

## 2 ships collide, 26 safe

The Associated Press

JUNEAU — Two Korean freighters collided near Unimak Pass early Saturday, leaving one ship in danger of sinking, the Coast Guard said.

Spokesman Dan Dewell said the bow of the 551-foot Pan Nova was awash late Saturday afternoon, but appeared to be stabilizing, about 40 miles northeast of Dutch Harbor.

The Coast Guard cutter Sherman stood by with the 26-member Korean crew safely on board.

There were no injuries reported on the Pan Nova or the Swibon, which suffered bow damage and was on its way to Anchorage, Dewell said.

The vessels collided just after midnight and the Sherman, on patrol in the area, arrived about 4 a.m. and evacuated 19 crew members, Dewell said. Seven remained on board for several hours to try to save the vessel, but they gave up after about two hours and were evacuated.

The Pan Nova, whose home port is Pusan, was carrying wheat and believed to be headed for Korea, Dewell said. The vessel suffered extensive damage to the No. 2 and No. 3 holds, he said.

Cause of the collision was unclear, Dewell said. He listed weather in the area at the time as 10-knot winds, 2-foot seas and 12 miles visibility.

The Sherman will stand by until the Pan Nova either sinks or salvage operations begin, Dewell said. Then it will take the crew to Dutch Harbor, he said.

The size of the Swibon and its crew was not reported, but Dewell said the ship didn't appear to be damaged as badly. He said it remained with the Pan Nova until the Sherman arrived.

B-2 The Anchorage Times,  
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## Korean ship sinks off Aleutians

Associated Press

JUNEAU — A 551-foot Korean freighter that collided with another Korean ship near Unimak Pass in the Aleutians sank Saturday night after its 26-member crew was evacuated, the Coast Guard reported Sunday.

Coast Guard spokesman Dan Dewell said the Pan Nova of Pusan sank about five miles north of Akun Island within minutes after the Coast Guard cutter Sherman cut a towline to the abandoned ship.

Dewell said there were no injuries among the crew of either the Pan Nova or the second Korean vessel, the Swibon, which suffered bow damage and was en route to Anchorage for repairs.

The Pan Nova and the Swibon collided in the Unimak Pass area early Saturday, and the Pan Nova started settling in the water. The cause of the collision is unknown, Dewell said.

The Sherman evacuated 19 of the ship's crewmembers about four hours after the collision, while the other seven remained on board for two more hours in an effort to save the vessel, he said.

The Sherman took the Pan Nova in tow late Saturday after it appeared to be stabilizing, but cut the line after the Pan Nova sank lower in the water, he said.

The Pan Nova was apparently en route to Korea with a cargo of wheat and had suffered extensive damage to the No. 2 and No. 3 holds in the collision with the Swibon, he said.

He added that he didn't know the length of the Swibon, its homeport, the nature of its cargo and the size of its crew were not known.

When the collision occurred, winds in the area were about 12 knots.

Monday, September 12, 1983

## Ship sinks after crash

The Associated Press

JUNEAU — A 551-foot Korean freighter which collided with another Korean ship near Unimak Pass in the Aleutians sank Saturday night after its 26-member crew was evacuated, the Coast Guard reported on Sunday.

Coast Guard spokesman Dan Dewell said the Pan Nova of Pusan went down some five miles north of Akun Island within minutes after the Coast Guard cutter Sherman cut a towline to the abandoned ship.

Dewell said there were no injuries among the crew of either the Pan Nova or the second Korean vessel, the Swibon, which suffered bow damage and was en route to Anchorage for repairs.

The Pan Nova and the Swibon collided in the Unimak Pass area early Saturday, and the Pan Nova started settling in the water.

Dewell said the Sherman evacuated 19 of the ship's crewmembers about four hours after the collision, while the other seven remained on board for two more hours in an effort to save the vessel.

Dewell said the the Sherman took the Pan Nova in tow late Saturday after it appeared to be stabilizing, but cut the line after the Pan Nova again started sinking lower in the water.

Dewell said the cause of the collision was not known.

## First impressions

Minding the port



**M**argaret Schoonover, 65, chief security guard at the Port of Anchorage. A former deputy sheriff and retired arts and crafts teacher, Schoonover makes sure visitors and longshoremen alike obey the rules at dockside. Says the great-grandmother: "You have to be bossy at times."

"I didn't expect to be put in charge of the port area. I figured I'd probably be something like a store detective."

"At first I was rather fascinated, but now I've seen the unloading so many times. Yes, it's still interesting, but not like it was at first. As it is, I hardly pay attention to it anymore."

"People think they have business in here, but their main business is curiosity. With some ships, a half-dozen or more cars come in, and they'll all tell you they have an interest in the ship. Well, nine times out of 10, their interest is curiosity. But you have to sift out the truth."

"There's an awful lot of people from the interior of the Lower 48 who've never seen a ship. The first question they want to know is, 'Does it freeze over?' so I show them the pictures I took in the winter."

"They want to ask, 'Where's the fish landing?,' 'What else can I see?' and 'Where's the road out of town?'"

"I have to make decisions for the port. There have been emergencies. One longshoreman got in a hurry and started to get on the ship before the gangway was in place. He held onto the chain with his gloves, leather gloves. He couldn't hold on and fell in. He was lucky he didn't get crushed between the pilings and the ship."

"Some people come in here and think they own the place just because they pay taxes. They've got to be advised of the fact that we've got to have rules."

"A security guard has to be firm. I've been called all the names; I let it go in one ear and out the other. When I was deputy sheriff, I was called all kinds of names, too. So I don't pay any attention."

"They get all hot under the collar, asking, 'What's your badge number?' and 'What's your boss' name?' I tell them it doesn't bother me in the least — they're telling my boss I'm just doing my job."

By Amy Berman  
Photo by Paul Brown