

Hull number 180's keel was laid on August 3, 1953 at the Ingalls Shipbuilding Company at Pascagoula, Mississippi. Hull 980 became the GLACIER and was commissioned into the U.S. Navy on May 27, 1955. At that time GLACIER was the Navy's most modern and largest icebreaker in the free world. With the commissioning began a thirty-two year history of unparalleled service to the polar programs.

Operation Deep Freeze I (1955-56) was a combination shakedown cruise and maiden voyage for GLACIER, in support of the United States participation in the first International Geophysical Year scientific program headed by RADM Richard E. Byrd. This first deployment to Antarctica was a 212 day, 32,600 mile voyage that included the establishment of Little America V scientific station and the Naval Air Facility at McMurdo sound plus an almost complete circumnavigation of the continent.

The following year, GLACIER participated in Deep Freeze II and escorted numerous cargo ships to the Little America and McMurdo sites. It was the earliest seasonal penetration of the pack ice. GLACIER arrived at McMurdo in late October of 1956.

Deep Freeze III and IV marked trips to Little America and McMurdo stations. GLACIER escorted ships to both sites. Following the resupply of McMurdo, GLACIER proceeded to Little America V to begin activation of the station. It was the first time GLACIER got stranded in the ice and after freezing herself, spent three weeks in Wellington, New Zealand in drydock getting new propeller blades installed.

Deep Freeze 1960 was the fifth Antarctic support operation and the first to be identified by fiscal year rather than Human Numbers. GLACIER went to McMurdo followed by the first exploration of the Hellinghausen Sea area. She also assisted the Argentine icebreaker GENERAL SAN MARTIN and the Danish ship KISTA DAN based in the ice near Marguerite Bay. On her return trip GLACIER spent two weeks in Portofera, Brazil assisting flood relief victims.

GLACIER participated in Deep Freeze 1961 taking supplies to McMurdo. It was during this trip that she received the Navy Unit Commendation for her work the previous year. Early fall 1961, GLACIER sailed south to participate in D.F. 62. After rendezvousing with resupply ships, GLACIER led them through 700 miles of ice arriving at McMurdo on November 27th — the earliest resupply ships arrived for offload.

Antarctic operations began on September 17 after only a 4 1/2 month inport. GLACIER arrived at the ice edge of McMurdo on 14 November and after her customary escort duty was complete, GLACIER later assisted the NELLA DAN and THALA DAN before returning to the U.S. and completing D.F. 63 the longest in history — 217 days.

D.F. 64 began in October with the customary transit of the Panama Canal and mooring in Lyttelton, N.Z. On November 22nd GLACIER became the flag ship of Task Group 43.1. The main channel was closed to traffic for much of the day as the main work area was the recovery of a 3-8 caterpillar tractor and two 10 ton ice sleds lost the previous year. GLACIER led McMurdo in March with 109 passengers, stopping in Lyttelton thence to Boston.

October 5 began Deep Freeze 65. GLACIER 18th straight to the Antarctic. After completing the annual task of breaking into McMurdo, GLACIER accomplished two "firsts" — the first landing on Stange Island and the first circumnavigation of Coulman Island near Cape Hallett. After returning to Boston, GLACIER celebrated her 10th birthday and 10 years of support of Antarctic operations.

In August 1965 the U.S. Coast Guard was delegated the sole responsibility for government icebreaking operations. With the shift of responsibility, the Navy ships EDISTO, ATKA, BURTON ISLAND, STAFEN ISLAND and GLACIER were transferred to the Coast Guard. After a major overhaul GLACIER changed homes to Long Beach, CA and received a coat of white paint. Two months after becoming the USCGC GLACIER, she was readied for her 12th Antarctic deployment. The task remained unchanged, only the people and the port job had changed.

Deep Freeze 68 and 69 brought a change as GLACIER spent her time in the Weddell Sea and mid-patrol beaches in Valparaiso, Chile.

Departing on her 15th deep Freeze in December 1969, GLACIER became best in the Weddell Sea as attempting to free the Argentine icebreaker GENERAL SAN MARTIN and was also put on alert for a possible assault to the Japanese icebreaker FUJI. GLACIER returned to Long Beach in March 1970 and D.F. 70 was completed. GLACIER was immediately returned for Arctic deployment and sailed the Bering and Chukchi Seas and returned in November, 1971 found GLACIER in the yards and missing her first Deep Freeze deployment. In February she sailed to the Arctic conducting Mammal Surveys. She returned to Long Beach in May, sailed again to the Artic in August, returned in November and after a very quick turn-around, sailed to the Antarctic to participate in Deep Freeze 72. D.F. 72 took GLACIER to the old familiar places in the southern hemisphere.

After a quick trip home, GLACIER headed north for AWS 72, conducting the West Beaufort Sea Ecology Cruise and a North Slope Ice Survey. The work had become routine but the new cost of red paint was real and the people were tired. GLACIER was the first icebreaker to receive the bright red hull that remains today. GLACIER returned in September and was made ready for D.F. 73.

Deep Freeze 1973 took GLACIER to the Weddell Sea and up to the Fitchner Ice Shelf in Goudey Bay — the deepest mountain in the Weddell Sea possible. GLACIER returned in April and was immediately prepared for AWS 73 and another West Beaufort Sea Ecology cruise. She returned to homeport on September 1 and 57 days later was off to McMurdo and participation in D.F. 74. Later in the trip, she took a group of scientists to the Wilkes Land Coast to conduct mammal surveys.

After a Number of years of going both North and South, GLACIER spent the summer of 1974 in the yards and drydock which continued until her departure on D.F. 75 in November. Her 19th DF was anything but routine. GLACIER worked in McMurdo and was presented with her third Navy Meritorious Unit Commendation for participation in D.F. 74. Her mid-deployment break was spent in Ushuaia, Argentina — her first stop there ever! GLACIER returned to the Weddell Sea and became best for the third time in her voyages south again while enroute to assist the Argentine icebreaker GENERAL SAN MARTIN which had been beset in Erebus and Terror Gulf. Many of the crew had been escorted off when GLACIER finally broke free and returned to Ushuaia to retrieve her scattered crew. The GENERAL SAN MARTIN freed herself when winds and ice shifted. GLACIER returned to Long Beach in April 1975.

After a short drydock and availability for propeller damages sustained during DF75, GLACIER sailed north on AWS 75. AWS 75 was unique due to ice conditions being the worst in 80 years.

GLACIER returned to homeport for only 30 days before being underway again for participation in DF 76 and her twentieth trip to the Antarctic. During rough weather on 21 January 1978, GLA-

CIER recorded her first fatality — an accidental electrocution of one of the crewmen — her first in 21 years. After returning in April she made a quick turn about and sailed on AWS 76 returning in late October.

With her return to Long Beach, GLACIER missed her second Deep Freeze deployment in her history and after a long maintenance period was readied for AWS 77 which took her to the Chukchi Sea.

During Deep Freeze 78 GLACIER worked with CGC POLAR STAR a new "Polar" class icebreaker, she also made the southernmost penetration of the Ross Ice Shelf. She returned to Long Beach in April and was off again for AWS 78 on the 4th of July. On 8 June 77 to 14 August 78 GLACIER was underway 296 days. Upon completing AWS 78 there were 54 days inport before she sailed on DF 79.

Following a well worn track across the Pacific GLACIER took over channel duty at McMurdo and conducted icebreaker standard mechanical problems. A second crewman was killed in an unfortunate fork-lift accident at McMurdo station.

Deep Freeze 80, GLACIER'S 23rd, found her in McMurdo working with CGC POLAR SEA conducting the channel break-out at McMurdo. She then conducted scientific work off the coast of Victoria Land discovering three large submarine canyons over 1,000 meters deep including "Big Red Canyon" named after her. On her return from the Antarctic to Wellington, GLACIER had her LCVP ripped from the deck during a violent storm.

Deep Freeze 81 was the first deployment of women crewmembers aboard, 2 officers and 17 enlisted made the trip. GLACIER worked with POLAR STAR breaking the channel into McMurdo then worked independently conducting science work. Deep Freeze 81 was the shortest deployment — 126 days.

Deployment number 25 in GLACIER'S 27 years again took her to McMurdo for the annual break in and resupply. From there, GLACIER traveled to Seymour Island in Erebus and Terror Gulf. The only icebreaker made which included the discovery of a land relict, DF 82 was finished with her arrival in Long Beach in April.

Ten years of almost constant running was beginning to take its toll. From DF 81 through DF 83, GLACIER was plagued with major engine and generator problems. GLACIER attempted to go through Refresher Training with the Navy in San Diego but they reject 9 out of 10 main engines as not being operationally safe. This was after almost \$500,000 had been spent on her machinery rehabilitation during the availability. Another \$640,000 was spent for further corrective maintenance prior to her sailing on Deep Freeze 83.

During DF 83 GLACIER experienced further engineering problems with her auxiliary generators and while in Lyttelton, N.Z. an auxiliary generator was installed on the starboard boat deck. Despite the problems, GLACIER completed the channel breakout with POLAR STAR and later made the furthest penetration of the Bay of Whales to the Ross Ice Shelf. Twice during transits, crewmembers were injured while the ship took 53 degree rolls. With the offload deployment behind her, GLACIER returned to Long Beach in April 1983.

Immediately upon her return, GLACIER entered into her first Major Maintenance Availability since she was built. New ship's service generators and evaporators were installed and all 10 main generator generators and engines were rehabilitated. In April 1984, GLACIER was re-manned with an almost 90% new crew.

After an extremely busy and rigorous intensive summer yard period, GLACIER sailed to San Diego for Refresher Training. Officially passing "Reftra" for the first time in over 10 years, Pacer-er's "E's" in Seamanship and Ship Control were earned. After loading supplies and scientific gear, the rejuvenated GLACIER sailed south on Deep Freeze 85 her 27th in her 30 year history. DF 85 took GLACIER to areas of the Antarctic Peninsula and then on to the Bellinghousen and Amundsen sea where GLACIER accomplished the furthest penetration of Pine Island Bay. GLACIER circumnavigated South America on her return to homeport of Long Beach. But not for long!

In May 1985 GLACIER left her home of 18 years and arrived in Portland, Oregon amongst great fanfare and rousing welcome. The "City of Roses" and all her citizens made ship and crew very welcome.

Deep Freeze 86 found GLACIER again cruising areas of the Antarctic Peninsula and Marguerite Bay during the first science cruise conducting seismic and deep water coring operations. The second cruise took GLACIER to the Weddell Sea again for the AMERIZC cruise. In company with the RV MELVILLE, GLACIER spent the month of March in the Weddell Sea ice pack. GLACIER again circumnavigated the South American continent on her return home.

During the summer of 1986 GLACIER went through an extensive yard period and drydocking. Due to hull weaknesses and structural problems, GLACIER was downgraded from an icebreaking hull to an ice reinforced vessel with limited icebreaking capability. GLACIER sailed to San Diego for Refresher Training on October 23, 1986. The crew overcame many difficulties from the yard and excelled during the training availability. After a cargo loadout in Port Hueneme, CA, GLACIER sailed south for her 29th Deep Freeze. Science Cruise 1306 GLACIER to Seymour Island in Erebus and Terror Gulf and Elephant Island in the Bransfield Strait. It was during the portion of the deployment that it was learned that GLACIER would be decommissioned and that this would be her last trip. After completion of the first science cruise, GLACIER made her way Cruise II took GLACIER to the Cape Adams and Cape Hallett areas of the Ross Sea for seismic and deep water coring operations. Upon completion of the second science cruise, GLACIER said goodbye to McMurdo for the last time and departed the Antarctic. Making stops at Hobart, Tasmania, Sydney, Australia and Kathuwa, Hawaii, GLACIER made her last homebound bound transit across the Pacific Ocean and returned to Portland on 9 April.

With GLACIER'S decommissioning on 7 June 1987, a thirty-two year service to the polar programs came to an end. One final salute, such as the channel breakout to the station, Science STAR, POLAR SEA, NORTHWIND and WESTWIND must pick up GLACIER'S banner of "FOLLOW ME."

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