

Cargo Vessel Is Delayed By Inlet Ice

Sea-Land's Carrier To Get Help From Icebreaker Storis

Year-round shipping service into the Port of Anchorage is getting its first major test this week as Sea-Land's weekly cargo vessel attempts to make her way through Cook Inlet ice to port today.

Ice, piled up by record-breaking cold, reportedly halted Sea-Land's vessel, Anchorage, off Nikiski Tuesday.

Unable to hold her position off the ice, the Anchorage was instructed this morning to return to the south end of Kalgin Island and wait for aid from the Coast Guard Cutter Storis.

The Storis is expected in Homer at about noon today.

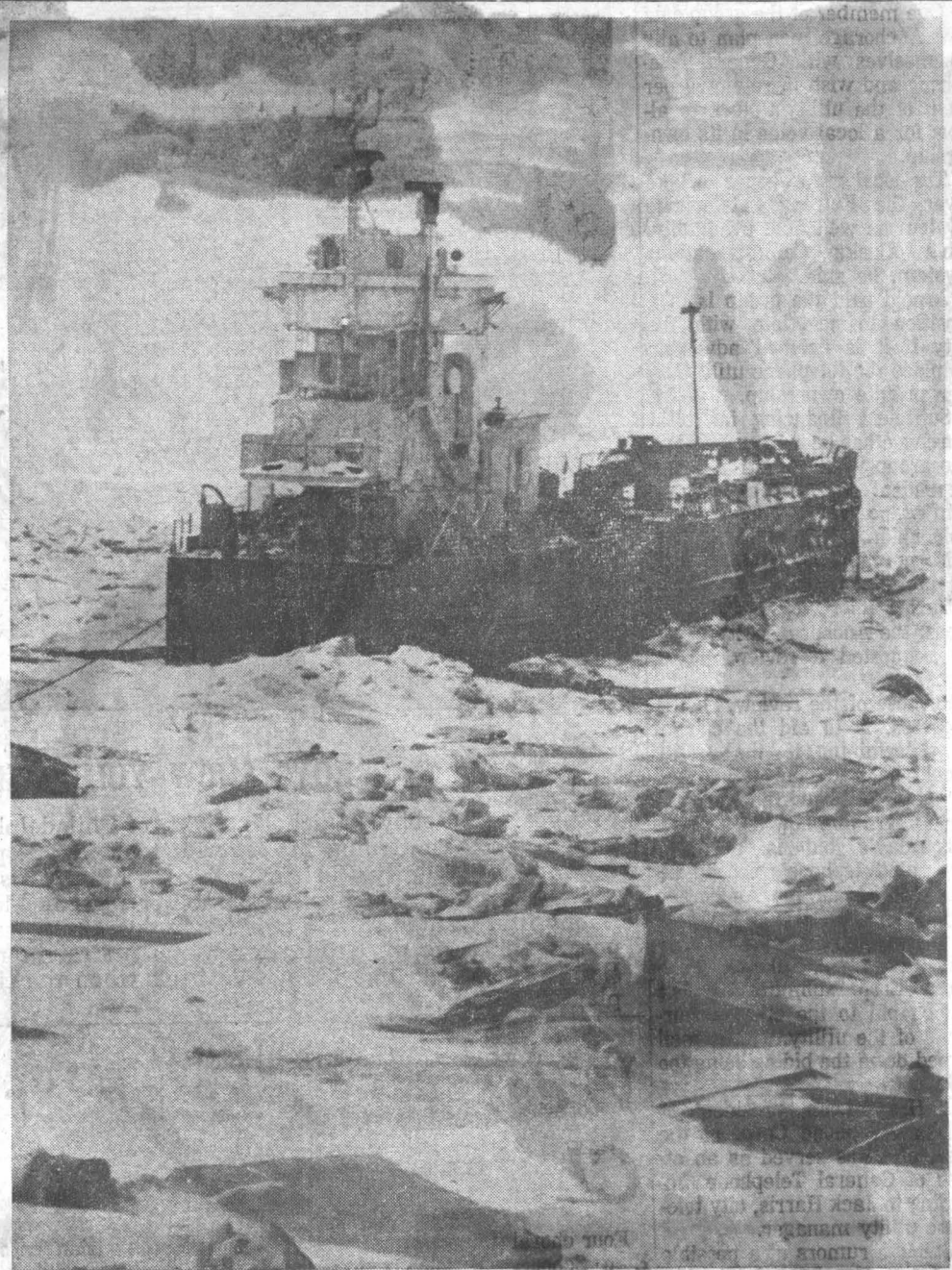
Howard Acton, Sea-Land's marine manager for Anchorage and Kodiak, flew over his firm's vessel in a helicopter this morning to view the situation.

With the Storis to aid her, the Anchorage is expected to make the Port of Anchorage sometime today.

Sub-zero temperatures and the lack of an ice breaker to clear a path into the port delayed the cargo vessel. It was due in port Monday.

The Milton II icebreaker has been frozen aground off the port since Saturday.

The Storis is expected to aid the Milton II in breaking free from her icy trap.



ICEBREAKER ICEBOUND IN COOK INLET

The Milton II icebreaker for Anchorage and the upper Cook Inlet has been caught in the ice off the Alaska Aggregate Corp. dock since Saturday. Key to year-round operation into the Port of Anchorage, the Milton II is expected to be pulled free with the aid of high tides and the Coast Guard Cutter Storis. Operated by the Albin Towing Co. of Anchorage, the Milton II is contracted to clear a path through winter ice for Sea-Land vessels.

2 Anchorage Daily Times Thursday, Dec. 17, 1964



ICY TRIP THROUGH INLET NEARS END

Sea-Land's cargo ship, the Anchorage, moves slowly through the ice off the Port of Anchorage Wednesday afternoon at the end of a trip which saw the vessel come unescorted up through ice-clogged Cook Inlet. Capt. Howard Acton, Sea-Land's marine manager for Anchorage and Kodiak, stands on the

dock edge while he maintains contact with the vessel by radio. The Anchorage is reportedly the first deep draft vessel to navigate the winter inlet and her arrival is hailed by officials as opening the door to year-round service.

They Said It Couldn't Be Done, But Vessel Makes It Through Ice

By JANET ARCHIBALD
Times Staff Writer

Some scoffers claimed it couldn't be done—but they did it.

The Anchorage, one of two p.m. Wednesday after making Sea-Land cargo vessels providing weekly service into the Port of Anchorage, tied up at the municipal terminal at about 2:30 her way, unescorted, through ice-clogged Cook Inlet.

And the myth of Anchorage as a summer port was blashed.

"We're making history to-

day," one longshoreman claimed, stamping snow from his boots, as he watched the black-hulled vessel draw near to its berth.

And they were.

According to port officials, the Anchorage's arrival marks the first time a deep draft vessel has come into the port unaided through heavy winter ice.

Sea-Land and port officials mingled with longshoremen on the dock to watch the Anchorage come in.

A dim shape through falling

snow, the vessel approached the dock from the north, moving slowly through the drifting ice.

Her bow was coated with frost to mark her passage through gale winds and drifting ice, termed "the worst in years."

Sea-Land officials had claimed they intended to provide year-round service into the port.

Wednesday they proved their claim.

The Anchorage, due in the port Monday on Sea-Land's weekly schedule, was delayed by high winds in the Gulf of Alaska and

slowed by Cook Inlet ice off Nikiski.

Originally, the vessel was to have been escorted into Anchorage by the Coast Guard Cutter Storis. The Coast Guard help was offered when the icebreaker Milton II ran aground and was frozen in on Saturday.

The Storis put back into Kodiak when a crewman reportedly became ill.

The Anchorage came on board.

She is specially designed for winter operation. Her engines are powerful and her propeller is deep set into the water to ride below ice. She is heavily ballasted in the stern.

The Anchorage Wednesday brook the ice in more than Cook Inlet.

If she and her sister ship, the Seattle, can continue weekly operations under winter conditions, the character of the Port of Anchorage can change.

Up to now, few vessels put into the port after the ice came.

But with Sea-Land keeping the ice in the waterways into Anchorage broken up, other ships will follow.

One such is the Union Oil tanker, the Lompoc. The Lompoc's crew lay over in Kodiak to see how the Anchorage made out. Now, following the Anchorage's lead, they will come into Anchorage when Sea-Land's ship departs.

Port of Anchorage officials said the Sea-Land ship is expected to leave tonight. The Lompoc, they say, will come in immediately after.

Sea-Land Studies Journey Up Inlet

Sea-Land's first operation into the Port of Anchorage under winter ice conditions was closely eyed by company officials.

Charles Hiltzheimer, general manager of the Alaska division, Sea-Land Service, and Capt. Keith Collar, master of the Seattle, sister ship to the Anchorage, accompanied Capt. Erwin B. Nelson, master of the Anchorage, on Wednesday's trip up the inlet.

Capt. William Johnson, An-

chorage's pilot, also was aboard.

Collar and Hiltzheimer were completely solid and that the operation.

Hiltzheimer said the Anchorage was already in the ice when he and Collar boarded her Wednesday morning off Kalgin Is-

land.

"There was a lot of ice," Hiltzheimer reported of the trip. He said the ice was not completely solid and that the pans "split up ahead of the ship" as she came on at between 12 and 15 knots. The ice lessened as the Anchorage neared port, he said.

Nelson said the Anchorage's trip through the ice began at 8 a.m. Wednesday. Thickly falling snow, darkness and the difficulty of finding a route through the ice had halted the vessel late Tuesday.

"We got through easily enough," he said.

He said the ice was two to four feet thick in places.

Nelson, a veteran of 45 years at sea, said this is the first time he has come into Anchorage in the winter.

Petroleum Dock Victim Of Ice

Winter ice has left the temporary petroleum dock at the Port of Anchorage a stub.

Port officials said the north wing of the dock, was taken out by ice Wednesday night.

The south dolphin and its walkway wing fell victim to ice some weeks ago.

The dock was built as a temporary structure following the earthquake. Engineers said at the time they doubted the \$500,000 dock could last through the winter.

Alaska Construction - November December 1964

The Picture Parade



Above—A Thew Larcin Model 545B is shown being loaded aboard the ferry Tustumena at Anchorage for shipment to Jim Jensen of Odin Jensen and Son—doing work on Kodiak. The crane was consigned by Yukon Equipment, Inc., represented in the picture by Glen Chambers, branch manager, shown in light raincoat and hat. Bill Mitchell, Alaska district manager for Thew Larcin, is shown in the dark suit without a hat. The total shipping weight was just under 100,000 lbs. The crane's 17,000-pound counterweight was loaded separately because the loading elevator could not take the full weight.

Personnel Changes Made At Alaska Port

ANCHORAGE — The following changes have been reported in the Port of Anchorage commission and administrative personnel.

Wallace E. Martens, chairman; Robert Baum, vice chairman; Virgil Deane, William A. Besser and Larry L. Landry, commissioners; A. E. Harned, Capt. USCG (ret.), port director; Donald A. Walter, operations/sales manager; John Stout, port engineer; Larry L. Bryant, port business manager and Robert J. Morton, pier foreman.

The active Alaskan port which has shown great progress during its short existence operates an \$8 million pier complex.

MARINE DIGEST

Dec. 5, 1964

Anchorage Daily Times 23
Monday, Dec. 21, 1964

Cargo Vessel Arrives In Port

Sea-Land's cargo vessel Seattle arrived in the Port of Anchorage Sunday night without incident, according to a spokesman for the Port of Anchorage. It docked this morning.

The Seattle's sister ship, the Anchorage, made news last week when she came into the port through heavy ice unescorted — the first time a deep draft vessel has come into the port during the winter.

Sea-Land provides weekly carrier service into the Port of Anchorage.



Sea-Land Anchorage Operations Inspected

ANCHORAGE — Pictured second from the right is FMC (Federal Maritime Commission) Commissioner George Hearne, at a recent inspection tour of Sea-Land's Anchorage operations. Hearne's comments concerning a forthcoming FMC investigation of Alaskan freight rates were received favorably at a Chamber of Commerce luncheon. Pictured also from left to right are acting port director, Don Walter; marine manager of the Sea-Land Services, Howard Acton; Anchorage Port Commission chairman, Wallace Martens; sales manager of Sea-Land sales of Alaska, Pete Rude; commissioner Hearne and president of Sea-Land sales of Alaska, Russ Hoehn.