DAILY LOG

M/V TORDEN SKJØRD

Cr. 32-B

July 15, 1957 to Sept. 18, 1957
Monday July 15, 1957
At about 0615 Mel Greenwood called for me at my home in order to take me to the Sea-Tac airport. On our way we stopped at the Montlake Lab and continued from there in the Coit car to S.S. arriving at the airport 0730.
Departed Sea-Tac via Pacific Northern Airlines 0830 and arriving Anchorage, Alaska 1245 their time (2 hour time diff). At Anchorage I was notified that my flight down to Cold Bay had been delayed until tomorrow because of no flight scheduled to Sand Point & lack of accommodations at Cold Bay. However I elected to have my passage changed back to today and take my chances by other methods, because I talked with a P.A.F. man that had been waiting in Anchorage for four days to get a flight from Cold Bay to Sand Point.
At 1515 departed Anchorage via Reeves air line and arrived Cold Bay 1830 having stopped enroute at Kake & Iakutof. The weather is sunny.
At Cold Bay I contacted A.C.S. and found out that the FWS plane was out of commission.
Then I talked with Bob Jones, the FWS representative. Neither had any suggestions for getting to Sand Point.
The P.A.F. man Mr. John Kuptse (First Aid) said that they had a tender in at the dock in Kake and that I was welcome to ride over to King Cove where there was a possibility that I could get a ride the next day on their other tender the Endurance. The balance of the night was spent aboard the Karluk.
Tues July 16 1957

Depoted 0400 for King Cove a 1/2 hour run however it is the intention of picking up some fish from the salmon service en route.

Arrived King Cove 0845 with pure service Elseide in tow. Rainning & blowing. Contacted Pete Hansen at 0930 to see if he would call the Tordenskjold for me as the Endeavor can not repair the twine shute will not be going to Sand Point today, We were able to get radio contact with Tordenskjold via Hazel at Claxton. Cold storage and made arrangements for them to come after me. It is a 90 mile run back way, but with no plane or salmon service service likely for several days I elected to have them make the run.

Faffe personnel were very hospitable and while here I talked King Cove with the Superintendent Mr. Carl Anderson. They got up a small pack of eats for me and got all that they could see from fishing just outside old cannery bay. Also talking with Ray Langanon FWS here for salmon data.

Dead on 15 via Tordenskjold at 2115.

It has been raining and blowing all day therefore no plane service.
Wed, July 17 1957
Arrived at New England Fish dock
Sand Point 0730 - Rain with wind 15-20
0800 started overhauling the crab pots
putting out bridles and making up lowering lines
in 50 fathom shots with a plastic
ball in each 50 fathom coil. Pete Helingsen
talked to a local resident captain & owner of the "Norico", he offered suggestions re-
garding the operation of the pots, and we put
brided the 20 foot bags which we shall
replace with new ones. He said that
newly treated pot Webb would not fish for
8 to 12 days and also suggested hanging
a split fish up the middle of the tent
before the tests began.

In order to keep the crab from going
over the top of the pot we decided to put tops
over the tunnel hump. We borrowed needles
& stainless steel wire from Wakefield at
Aluminum cold storage. The rings are not in
top condition and require quite a lot of work
We also placed two glass balls on each
side on top opposite each other in order to
aid the pot standing upright side up. There
are three types of tops, a description of
each will be made later. There are usual
modifications that we will be trying
such as a plywood insert, placing of
baffles etc.

Sent wire to D.E. Powell
Knocked off work at 2030 - Still
paining & glazing. Met Monte Clennings
Earl Hutching FWS Management.
Thurs July 18 1957

Departed Sand Point NE deck 0830
with White Clemons & Fred Hutchings (plane pilot)
as guests. Our intention is to go out in George
St. flat and make a drag for bait for our
crab pots. Weather cloudy & blowing. The
results of the earlier trail boat (see fishing
log) indicate good concentrations of Shrimp
in this area. The shrimp appear to be of
good size with a fair mixture of larger
side-stripe & spots.

We brought in two fish boxes for the
residents of NE Sand Point and 530 lbs
to the Albatross Cold Storage. Interest in
shrimp is very keen in this area. I
called at with the Supt at Albatross Cold Storage
Fred Clemons and gave him a copy of our
shrimp work (A # 29-26) he is very
interested to see this fishing developed.

Sent a wire to DE Paddle but was put
in an awkward position regarding Sand Point &
Western Union charges on a Brit Route No. Count
had out these problems by no charges.

While here we had three of the pots
repairs that required welding.

Froze samples of the shrimp in today's
drops.

In radio contact with FW 5 Charter
named Mitzy.

Still raining & blanwing and no plane
service. Had two boats in report SE
storm out side. Will try here tonight.

Departed Albatross Cold July 06 30 bound
Kachemak 0230.
Friday July 19th
Departed Alcanum Cold Storage dock 0730
Everything here has been very accommodating in helping us out with small supplies that we need. This morning plan still not in form Cold Bay reported to have closed after not looking.

We towed small ferry from Cold Storage dock to NE dock at Sand Point.

Crew of Torrance and of Clem were present (Brotherish) working on one pot today - they too much work to put here in first boat stage then be had as packed.

Cleaning up a while this afternoon so took some pictures of the various types of pots all also put a number and each.

At 2000 departed NE dock for Cold Storage dock to fill oil & lake water. While here talked with John Jacobsen owner of two boats VISIT and another 55' visiter. He offered suggestions and idea regarding block fishing area but etc.

Sat at oil dock all night with intention of loading alot pots early tomorrow morning to allow.

NE England (FWS) dock so that Dennis will come back.

Plane arrived from Cold Bay this afternoon. Started running again this evening, clear for a few hours till day.
Sat July 20 1957

0630 Departed Cold Storage oil dock for New England Seven Points dock. 0730 Started loading coal pots and then swept and cleaned the dock of all debris that was made while unloading the pots. 0900 departed for offshore Angra Cope to set the pots (See fishing log) Raising and lowering 12-18 tons with the pots aboard. The decks of the Tugman speed are pretty well occupied (took 35mm pictures) Even though this was the initial cast pot set the operation went along quite smoothly. The halyards had to be assembled as they are in 59 & 25 fathom water of 18 & 24 fathoms. With a plastic float on the lower 20-25 fathoms fixed by a rope round stopper. Also the buoy flag & later markers had to be rigged.

To me it seems to be a smooth cooperative crew.

After sounding the actual setting of the pots started shortly after 1330 and was completed about 1730.

Anchored inside Mountain Point at about 2030. To-right the wind has died but the wind is picking up.
Sunday July 21 1957

Hauled anchor 0630. A clear day in the morning, with light westerly winds. The wind increased to a breeze of over 25 with stronger gusts. Made four after towed drags on each side of our string of four pots. On one drag we hung-up (one after trial records) all the active same time. The bottom rounded out good but there are some areas where there is patches of hydra corn. All the hakefish that were of commercial size were frozen for scientific sampling for Dr. Fiske Thurner from the U. of Seattle.

All the many ling ait were logged and released. The surprising thing about the eel-aunch day this morning the amount of crabs, one of which (#6) had a total catch of 1200 pounds of which 900 pounds were 100-125 crabs per pound. While the drag (#4) before (hung up #5) had 1200 pounds total catch with 240 pounds 50-50 mix pink and crabs striped they too were good crabs.

Anchored outside Atja village.
17 35. Wind at gusts to 35 mph.
Monday July 22

Hauled anchor 0630 then went out to haul the rest pots out Saturday July 20. Started hauling at 0745. Wind prevailing westerly 10-15. There is quite a chop with long

and westerly swell coming in here indicating that further out it may be a little difficult to handle the pots.

While hauling the seventh pot the davit started to give away so we rigged the double tackle to support it and the flock. However by the time we had hauled the tenth pot the pipe portion of the davit had piling way out of shape and it just going at the fulcrum gave away. Rather than try to haul the balance of the setting (10 more pots) we decided to go into Alcan Base storage and have the davit repaired by welding another cross brace and repositioning the lead of the davit and flock to the winch gypsy.

Anchored Alcan Base Storage
Block 1735. Had the night

machinist start working on davit

for completed 2100 except the repositioning on deck which required another 1/2 to 3/4 hour.
Tues July 23, 1957

Departed Albatross Cold Storage dock 0645, headed out to the last 10 curb pots of set #1.
Headed three pots and reset them in the 100 fathom gully inside Cape Anga and in a close proximity of the 10 pot set yesterday. This will give us a hotel station coverage of algin area.

The total of king crabs caught to day were 73 of which only four were commercial size male crabs, two female and three small crabs. There were lots of denner crabs (17 to 20) with no empty pots.

Three pots turfed this out three days still had a majority with 10 to 30% of the fish left. The previous three had no nothing but skeletons of the fish used for bait left. It appeared that some area have known presence of some fish that could be the cause of no fish being left.

The slopes seem we still giving us a little concern about setting the pots outside especially with our height heavy lines for three heavy pots rather so if we should load up with crabs.

Anchored inside Anga Village 1835
Wed. July 24th 1957

At 0600 this morning the sky was clear and just a faint haze from SW 0 was blowing. However by the time we reached the anchorage at 0635 it had already started to cloud up.

On our way across from Huuage we set a course that would take us between the two strings of pots that we had set. However, instead of the smoker being at the start of set #3 it had drifted to the right because it is in a gully. Therefore, henceforth we intend to double up on the anchor especially on the latter smoker bungs.

Made three new pots this afternoon and anchored and set 16 pots. This being the last day for the week I ran this string out the outside (see pot set #4). The last pot went over the side at 1745. With the set #3 of two pots set east of Longs Eye and ran in to night, to be in position to haul pots the first thing in the morning.

It is about a 25 mile run back in to the location of this string. The weather has been light rain all day with just a light SW wind. Small sea and calm swell.

Anchored outside Eagle Harbor 2135 now out pot set.
Thursday, July 25

Hauled anchor 0720. Spent about twenty minutes looking for the marker buoy at end of string, but may have passed line as we had a little trouble setting this one as our line got fouled in the propeller. While hauling pots the wind shifted from SW to NE and we couldn't locate pot E567 which was the last one set in the string. It was set in 18 fathoms and rigged with 125 fathoms of lead line and 17 fathoms of chain with two anchor bag floats. The other pots in this string set under nearly identical conditions were O.K. There is a possibility of drift help in the future that the plastic floats used for prevention of buoy line chafing burst as here in the Gulf. It is unknown whether the plastic float failures were due to weather causes or faulty from the beginning.

1400 pots running out to get set 4

Sent word to D.E. Powell

Anchor at mouth end of pot

Set # 4. 2045. Took B T # 5

and bottom sample. Came busy overhauling gear.
Fri July 26
Hauled anchor 0645 a clear sunny morning with long low SE swell.
Make three travel drags today
See drags Nos 9, 10 & 11. On drag #11
we hung up after dragging fifty minutes. Damage to the gear was
confined to a couple fathoms
tear along the head rope. We
also bailed the pots in set
# 4 of pot sets. It was one of
our finest as far as king cob
ice concerned but a lot of
Horse Cove.

Weather today was favorable
so we were able to take some
pictures of the various components
of the gear used in the pot
fishing operation. We are down
about 175 to the 100 fathom
curve.

We h aligned at
the south end of pot set # 6
which we completed setting at
1935. Took B1 # 6 and bottom
sample.
Dropped anchor at 2035
Sat July 27

Heeled anchor at 0630. The sky is 90°0
Suns out but the thermometer is rising.
Repaired the two tangle net this
morning, ready to set at 0800.
Have two drag to-day, one in
the morning and one in the
afternoon.

Heeled pot string number 5 and
set string number seven. No
King crabs in the pots. The
bait was reduced to skeleton
and when hauled out deck
had lots of sand fleas
clinging to the pots that
remained in the hold.

Towed drag #12 which was
made the morning was our
largest total lift so far with
one split. The catch was estimated
at 2800 pounds. No King Crab but
there were 1070 "Pacific Ocean Perch
all marketable" (no gape), three
small salmon and 10-20 small rockfish.
Plus 15-18 true cod completed the
commercial species of fish. There was
140 pounds pink salmon.

After making the evening drag
in the vicinity of the 100 fathom edge
(Pot set #7) which produced 400 pounds
of mostly trash we ran back up to
Pot set #6 so as to be in position to haul
this string the first thing in the morning.
Weather is good. Anchored 2105
Sunday July 28

Heeled about 0655. Nice weather, Heeled pot set at 6. We caught but lots of tunny, up to 116 in a single pot. The last logs were reduced to skeleton mass, likely by the sand fish which have been prevalent in each bait bag. Took some 35 mm pictures of the agonies. Failed to find pot 5114. The third from lost in the order of hunting. It was fitted with a 9 x 56 foot Yonger buoy, which was unable to support in the strong current. We lost the lost pot in the string which was fitted with two cannon bag floats and an 80 foot. The log between these two was rigged with two cannon bag floats and was under some strain but barely visible.

The cleared the area until dark and about 2300 water slack with negative results. We also noticed that our log marked buoy was under a strain in fact the oxygen tank buoy was over as were the Yonger floats. At deck couldn't locate this buoy as suspected, so it had drifted.

Anchored near the vicinity at 2205 with idea of getting up at 0400 to continue search. Sent radio gram to Powell. Weather good.
Monday July 29
Harold outlook 0415. Located lost marker buoy 1.1/4 miles by radar. Playing: This buoy it was obvious that the current was still strong so gave up the search for the two pots.
At 0542 started running WNW to get into 54°30' and vicinity 161° W. At 0620 dropped a marker buoy in the above area and started of pot set #8, at end of this set turn north 3 miles then dropped marker buoy for pot set #9.
After setting pots (1130) we made an after full side drag on the east and west side of the string of pots. These two drag did not obtain any king crab but had approximately 725 and 175 pounds of large pink chinook. The total weights of the codchowder 650-700 pounds and 900-950 pounds respectfully (see drag report No 147-15)
We then ran just the net outside or southern end of one pot set and made a drag landed the 100 fathom curve. This drag had a total weight of 400-425 pounds and was 95% thick, lot of red sea anemone, crabs, sea cucumbers, etc. Sent radio gram to Fount.
Archer at southern most marker buoy 1905. Weather good.
Tues July 30

B. N. under 0.725. Overcast day with a westerly wind 12 to 14 knots in the morning.

Started fouling Pot set #8 at 0800 (Buoy Marker). Fishing lost two pots that were only 8 in this string. We completed the fouling at 1020. Then we ran up to set #9 and fouled that which took us until 1515.

The two pot set corresponded with the results of the trawl drags made in the same vicinity in as much as neither obtained any king crab. Lots of tanner reds by 1118 in a single pot.

The wind was northwestly 10 miles an hour andreset the pots in two strings 4 miles apart identified as Pot sets numbers 10 and eleven.

In order to carry over ten pots it is necessary to disconnect the trawl drum line and to spread the trawl net along the starboard afterdeck. Therefore as soon as the pots were set the necessary work was done to ready the vessel for another towing in the morning.

 Took a B.T. and bottom sample with several surface temperatures which showed quite a variation.

Anchored at north end of reef #18/805.
Wed July 31

Hauled anchor 0635 then ran up to jet set #11 and starting setting the other trawl 0720. The weather is a heavy overcast but sea conditions are good.

Made six other trawl drags today (Nos. 17 to 22 inc.) The same picture held true as experienced in previous work i.e. the drags south of 54°45’ are pretty much barren of commercial species. Again today our drag north of 54°45’ contained good representatives of our Ridding. The weather was overcast all day but the sea was calm.

Aground at 2015 near jet set # 10
Thurse Dec 1

Harbour anchored at 0600 then we worked
out sets Nos 10 & 11. There was lots of
Mother club but no King crab been
taken. The late in both sets
were reduced to skeletons from
the heavy population of sand
bead.

After handing we ran ten
nottile out to Cape Archewin Point
were we made out sets Nos 12 &
13. The lead of string 13 running
practically into Archewin Bay.
Immediately after setting the
sets we started in for Port
Darling arriving at the N.E. England
dec 1930. The Dinner was
alongside the dock as we moved
to the Archewin Cold Storage docks
at 1900 and tied up alongside
the MV Attie

Sent a wire to Darwell and
posted up the mail.
Fri Aug 2.

This morning we filled water at the Sand Point oil dock. We also picked up two coils 27' chain for tug line and four rubberized canvas bags to be used as fish trap bags. We also got the coil to thread for our own head rope of the anchor line.

At about noon we departed for the New England dock to pick up some groceries and collapsible crab pots from Mr. F. Jr. S.

Walked with Tattle he asked a man with M/A Victoria if he was able to give us quite a lot of information regarding king crab and shrimp. Particularly in this area.

I was able to get some old steel snake anchor chain from Clam Strogold (part of NE) for use as weights for the collapsible pots. At 1900 we were informed that the Standard Oil tanker would be gone at an early morning hour, therefore we shifted back to Collection Creek Stage dock and tied up alongside the M/A Otter. Sent letter to tribal with fishing bags to D.E. Powell.
Sat. Aug. 3

Departed Sand Point Cold Bay at 0600 bound for Oakword Point, where our crab pots sets 17/8/13 were located.
There is a good breeze of SE wind gusts 25 to 30 with a pretty good sea and swell running. This will be a good test of our 13th screen line if we should happen to have any amount of crab in the pot.

Rain and misty made finding all the pots a bit difficult. However, all were found and hauled with no mishaps (see Pot set Nov. 17/8/13).

After huling it was about 1730 and the wind had come down a little, but with a cold fine misty from Anvik and Oak. Pass of wind up to 50 mph we decided to put our pots somewhat inside. Now work was completed about 2030 then we went into Oakwood Harbor and anchored at 2130.
Sunday Aug 14

This morning, we rigged up three of the collapsible crab pots by turning a eight-link anchor chain in 45 ft. of link length, we attached chain to the bottom of the pot which added about 50 pounds weight. At this time, the wind was in gusts up to over 35 mph and rain above.

The work took until about noon to night, after which we decided to go out and set them having caught some fish from yesterday. The wind decreased a bit and the swell of seas moderated, therefore we decided to continue out and make a drag.

Make a drag just outside the pot set. No 1 4 ft. but dragged too much damage to net. To regain on fishing ground so went back into Halmonda Harbor to anchor.

After examination of net and under consideration that over 100 days had been spent with it decided to replace it with a Western net we had stored on the fish line.

Around 1605 Wind gusts from SW up to 38 mph.

Sit well to Dr. E. Powell
Monday Aug 5th

Hauled anchor at 0820 then headed out for Station Rocks in order to make an after-trawl drags. The weather was somewhat rough however we were able to make a set (see set No 24). Trawling bottom in this area is not of the best as inasmuch as we had all the bait that we needed for two sets with the sets we decided against making another set with the snares Western trawl that we were now using. Caught large male King Crab in this set which were tagged and released.

There was only about 1.5 hands of shrimp in the bale consisting of four pounds of bluefins (large) some with legs and one peeler. Threw back into Walmouth Harbor and anchored 1345. There is a little deck work to do such as stripping down the Eastern trawl that was quite badly fouled in yesterday's drag.

That's all today, see you.
Tues Aug 6 1957

Hauled anchor 0735. Weather today

IEC-OMZET

Hauled the 20 King crab pots that we had set from Fakkaouth Harbor south along Nazai Island. Results were a total blank. All the facts in the pots were reduced to skeletal size indicating lots of sandfleece in the area.

Ran to a position 3 miles SWXW from Scheidice Point and reset the pots. There is still a moderate swell but the wind we down to about 10 K.

Anchored at the end of Jet String, #17 at 1910.
Wed. Aug 7

Hoisted anchor at 0730. Ran due south for a short way and set the head net. The standing looked good but never the less we hung up. The got the net aboard again without damage. Quite a few bottom dwellers.

Spent the rest of the day sounding out the area but we were unsuccessful in locating an area for a clean drag.

With the intention in mind of moving down the channel we decided to go into Sand Point tonight and fill water and get any mail as this will probably be the closest station for quite awhile.

Arrived Sand Point 2130 (New England dock) where we picked up extra gasoline and some white. Almost all Rock Sand Point 2210 and filled water and picked up the mail.
Aug. 9, 1957. Three
Depicted Sand Point Oil Dock
0600 this morning submerge to one
great set & 16 & 17 double 8 to 12 moile
South of Adak Point. Started hauling
Third set at 0855 and had the
Last bottom hung at 1505.
Had intended going from here to Sagar
Pass However while talking to the
Helms Schomp Celtic he stated lots
of king crab on the holibut gear
between Olga Rocke and Kennigg Is.
so going in that vicinity we decided to give the pots a try in
that area. Then it we had pretty
good results in a few days than
we had set just east of theirs.
Therefore the pots are hung out
in that area.
We have no more fish so ran
up to Bay Point and anchored at
2020 with the idea of instituting
a fish drag tomorrow outside
of Bower Bay.
Sent a telegram to Tawell
Aug 9 Friday

Hauled deck at 0650 after landing for another Beaver Bay to north end on the first drag and snaggle just at the very end of the 300. The net was then quite badly however we sewed in patches and had it ready to go by 1600. As soon as reganed line out again this time up in shallower water with the net coming in this time with out damage (See drag set cor 26 & 27).

At the place we now have our ads pots set it is impossible to make an effective drag, therefore no advantage as we needed just to read the target we decided that the logical place would be Beaver Bay. The now have enough pot set aboard for three setting with all pots (two setting being frozen).

There were lots of baby halibut in both islands today. The were measured and released as soon as possible to keep them alive.

Ran over to Wesnesnkin Island and anhunk there so as to be in their proximity to our pot set for halibut in the morning.

Andover in cove 1910.
Sat Aug 10

Hauled anchor at 0410 then ran
down to get set #18 (about an hour ago)
while we hauled this string. The
weather is misty and overcast but
the sea is calm.

The results of this string as far
as king cod gun was very dis-
appointing after the rumors that
we had found the cod banks
off the lots of cod on their
holidays near the ship's area. It
was too rough to drag here.

After hauling the pots we
raced for about 38 miles in a
southeasterly direction taking sound-
nings for possible trawlable grounds
of which there was none.

Mode pot set #17 in a long
string Northeasternly from Cotton
Island. The depth record and
indicated 200 fathoms which also
showed in the bottom sample.
The weather is good with a moderate
swell and a flowing.

While I was taking a Bathythermograph
a few men were fgusing the anchor
chain for which we made haste. By
letting out slack chain caused the
chain to strike me on the head. A
bit uncomfortable but not serious.

Enroute in a light on Small Is.

cut 1840
Sunday Aug 11

Rancho anchor at 0650 then made
head after track drag in the
vicinity of pot set #19. These
proved negative as far as King
cat was concerned. A few white
stripes and short strings were in
the net, however, there was some
question as to whether this
Western track net jibes as
well as does the Eastern net
used at the start of the expedition.
Because of no King cat we de-
cided to move about 1/2 mile in
a gully in a NWly direction from
this position, while we had intended
setting the pots tomorrow. (See
day Nov 31 & 32.) After we picked up
a dozen good size King cat in
drag #31 moving towards South
for drag #32 we caught only 2
King cats.

Anchors in sight on Sande

2/110
Monkey Aug 12

Heeled wind at 0650. The weather this morning was a heavy wet fog, however we did not experience any difficulty in locating all our gear. An unusual situation in this string of gear was the good condition in which the tags were in after the fog weathered. Lot of funnels today but a good showing of king crabs. Lot of indications of the soft green mud bottom showing on the trip and many heavy anchors.

Rested the boat again this evening but new crew drag number 31. Weather this evening choppy seas and a graduate to heavy swell from the SE. The wind up to 25-28 in gusts.

Anchored in East anchorage
Tues Aug 13
Hauled anchor 0655 then grounded the area into Skatet Bay prospecting for suitable ground to set the after house. Report from North Maid said that a heavy something would be running on the outside.

The bottom sampler proved defective last night so we strengthened the rigging this morning we are also having trouble with the BT slides washing off the smoke.

Made first after travel deep today in the Galleries in Skatet and Maryhouse Bays. Pear results in respect to King Crab. The last haul (#37) had approximately 900# of sea anemones. This haul was made up on the flat at the head of Maryhouse Bay (See Log #33 to #37).

In the afternoon the wind started picking up and blowing out of the big lakes. We made radio contact with Monte Clemens on S4WS and made a 0630 weather schedule with him. If favorable he will bring out mail when he comes out here to fish for his season grade.

Received wire from Powell saying he sent return wire to Cordova and one to M.R. Greenwood. Haultake Co., Aniak Egg Island 2025
Wed Aug 14

I hauled anchor 0630 - Weather 300 feet ceiling. Rather than wait for the FWS plane, which is very uncertain on account of foggy weather, we headed out to pick up pot #10. We were very fortunate in hitting the end of the first half (which we landed first) without any trouble account of fog. We did experience a little trouble in locating pot #10 in the sequence of setting after that no difficulty. Their depth/height string was probably the fault. King east area limit then far (the Pot set # 10)

It was about 0900 when we sauntered away after hauling the 20 pots at which time I found myself in a somewhat awkward position in respect to where to set the pot next. It is about a few to five hours now to any likely place on Dovedale Bank and it seems military area near Bank is a few hit. Also according to bill the crew is arranged to go for a shower etc. at probably King Cove with the possibility of filing oil at the same time. After a little contact with King Cove it was discovered that they were not anxious to sell any fuel on account of saving it for the boats to fill fishing for salmon. After a little discussion with Cecil about a little more popular it was decided to see if we could get the pots in the general
Nearest of this last set them
weather permitting more a drag
on two tonneum axes ran
into female race again or to drag
all dry silver boom into Friday
early and set anchor in then
go into female race with the idea
that Jeffries the sail would be
close them and we can also fill
fuel and water at the same time.

With this schedule in mind
we rest the Gt to the guelry
to the rest of the and we just
set out. At 15th the mainstay
for 180° was run to side
and sail in vicinity of this
bury set at about 1845

Nether was closed a little thief
at from when but as pay me again

Birthday the two medic
frequencies 187.5 232.65 in an
attending to contend the mail on
Thurs. Aug 15

Hauled anchor 0830—Weather foggy & misty. Headed for Quartzite Point where we had the pots set that we hauled yesterday with intention of making a drop or two down the Gully. While making drop #38, the engine started to a grind while it was necessary to haul in #36 net (2000). We were shut down until 1300. Cause of this trouble was the water pump impeller the main two pumps this afternoon one of which produced the thing and being the most productive so far as an off-shore exploration.

The weather today has been a heavy fog with a steady mist.

After the last drop we rowed up to the start of our pot set #21 and anchored as to be in position for an early start in the morning with the idea of setting the pots near Cape Pomroy then going into Fille Rasa. Anchored 1800.
Fri Aug 16

Hauled anchors 0730 then lowered marks buoys at start of pat set #21. This set proved to be one of the most productive thus far with 346 King cod 333 of which were large size males. The crew aided in tagging most of these so that they could be released while in excellent condition. Bait was also in good shape.

Today was a rainy wet day but the sea and swell were very moderate.

After hauling the pots we moved southwest to the two gill nets just off Cape Banks and reset the pots.

The then ran into East Angle Cove and anchored at 2145. By that time a pretty good SSW wind had picked up.
Sat Aug 17

Heard whistle at 0700 and ran into Prince Pass Cannery. Here we filled fuel oil, water and the crew had an opportunity to "clean-up".

While here the superintendents Bill Lilly and Carl Broder came aboard to examine the guppies of shining that we have frozen. It is apparent that they too are interested in the future of the possible shining operation as a profitable side line with their salmon cannery.

We were extended the kindness of theirs showers and wash-rooms while we in turn provided them look-out with about ten king fish.

Sent a memo to Paul S. along with the copies of the fishing and pot-net reports.

Paid over at False Pass all night expecting to leave the first thing in the morning weather permitting. Reports from the tender crews indicate a fresh to strong NE wind blowing on the outside so we were lucky to catch this day to come in as it is probable we would be unable to drift on the outside.
Sunday Aug. 13
Departed False Pass Companny 0700 and
headed for Pot #22 set outside
Pankey Cove. Weather is good.
Started hauling the pots at 1050 and
had them all out by 1450 with
a total of only 5 king crabs in #20 pots.

To then row South to the east side
of Oenon Bank and reset the pots
in a northly direction. The last pot
went over the side at 1823. Then took
a technology (No. 32) and bottom
sample from here we ran up
to the start of our string and
anchored at 2030.
Monday Aug 19

Nailed anchor at 0650. Then made five drags in this general vicinity (NE corner Davidson Bank). The first haul contained about 5000 pounds marketable true cod but only 7 king crabs. The rest of the drags were a failure in respect to marketable fish or king crab. There were a few hammers in each drag, but otherwise it was a very poor showing. An unusual amount of Basketstar moved showing the net migratory. One haul (set #44) contained only about five pounds of flat stargid. A moderate SW wind came up in the evening, so we ran N to Cape Long and anchored at 2015.
Tue Aug 20
Hauled anchor 800 and ran up to pot set #23 and started hauling the meshes busy at 0730. These pots were entirely devoid of King crabs. Baits were reduced to skeletons.
After hauling we ran south to the depth of 176 fathoms and made a few soundings along the edge then ran back in on the shelf and set our pots again.
Weather today good and just a moderate 5Kt wind.
Arrived at the north end of pot set #24 at 1930
Wed Aug 21

Hauled anchor at 0700 saw a short way from the marker buoy and started setting the after line at 0737.
One of the first set of the day (20 ft) we snagged but didn't do much damage to the net.

Not a total of six after trawl drops to day without catching one king crab, no in fact much good field of any nature except rock sole.
We hung up on two of the drops without serious damage to the net. In one haul (no. 51) the bulk of the catch was

Finish the last drop at 1905 (B #28) and then had about a two hour run back to our pot
set #24

Anchored in vicinity start of Pot set #14 at 2105. Weather good
Barometric very high this evening 30.42
Thurs. Aug 22

Handed andre 0715. This is a flat calm day - no sunshine but a high pressure - no wind, sea, or swell. Started processing Marker Busy at 0740. Barometric still high at 30.40 (0900)

Heeled the 20 potz in set #24 which were a blank as far as King crop was concerned and nearly so in respect to Tanner. This seems to be a very frozen area.

After processing we ran about 20 or 20 miles SW and reset the potz in 46 to 59 fathoms. Setting was completed at 1020. We then set a radio marker busy and ran a little distance and anchored at 1030.

Weather today very good.

Made arrangements through King Cove company to have our mail brought back by one of their tenders as much as possible. Clemene said it would be ten or more days before the FWS plane comes down this way. It may be that arrangements need to be made to have our mail brought to St. Pauls. If this were done then we could cut our last mail delivery.
Friday Aug 23

Heaved anchor at 0750. Stayed in the vicinity of the marker buoy to take a few readings while the ebb tide was not ahead.

This morning the weather has changed with a pretty good breeze from the SE and a choppy sea. Everything around the pots and floats looked O.K. so we started south toward the edge and surveyed the ground for a place to dig.

We did make a trial set with the doors crossed, therefore no catch; however, we did suffer some damage to the net. The net was afraid again at 1100 but at this time the wind which had shifted to N.E. had increased to 25 to 30. The weather forecast called for increasing winds up to 40 while evening.

We ran back to the marker buoy to see how the floats were doing but apparently they are weathering the storm.

It was decided to run into Tigalske Harbor and anchored.

Anchored at 1645
Sat. Aug 24

Lay at anchor at Figelde Bay this morning and the company we held the Dennis Winn by here. Thinks were reported to have reached a velocity of 45 to 50 miles per hour last night. There is also a driving rain which makes the weather miserable.

Arrangements have been made which our mail will shortly reach Valley Face win and all thanked.

Lay at anchor all this day. Have the company here. The F.W. named Dennis Winn.

At one o'clock durning afternoon we drug anchor so here over to Weleboce Bay, we were greeted with a 65 mph wind with we come back here to Figelde and anchored again.
Sunday Aug-25

Still at anchor at Niagara as the wind is still blowing in gusts up to 40-45 mph.

This afternoon we moved over to alongside the FWS vessel Dennis Winn and were invited aboard for dinner.

The weather is still unsettled outside although winds in here are around 25 to 30 with some strong gusts.

Sent wire to D.E. Powell
Monday Aug 26

The need to move from being tied alongside the Donna Wharf was due to
account of increasing strong winds. Just which reached up to 93 mph
caused us to drift while at anchor, therefore we left Begalle
Bay and departed for Akina Bay.
At Akina we were able to get
in a little better sea of the
wind and anchored at
for the evening.

Outside there are reputed
mountainous seas and high
winds.
Tuesday April 27

At 0700 hoisted anchor and started out Agamemnon Pass in an attempt to get out to find the seal pots. The wind was down to about 25 to 30 mph but we saw into strong side range on the edge of Dougan Bank. A fog came down which made running in the cross swell impossible.

It appeared that the weather was unsuitable for fishing or landing pots so we headed around and returned to Naparle Bay where we anchored for the day and night. The wind in the morning was up to 45 and 45 mph. The seas are clearing a little.
Wed Aug 28

Sped anchor at 0400 in an attempt to make it through the pass before the tide turned too strongly. The weather on the Davidson Bank much better today although there is a heavy SW-ly swell and choppy seas had this morning. The wind is from SW at 15 to 20 mph. Broke 17 of our 20 pots and all the anchor bungee. The three pots lost caused by results of the live dry ground. Repairs take all morning and evening has moderated, very little wind but a fair swell.

Achorded out on Davidson Bank at 2100

Sent wire to D.E. Powell also received wire regarding shrimp work.
Thurs. Aug. 29

Hauled anchor 0720. Weather this morning moderated with just a light SSW swell and wind about 10 mph.

About 0800 we got the radar marker buoy for the start of pot set number 26. At about 1030 we had the last marker buoy out and location bearing made. We then made three other locations, one of which we snagged and one in which we cleared loose.

By evening the wind had increased to about 20 mph from the SSW. After hauling the net in we pronounced the area a little thin and ran up to our start of the pot set and anchored at about 2130.
Friday Aug. 30

Thumbed anchor at 0745 then hooked up string 26 3/4" 3/8". The weather has cleared and the wind changed to NE only 20 to 25 with choppy sea and moderate swell during the morning hours.

The wind partially destroyed the radar reflector used on the smock, hence and in re-sigging them we used a suggested method by Skulde of the Nordhav, where you employ part of a stow line to make one in a manner to cover a "fan" plot.

After hooking pot No. 26 we ran towards the back into Anchor Bight and reset the string, then ran in for False Pass. The weather this evening in the Bight was good.

Anticipate staying at False Pass Sat & Sunday then heading to pots Monday morning.

Wake up at 0600 in East anchor Cove 2245
Sat., Aug 31

Climbed Grouse Pass Camp at 0750.
Walked with Helen Wakefield regarding King Calt and shrimping in the
Anchorage and Kodiak area. He
sea of the impression that King out
and out at times in the mid-water, a
feeling that on a certain Drag out his Dip
which became fouled so that they were
only able to let out about 20 fathoms.
Bottom was over white sand. When
they retrieved the net it had 150
large mule King out and the notion that
the net was never near the bottom. In
fact it proved to be the best haul of the
day. He also mentions getting up to 1000
pounds of all-stage shrimps in Mossy
Bay using a 12 mch mesh King net and
sent copies of fishing log and map
to F.E. Powell.

NINE storms reported on outside with
winds 30 to 45 mph. It is raining here,
at Grouse Pass.

At about 1900 it became too
rough to lay at the dock line
at Kale Pass so we ran down
to Palisade Cliffs in Sitka
Bay where we anchored.
Sunday Sept 1

Heeled anchor at about 0745 and then ran back to Parker Pass evening as we noticed that the steamer (Edna) arrived. It is still raining and blowing a gale of NW but we are able to tie up inside the dock as long as the steamer is in to punt up a breakfast.

The only produce to arrive was a sack of potatoes and onions. So when the steamer pulled out at 1330 we also departed. We rowed down to Cape Haze which is about three miles from where we have the potash set. By anchoring close to the beach (at around 1730) we were able to get some protection from the offshore wind which was blowing in gusts up to 45 or 50. Had to head anchor and move to other side of reef as the wind shifted and continued.
Monday Sept 2

Hauled anchor 0630 then ran down to our pot set #27. There is a good sound of N weary flooding with guns up to 45 & 50, but being off shore it doesn't create much of a heavy swell although the sea is quite choppy.

We were fortunate in making all the spots with not too much difficulty due to weather. Completed floating pots and marked down by 1330. Then we started racing for Sand Point and where not planing some chopping exploding work.

Wind was easterly. The wind died down and we had good sailing for the balance of the night except for a few light rain squalls.
Tuesday Sept 3
This morning we arrived up at the mouth of Stepovak Bay where we intend to set the live pot. The weather is good except that it is very cold.
Set the pot in Donner Bay and mouth of San Diego Bay then into Sand Point Allatoon Cold Storage.
Unloaded the meat and frozen groceries together with the rabbit and frozen salmon and placed in cold storage while we defrosted the hold.
Bed Sept 4th

Making net bags to replace those that we borrowed from the Alaska II.
There were made 17 meshes by 32 meshes of 1/2 inch #2 thread,
using gunt material and
fitted with stainless steel along
with a hook on the open
end while the cloud and as
fitted with a flatter Reid to
which another hook is attached.

At noon went over to the New England dock
where we unboxed the gear from the hold,
mended, and relung the chain bow the
foretop of the C. S. T. also took the
Western Swag we have been using up on
the dock to wash and repair.

It was a beautiful day until about
2:30 when it started to drizzle
from the NW, making staying fast at the
dock uncomfortable, therefore we left
and anchored for the night out in
the channel.

Talked with Monte Clemence to-day.
Thurs Sept 5

Rainy and blowing from the N.W. this morning. Started ashore at 0820 and tied up at the side of New England dock.

Completed work on the C.S.T.

also on the Eastern.

By noon the wind and rain ceased and it became a nice day.

At about 1300 we ran over to Atlantic Cold Storage and unloaded Salt and

some butter and cream also, filled with Fred Coors and perfected sugar for the smoking sample they requested.

Returned to New England dock and loaded our C.S.T. and western

truck in order to be prepared to leave early in the morning. Depending on

weather, if good we will perfect outside Sicilian Rocks if blowing

then we intend leaving Balboa Bay.

Reports are that there are a lot of

east king and jake 60-70 fathoms outside Balboa so with only this

one shining track we hope to fish

that area last in event we hook

up on one of the best spots.

Best wishes to D.F. Powell.
Fri Sept 6

This morning - flat calm - departed New England dock 0620 for out to Seabrook Rocks to explore the grounds where six weeks ago we caught flound in the after

trawl.

Made six successful day time C.S.T
drops but the longjoins drag made at night turned into a bag which necessitated us to go into the New England dock for making net repairs.

The SE wind started to increase to 25-28 mph by the time we were abreast Seabrook Rocks.

Spent the remainder of night running in to Sand Point.
set sept 7

arrived alongside usfws vessel teal at new england dock, great pond at 0130 - weather rainy and flowing
at 0730 bill warden and i started working our net. right after chow at 0830 we departed for doggsi bay to haul our teal gutes. the weather here moderated with just a very slight occasional rain shower. (see pet set number 28)

after hauling the guts we reset them in an ese direction from chichagof bay. completed this work by about 1830. then we started traveling into sand point so as to start working on the c. s. t. tomos. 500' skiff arrived at sand dock at 2130.

walked with bill colvin and tried to get some info there to regear our c. s. t. but he did not have any in stock. may did have 15 or 20 at chichagof. wish several salmon boats but they also were out. vikmen will regear at the dock
Sunday Sept 8

Rainy and stormy weather today

We able to get a couple of

71 fathoms home from Fort in whale...m

have New England for the whaling run

have moved to use their warehouse for

mending and C.S.T.

The net looks in a sad state of

affair the leadline parted exactly in

the middle and the web tore in

all directions doubtfull if we

can have net repaired today.

Send wire to J.E. Powell

Ran over to Atlantic Cold Storage dock

at 1830 to take showers and

and wire...

Filled water tank
Monday Sept 9
0825 Depotted Atlantic Cod Strings
and returned to New England dock
when we continued to mend the
C.S.T.
Completed the net at 1330 and
took it aboard. In as much as it
is blowing and raining we decided
to stay in until six o'clock tomorrow
morning then if weather permits go
to one of the attached drag that
produced during outside of Station
Rocks and Atlantic Point
Returned thirty new bait bags

Alisoed that we made good far
shore we followed earlier in
the season
Tuesday Sept 10
11:00 departed Alaskan Cold Storage for Belford Bay with Fred Cobben aboard as a guest.
Made air very good 8:00 a.m. in this area, and while so doing took lots of pictures.

David made salmon case of salmon samples for shipment to Seattle by Mr. Cobben of Alaskan Cold Storage.
Weather in Juneau very wet outside quite rough as reported by the fishing boats.
He had heard that there were quite a few lost and gone him that fortunately we didn't hang up on king.

Returned to Sand Point with Cobben
at 2:10
Wednesday Sept 11

It has been flowing a good
seasonably last night and is contin-
uing that way this morning. We
departed here at 0830 after un-
looking shining samples for Colonel
The left for Stego Ite B a y to
spread out pots set number 29.
Quite choppy weather but did not
have any trouble handling the pots.
After handling we reset the pots
further up into the head of Stego Ite
Bay.

Medicine moled came in the bay
at night so we tied up alongside
her at about 2100. She then sent
aboard some King crab that they
cooked for us. Weather still
showing particularly but we are in the lee here in
Her Bay.
Thursday, Sept 12
Left Nordic Maid at 0630 and set the C.S.T. We made six
drops for shrimping and defended
home to Nordic Maid (See town
Nov 15 to 20)
The feel as though we have
entered this bay as much as we
have time for at present so we
are leaving for Beaufort Point
Bay.
Arrived in Zachary Bay at
2:145 in lieu of the wind
but rain squalls still continue.
Friday Sept 13

Hauled anchor 0630 and headed for Beaver Bay. Arrived outside Beaver Bay 0830 but due to heavy southwestern swell rolling in, we decided to continue running an hour down to Paulof Bay where there were reported to be good concentrations of large shrimp. When we used the Western lead with lines we did not get much shrimp in Beaver Bay.

Arrived outside Paulof Bay 1100 then made C.S.T. drags Nos. 15-21 to 525 inclusive. This area produced the largest concentrations of shrimp about we have found since July. The drags seem to vary in the shrimp size but most traps had some showing of ege groups of shrimp amongst the pile. The two made just at dark appeared to contain the smallest shrimp groups.

Anchored at Ukhtna Island at 2245. The wind at that time had died down to about 4 mph whereas early in the morning it was around 15 to 20 mph.

Received wire from E.C. Schaffner at 1515 our time in which he informed us positively there is no doubt that our wires passed because Ft. Jones was unable to send Thursday night (weather conditions) so KWC 34 would do the run at the time they sent mine. We did not monitor 25 kc so didn't receive his wire until afternoon.
Sat. Sept 14.

Hoisted anchor 0635 then headed for gully between Vostok Island and Dolphi Island. Made town Nos 26 & 27 then at 1000 started running for Beaver Bay. Arrived Beaver Bay at 1340 and then started Set # 528 also made 5 # 29 then we headed for Separonk Bay where we were and set pots set.

Along turning evening a good breeze of NE by Nt started to come in with rain shower (35-45 mph)

Anchored in vicinity of pots at 2145
Sunday Sept 15

Hitched anchor at 0600, the wind was still blowing and rain thick but not as bad as last night.

We heeled our boat string and rowed through at about 1300 then headed for Sand Point. At the end of the lagoon the wind increased my to 35-40 mph, with rain squalls.

We anchored at Sand Point 1820, at which time I sent a progress report over to D.E. Powell. We then started loading our frozen snauged and meat etc that we had stored in a Aleutian Cold Storage. It was raining and blowing and NE wind complete covering at about 2300 but before dawn decided to lay at the dock until daylight before taking off for Child Bay.

Should you all send in business with Fred Bolen, I in respect to our programs and...
Monday Sept 16

Deputy Sand Point 0630 it is still blowing a good N.E. and running when we took off for Cold Bay.

Glazed the during supper while and the way to Cold Bay. Heavy snow quite side but this afternoon the weather cleared up. Have been on truck with A.P.S. Cold Bay & Reeves Airline in order to bring schedule with plane on which Greenwood is aboard. Had intended to set lots in gully outside Cold Bay kept back by rig and on second thought will may want to continue Westward.

Arrived Cold Bay 1835 just as Reeves plane rode landed. Will Greenwood arrived aboard. Landing before this evening we discussed the schedule for the balance of the trip. He was not aware of my last note to Seattle to use my train after mine.

Flaming too hard to remain at the dock as left for Leonard Bay when we arrived for the night. Glenn Dawson & Single in Cold Bay didn't report aboard.
Tues Sept. '17

Mel and I went over the
program for the Tornado Girl.
The fellows from D.C. S. were
afraid, we were able to
purchase a few gallons then
return from the Army Commissary.
Weather today is stormy,
and we are unable to remain
at dock so departed for
Havana Bay where we dropped
anchor.
Wed. Sept. 18

Hauled anchor at 0645, the wind is still at SE 25 to 35 with stronger gusts.
We made port set at 31° in the gally of Call Bay then headed for the dock where I am to depart via Reeve Airlines for Anchorage, Alaska, then via P.H.A. for Seattle.

Today Mel went up an itinerary for the future work of the Ironwood which I am to deliver to Dan for his component. This revised schedule seems to me to be much better than that which he originally proposed.

Departed Call Bay 1230 for Anchorage

Arrived and arrived at 1830

Departed Anchorage with PNA 2130

Arrived Juneau airport 0500 on Sept. 19th

Expense Air Porter $12.50

Taxi 7.00