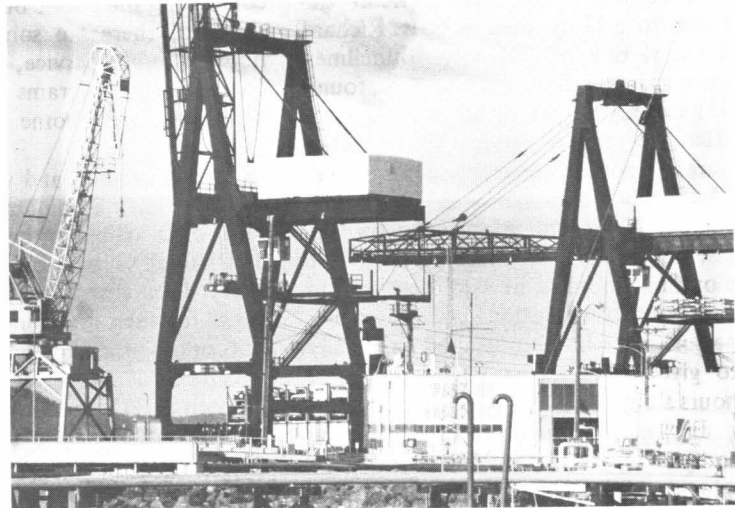




Sea-Land container ship Galveston approaches Point McKenzie on way to dock at Port of Anchorage.

## Anchorage's unusual port keeps a busy pace

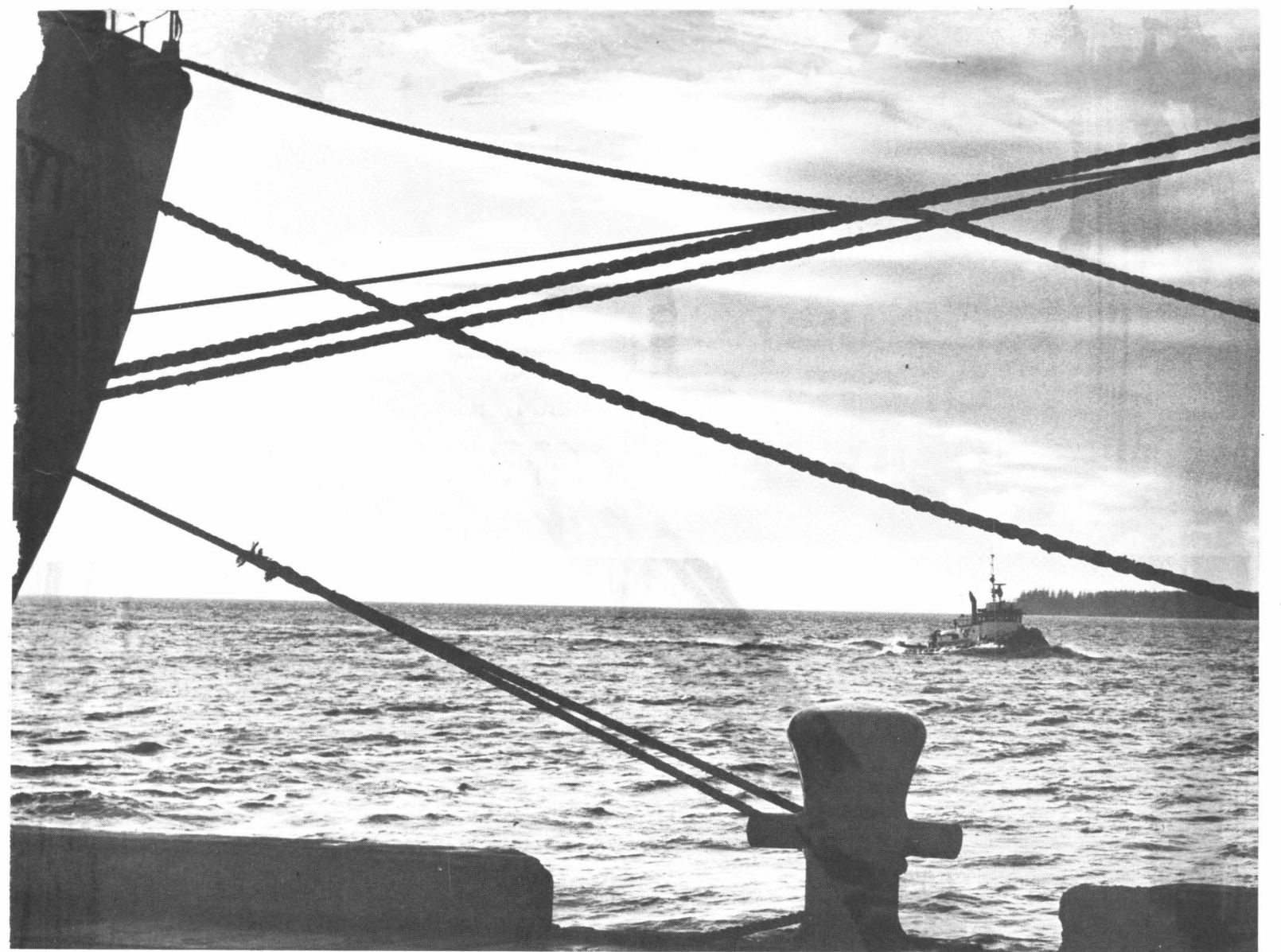
ALTHOUGH IT IS located at the head of Cook Inlet miles from the coast — and has unique problems of extreme tides and heavy winter ice — the municipal Port of Anchorage continues to handle a large and growing share of the state's cargo operations. The port's cargo total — mainly container ship cargo, petroleum products and barge cargo — now runs close to the two million ton mark annually. Despite expansion programs in recent years the port is still short of berthing space at times and has planned a \$3 million plus program to enlarge facilities for handling tankers. Bonds for the program were approved by city residents but the expansion has been delayed by a presidential veto of legislation which would have made the port eligible for federal funds.



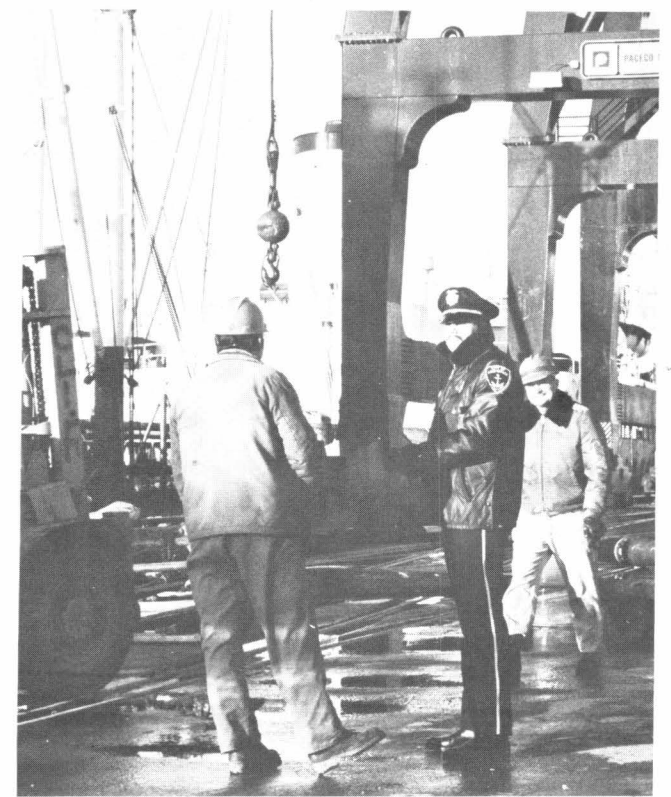
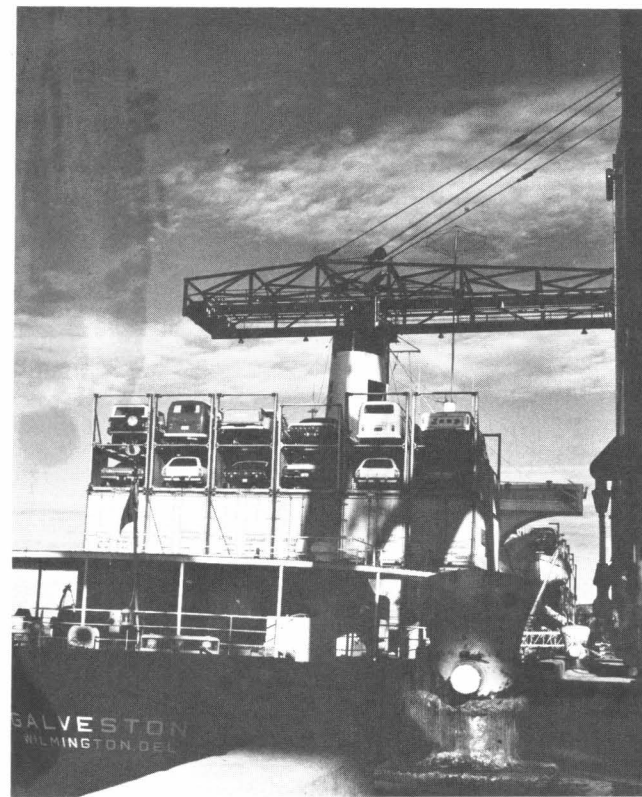
At left, Greek registry Shell tanker Messiniaki Pnoi anchors out awaiting berthing space while Galveston's unloading starts. Above, one of giant container cranes starts unloading.



ALASKA Industry - December 1972



Small harbor tug is framed by mooring lines, above. Below left, shows view of container ship cargo, including new motor vehicles. At right, one of the port's security officers talks with two longshoremen.



Monday, July 23, 1973, Anchorage Daily Times 3



### SS GALVESTON DAMAGED

A welder attempts to make temporary repairs to the SS Galveston, a container ship that struck the Anchorage dock at 11:37 Sunday morning when it was caught in a tide. The vessel is scheduled to sail for Seattle today where repairs should be made quickly enough to all the ship to stay on schedule. The ship did serious damage to the city pier.

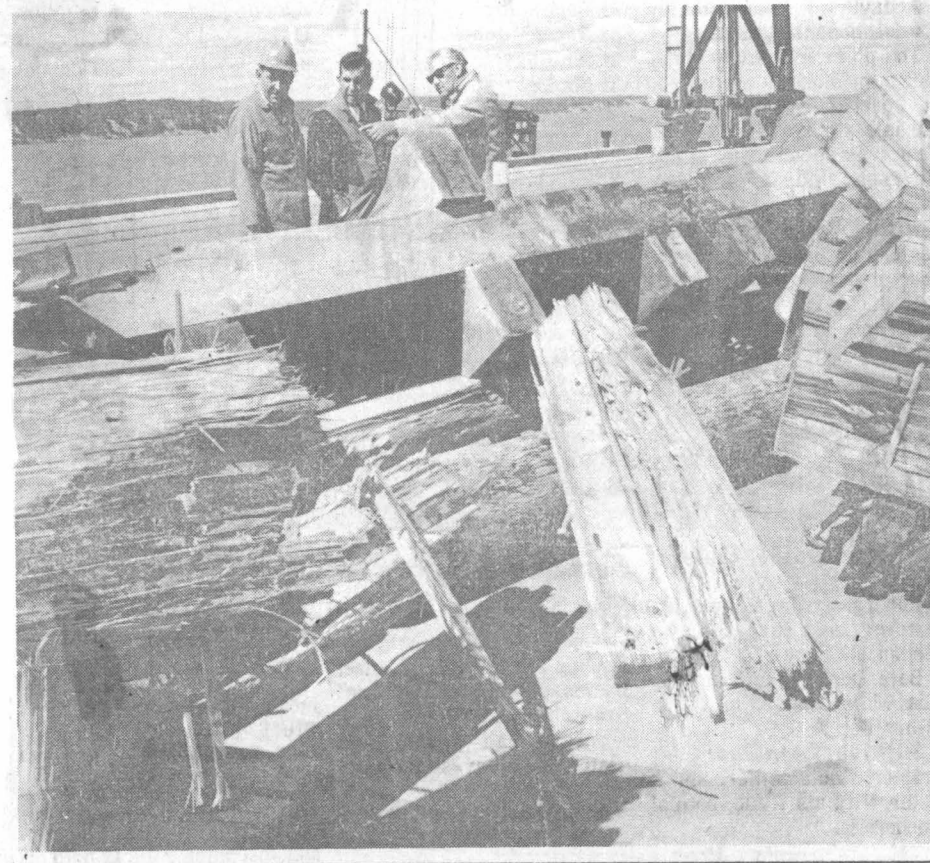
2 Anchorage Daily Times, Tuesday, July 24, 1973



### CITY PIER IS DAMAGED BY SHIP

Piles which support a pier at the Port of Anchorage were knocked over, above, by a Sea-Land container vessel which rammed into the pier late Sunday morning. Below, port maintenance men Jim Parker, left, and Carl Grumbles, center, and Bill Bunselmeyer, a consulting inspector, survey

damage to dock fenders which yesterday had been placed on top of the pier. Sea-Land's SS Galveston sustained some \$30,000 in damage. It is expected repair of the pier will cost as much as \$100,000.



Anchorage Daily Times, Saturday, July 28, 1973

## Police Chief Defends Field Interview Policy

By CONNIE OSWALD  
Times Staff Writer

The police department has no intention of stopping field interviews, according to Police Chief Earl Hibbsman. "Frankly, I can't imagine what harm they do to an innocent person."

The field interview is a police procedure in which officers observe what they consider suspicious actions and record them on cards. The field interview procedure often involves stopping and questioning the persons involved. All the field interviews do, Hibbsman contends, is place a person at a given place at a given time.

The procedure came under attack last month when three young men were stopped by Port of Anchorage security

police. The three, Dan Doogan, Steve McKeever and Paul Carnicelli, brought the incident before the City Council requesting that the council order the police to remove their field investigation cards and the police officer's report from the files. The council agreed to the action and ordered an evaluation of the procedure. Superior Court Judge Peter Kalamarides subsequently opined that the procedure was probably an infringement of constitutional rights.

"There is nothing criminal involved," said Hibbsman. "The person may be entirely innocent, just standing on a street corner. In that case, the card will be destroyed eventually and there just won't be any problem."

If an officer becomes suspicious of an incident he can make out an FI card, which is kept for one year. If the public calls to complain about the same incident, a report must be filed permanently.

Investigators find these cards can provide valuable clues to solving a case, said Hibbsman. The chief told a story of two boys at night at Merrill Field to illustrate his point. The officer sees the boys and is suspicious. His suspicions are not relieved after talking with the boys, so he fills out an FI

card. If someone reports a robbery from Merrill Field, the FI cards can provide a place to start the investigation. If the boys are innocent, they may have seen someone in the area.

A person does not have to answer the officers' questions. He is free to go without worrying about an arrest. But if he doesn't comply, says Capt. Frank Kohlase, "He has made the officer even more suspicious." An FI card may be turned in on what the officer saw, although he probably won't have the names. He likely will have license numbers if the person is driving.

To the question of the interviews being an invasion of privacy, Chief Hibbsman asks, "Does society have the right to inquire through its policemen?"

If a policeman observes a suspicious act, society expects him to inquire, Hibbsman says. He cited an example of seeing a car frequently circle a playground obviously looking for something. Hibbsman says the driver could be a father or a brother of one of the children or it could be someone with criminal intent.

If something was to happen and the public learned the officer had wondered about the driver of the car, they would expect him to have inquired.

Kohlase feels "the biggest deterrent to crime is making the criminal aware that his chances of getting away with something is slim. It doesn't take long for the word to spread that officers in the area are suspicious."

## Ship Hits Dock Here

A Sea-Land container vessel rammed the Anchorage city dock Sunday morning causing serious damage to the pier and puncturing the vessel's bow. A knowledgeable source said today that an approximately eight-foot hole in the SS Galveston, well above the waterline should cost about \$30,000 to repair and damage to the dock would likely be well over \$100,000.

Erwin Davis, the city's port director, described the damage to the dock as "fairly extensive." A number of vertical piles that support the pier have been broken and displaced, he said, and five fender units are totally gone. The dock's concrete railing and a watering point for loading potable water onto ships was damaged severely, he said. And the pier's bulk cement lines which are used for unloading incoming vessels were "smashed," he added.

Davis said the vessel will be able to sail for Seattle shortly after temporary repairs are made here.