this? Mayor George Sullivan seems to, and he doesn't appear too happy about it. The crumbling wood structure is the old Army dock, which has been sitting around since World War II and hasn't been used for the past 10 years or so — but it's still there, shadowed by the present city dock in the background. Recently, Sullivan sent a letter to Sen. Ted Stevens, R-Alaska, asking the senator to use all the influence he could muster to get the dock dismantled. According to Stan Stoneking, administrative assistant to City Manager Robert Sharp,

Secretary of Transportation John Volpe promised last summer that the tottering structure would be removed, but no action has been taken yet. No one — neither the Army, the Alaska Railroad, which used it for a while, nor the city — will accept responsibility for demolition of the dock, which does not even have enough value to inspire salvage operations. Meanwhile, tourists coming up the inlet get a clear view of the dock, which also is a temptation for local children.

Building Blocked By Tideland Suit

A company which leases tidelands from the Anchorage Port Commission told the commission Monday that it must alter the terms of the agreement because of litigation concerning the land.

John Gifford, representative for Hightide Marine Enterprises, said he cannot get financing for a permanent office building because the title to the land is not clear.

"On five different occasions an agreement has fallen through because the backer cannot risk financing and improvement when he thinks the land will revert to the railroad," Gifford said.

The tidelands, granted to the state at the time of statehood, are also claimed by the Alaska Railroad. They have been the subject of litigation for almost 10 years.

The port commission approved Gifford's plans to move a one-story structure to a new foundation that would make it a two-story building.

The temporary structure was built in 1969, Gifford said, until a larger more permanent one could be built.

"In November a building inspector informed me that the permit for the temporary building had expired," he said.

Erwin Davis, port director recommended that the commission grant approval for improving the existing building and that the time table for improvement of the land be waived until Dec. 31, 1971 or until the land dispute is resolved.

During the three years Hightide has leased the land they have spent \$96,000 on property improvements, Gifford said.

"Perhaps in a year's time I will be able to finance the new building myself," Gifford said. "But at the present no other agency will touch the plan."

Those commission members who were present, Arne Michelson, chairman, Wallace Martens and E.J. Logan all approved the request.