

A Collision, and The Coast Guard Cutter Cuts Out

By LINDA BILLINGTON
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The nation's largest icebreaker, the Coast Guard cutter Glacier, steamed out of the Port of Anchorage two days earlier than expected Tuesday after an early-morning encounter with Cook Inlet ice and tides ran the 310-foot vessel into the stern of a Sea-Land cargo ship.

A moment of the encounter was written across the icebreaker's bow in the form of a wide rust-colored scrape through the white paint. Damage was listed as minor.

What happened is an old story for wintertime inlet shipping. The Glacier, said communications officer Ens. Dave Moore, was tied up to the dock by about 10 nylon mooring lines when the tide went out early Tuesday. About 1:30 a.m., he said, the ice pushed the 8,500-ton Glacier forward, snapping two of the lines and glancing the icebreaker off the stern of the cargo ship Philadelphia just below the railing.

THE ICEBREAKER'S supertough hull was only scratched. Damage to the 600-foot Philadelphia was "inconsequential," according to a company spokesman, who said that the cargo ship suffered only a small dent in the stern.

"Rather than subject the Glacier to more of that," Ensign Moore said Tuesday, "it was decided that we'd leave."

An open house on the ship, scheduled for Tuesday afternoon, was cancelled after the collision. "After we hit, the crew was up all night," Moore said. "They were too tired and busy to clean up the ship and get it ready for an open house." Furthermore, he said, the early departure time effectively eliminated the opportunity to bring the public aboard.

THE GLACIER'S crew, commanded by Capt. Theodore L. Roberge, wasn't too fond of the inlet anyway. The ice, Moore said, "is like marshmallows, with big pressure ridges." The 10-year-old Glacier (her keel was laid in 1960) was designed to tackle polar ice four to 10 feet thick. In fact, Moore said, the Coast Guard doesn't have a vessel that could handle the Inlet ice.

"They would have to have a ship that's more navigable," he noted, adding that that, too, is one of the Glacier's weaknesses in the inlet.

The 8,500-ton ship — a Navy vessel until switched to the Coast Guard in 1966 — also draws too much water for the inlet. With a 30-foot draft, Moore said that the crew had to keep a constant watch. "It's easy to run around," he said. "We'd need a smaller ship here."

STILL, difficulties with the Inlet, while shortening the Glacier's stay at the Port of Anchorage, have done nothing to stop the second phase of the icebreaker's mission: to study the feasibility of year-round shipping in the area of Nome and Port Clarence off the Seward Peninsula. The first phase of the mission dubbed "Arctic West Winter 1971" — was to evaluate ice operations in Cook Inlet.

Sitting in port Tuesday her white-painted superstructure coated with ice, the Glacier lived up to her name. She had already collected a share of ice earlier this season; in August, the Glacier hopped up to the Prudhoe Bay area on a data-gathering survey of ecological conditions in the Western Beaufort Sea.

For Captain Roberge, it was a trip north with a relatively new command; he took over the ship last summer.

ON THE WAY up this trip, the Glacier picked up a pilot in Homer and brought him into Anchorage. Another pilot was slated to leave the port with the ship.

Additional human cargo will be taken on in Nome, where scientists from the University of Alaska and the state Department of Fish and Game will come aboard to conduct a survey of marine mammals in the Bering Sea.

Besides its crew, the ship will also carry two Sikorsky helicopters and pilots and airmen from Helicopter Detachment 18 to other Alaskan ports that include Kodiak and Seward.

The veteran of several northern journeys, the Glacier's itinerary for the year includes yet another visit to Prudhoe Bay. This, scheduled for August, will continue the Beaufort Sea study, with participating scientists hoping to check the ecological structure of the bay area for changes caused by oil operations there.



Daily News: Henry Peck

There was unplanned-for activity Tuesday afternoon aboard the Coast Guard icebreaker Glacier as the 234-man crew hurried to prepare the ship for an early up-anchor. Although the ship was scheduled to remain at the Port of Anchorage until Thursday, the departure date was set up two days after tides

tore the icebreaker partially loose from her moorings and ran her into the stern of a Sea-Land ship. Only minor damage resulted, including a long scrape that can be seen just beneath the deck of the icebreaker's starboard bow.

12 Daily Journal of Commerce, Seattle, Washington, Annual Edition, 1971

Anchorage port ends decade on up-tempo

ANCHORAGE.—The largest port in Alaska, that of Anchorage, the gateway to central and interior Alaska, completes its first decade of operations in 1971. Traffic over this modern Cook Inlet complex rose from 38,000 tons in 1961 to 1,837,609 tons in 1970.

The construction in 1970 of a 339 ft. extension to the north marked the completion of the port's Terminal No. 2. This general cargo berth, equipped with two 40-ton Gantry cranes and one 7½-ton Gantry, measures 610 ft. by 69 ft. This port can now handle tankers at its Petroleum Dock, tankers or cargo vessels (either a break-bulk ship or a container ship) at Terminal No. 1 and general cargo vessels at Terminal No. 2. A 1000-ft. trestle to shore from the north end of Terminal No. 2 permits its use without interference to operations at other terminals.

The port placed in service in March 1970 a second PACECO Portainer a high-speed 27½-ton container crane. The port's largest scheduled carrier, Sea-Land Service, Inc. has added a third vessel in the Alaska trade, increasing their calls at Anchorage to two per week. Sea-Land extended its service to include Cordova, Alaska, and several canneries near there by use of the feeder vessel which serves the City of Kodiak. Connections are made at Anchorage with Sea-Land's line vessels.

Tesoro Alaskan Petroleum Corp. completed in 1970 a modern, automated distribution and storage facility in the Port Industrial Park and connected their pipelines to the Port's Petroleum Terminal, joining Standard, Union, Texaco, and Shell in the use of this facility.

The first major user of the Port's Terminal No. 2, Ideal Cement, enjoyed a successful first year operation. Ideal's barges call regularly at the Port, pumping bulk cement from Terminal No. 2 to their new plant in the Industrial Park.

The staff of the Port of Anchorage expects 1971 to follow the pattern of 1970 and previous years—higher tonnages and higher revenues. A Waterfront Study, conducted and compiled by Tippetts-Abbett-McCarthy-Stratton, Consulting Engineers, supports this belief and recommends construction of another dry cargo berth by 1973 and a second Petroleum Terminal by 1975.

The reclamation of tidelands on the shore-side of the Port facility and the construction of a combined office building and stevedore lounge on Terminal No. 2 are the two major projects scheduled for 1971.



Port scene of heavy construction during the year

Sea-Land Adding Two More Vessels

Sea-Land Service, Inc., has added a third vessel to the Alaska trade and now provides two sailings per week between Anchorage and Seattle.

Vessels sail from Seattle on Wednesday and Saturday and arrive in Anchorage on Sunday and Wednesday. They depart Anchorage on Monday and Thursday and arrive in Seattle on Friday and Monday.

The new C4 containerships are the Boston Galveston and Afoundria, said J. A. Baker, general manager of the Alaska Division. The SS Afoundria will be replaced in May by the SS Newark.

Baker, in a letter to customers, said this winter has been the worst in the seven years Sea-Land has been

operating containerships into Anchorage. He blamed storms in the Gulf of Alaska and the ice in Cook Inlet.