



Inspecting the damage

Bill Schoephoester of Underwater Construction Co. examines damage to the bow of the Swibon at the Port of Anchorage. The Korean ship collided with another Korean vessel, the Pan Nova, this weekend near Unimak Pass in the Aleutian

Islands. Diver Cliff Center said damage to the 500-foot ship was confined to the bow in front of a reinforced collision bulkhead. The Pan Nova, hailing from Pusan, sank Saturday after a Coast Guard cutter evacuated its 26 crew members.

Anchorage Daily News/Fran Durner



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Wendi K. Brown of The Times

Chevron's Capt. Antoine Farray, center, receives a gold pan from former Gov. William Egan as Neva Egan looks on

Coastwise mini-tanker serves Alaska for almost 25 years

by Carl Gidlund
Times Business Writer

It's not quite a quarter-century since Dec. 16, 1958, when the M.S. Alaska Standard was launched, but Chevron USA figures it's close enough to celebrate the tanker's silver anniversary.

And Neva Egan, who broke the champagne bottle that sent the Standard down the ways at the Albina Engine and Machine Works in Portland, Ore., was on hand Thursday at the Port of Anchorage for the party.

So was Bill Egan, governor-elect of Alaska in 1958, plus a delegation of local Chevron employees with a gold pan, welcoming the 255-footer on one of its rare visits here.

At 2,700 dead weight tons, the Alaska Standard is the smallest tanker in Chevron's fleet of 49, and according to company spokesman George Day it's the only one that serves Alaska exclusively.

Its current home port is Valdez, but the vessel also takes on liquid products at Ketchikan, Nikisi, Dutch Harbor-Unalaska and, occasionally, in Puget Sound ports, Day said.

"And the list of communities it serves sounds like a guide to Alaska's southern coast," he said,

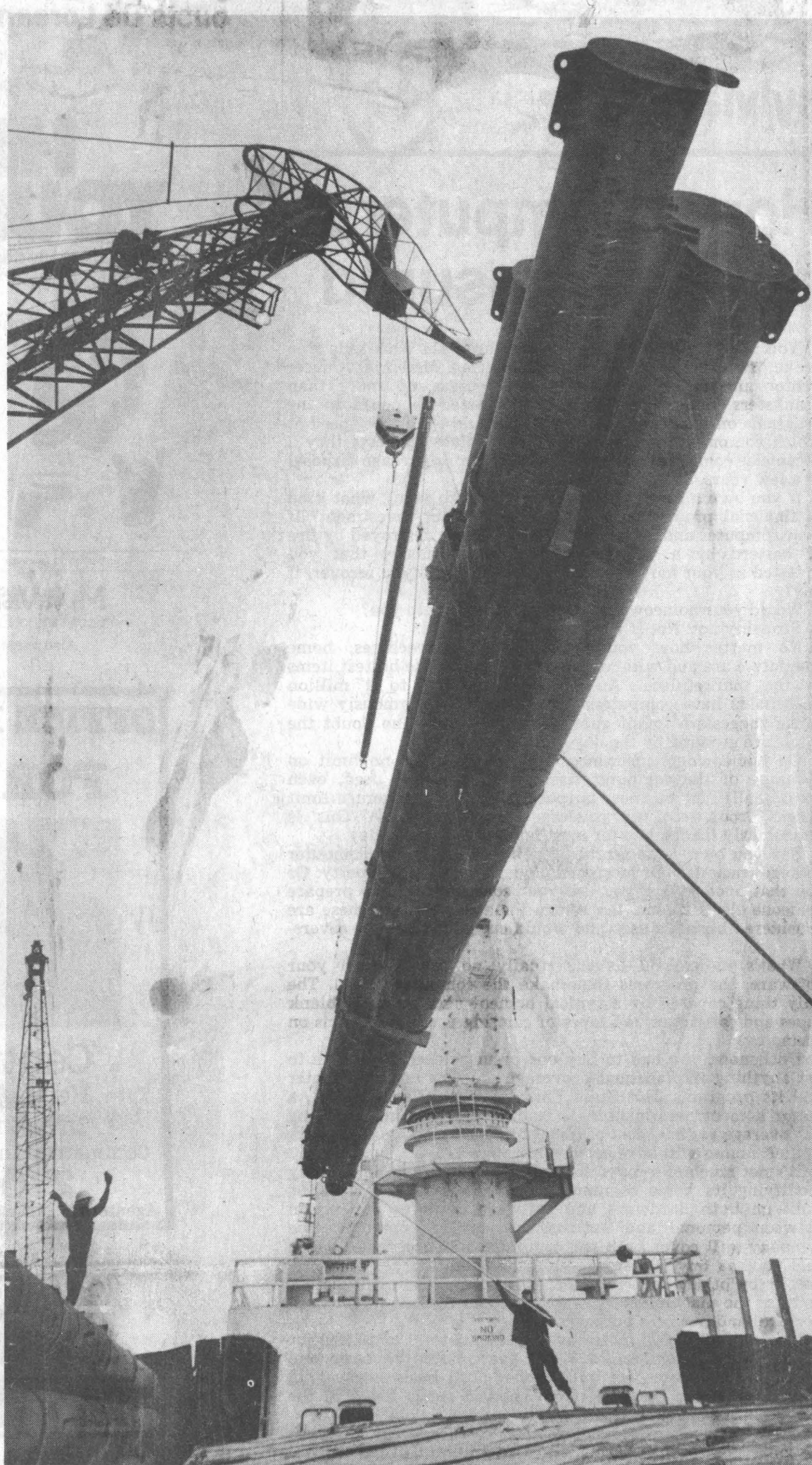
"places like Chignik, Sand Point, King Cove, False Pass, Cold Bay, Juneau and Sitka. It's particularly active during fishing season, making monthly runs to canneries."

Manned by a crew of 20, the Alaska Standard is the second vessel of that name to serve the state. The first, replaced by the current vessel when it went into service in 1959, was launched 60 years ago.

And, Day said, a crewman, Stanley Murphy, recently retired after a career of 42 years on the two ships.

Capt. Antoine Farray was in command for the current visit which is, Day guessed, the Alaska Standard's first to Anchorage since 1969. It came north with a supply of aviation gasoline, a load normally hauled to Southcentral by Chevron tankers with 10 times the capacity of this tiny coastwise tanker.

Day said Chevron dispatched the Standard because none of the larger vessels was available and the 25-year Alaska veteran carries enough fuel to ensure a continued supply until a 35,000-tonner is free for the run.



Lines of power come ashore

Components of steel towers to support power transmission lines for the Anchorage-Fairbanks electric intertie project were unloaded at the Port of Anchorage Tuesday. The towers were manufactured and supplied by a Korean firm, Hyundai USA, under a \$9 million contract with the Alaska Power Authority. The \$122.5 million intertie will allow power sharing between the Anchorage and Fairbanks areas and is expected to reduce the potential for power failures here during peak demand periods.

Anchorage Daily News/Fran Durner