

Alyeska Awards Contracts For Archaeological Studies

ANCHORAGE — Alyeska Pipeline Service Co. has awarded contracts to the University of Alaska and Alaska Methodist University (AMU) for archaeological surveillance and inspection during construction of the trans-Alaska pipeline.

Alyeska is the firm responsible for design, construction and operation of the 800-mile-long pipeline, from Prudhoe Bay on the Arctic coast, to a marine tanker terminal at Valdez, in southcentral Alaska.

The universities are providing teams of archaeologists to observe construction activities and assure that artifacts uncovered or disturbed during pipeline construction are preserved as required by law and by state and federal stipulations attached to pipeline right-of-way permits.

Alaska Methodist University, under the direction of Dr. William B. Workman, professor of anthropology there, will be responsible for the archaeological surveillance along the southern portions of the pipeline route, from Valdez to Hogan Hill, about 40 miles north of Glennallen.

The surveillance for the north-

ern portions of the route, from Hogan Hill to Prudhoe Bay, will be the responsibility of the University of Alaska, under the direction of Dr. John P. Cook, head of the university's Department of Anthropology.

Initial archaeological salvage work began under the contract with the University of Alaska on April 19, at a site near Atigun Canyon, north of the divide in the Brooks Mountain Range.

A group of 11 archaeologists, including nine students from the university, completed the salvage operation at the site April 28.

A preliminary surface survey of archaeological sites — and excavation of some of them — was completed along the northern portion of the pipeline route, in the summers of 1970 and 1971 under an earlier contract with the University of Alaska, and also under the direction of Dr. Cook.

Similar preliminary surface survey work was undertaken for the southern portion by AMU, under Dr. Workman's direction, but because of verdancy in that area, surface inspection in some sections of the southern portion must await ground clearance by construction crews.