DAILY LOG

M/V TORDENSKJOLD

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 Gov't car #668. arriving at the airport 0730.

Departed Sea-Tac. via Pacific Northern Airlines 0830 and arriving Anchorage Alaska 1245 their time (2 hours time diff.). At Anchorage I was notified that my flight down to Cold Bay had been delayed until tomorrow because of no flight schedule to Sand Point & lack of accomodations 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 airline and arrived Cold Bay 1730 having stopped enroute at Kodiak & Port Hoden. The weather is foggy.

At Cold Bay I contacted A.C.S. and found out that the F&WS plane was out of commission. Then I talked with Bob Jones the F&WS representative neither had any suggestions for getting to Sand Point.

The P.A.F. man Mr. John Kuptke (First Aid) said that they had a tender in at the dock Kaplak 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 Endeavor. The balance of the night was spent aboard the Kaplak.

Tues July 16 1957

Departed 0400 for King Cove a 2½ hour run however it is the intention of picking up some fish from the salmon seiner en-route.

Arrived King Cove 0845 with disabled purse seiner Glacier in tow. Raining & blowing. Contacted Pete Larsen at 0930 to see if he would call the Tordenskjold for me as the Endeavor can not fail the traps therefore will not be going to Sand Point to-day. We were able to get radio contact with Tordenskjold via Hazel at Aleutian Cold storage and made arrangements for them to come after me. It is a 90 mile run ~~both~~ each way. But with no plane or Salmon tender service likely for several days I elected to have them make the run. P.A.F personnel were very hospitable and while here I talked King Crab with the superintendant Mr Carl Anderson. They put up a small pack of crabs here and get all that they can use by pot fishing just outside the cannery bay. Also talking with Ray Langton FWS here for salmon data.

Departed here 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 18-20 0800 started overhauling the crab pots putting on bridles and making up buoy lines in 50 & 25 fathom shots with a plastic ball in each 50 fathom coil. Pete Holmgren Talked to a local resident captain & owner of the M/V Alesco, he offered suggestions regarding the operation of the pots, and in fact loaned us 20 bait bags which we will replace with new ones. He said that newly treated pot web would not fish for 8 to 12 days and also suggested hanging a split fish in the middle of the trap besides the bait bag.

In order to keep the crab from going over the top of the pot we decided to sew tops over the funnel ramp. We borrowed needle & stainless steel wire from Wakefield at Aleutian cold storage. The traps are not in top condition and require quite a lot of work We also placed two glass balls on each side on top opposite the door in order to aid the pot landing right side up. There are three types of tops a description of each will be made later. There are several modifications that we will be trying such as a plywood insert placing of balls etc.

Sent wire to D.F. Powell

Knocked off work at 2030 - Still raining & blowing. Met Monte Clemens & Earl Hutching FWS management.

Thurs July 18 1957

Departed Sand Point NE dock 0830 with Monte Clemens & Paul Hutchins (plane pilot) as guests. Our intention is to go out in Unga Strait and make a drag for bait for our crab pots. Weather raining & blowing. The results of the otter trawl tows (see fishing log) indicate good concentrations of shrimp in this area. The pink shrimp appear to be of good size with a fair mixture of larger side-stripes & spots.

We brought in two fish boxes for the residents of NE Sand Point and 530 lbs to the Aleutian cold storage. Interest in shrimp is very keen in this area. I talked with the Supt at Aleutian Cold Stage Fred Colson and gave him a copy of our shrimp work (Cr #24-26) he is very interested to see this fishery developed.

Sent a wire to D.E. Powell but was put in an awkward position regarding Sand Point & Western Union charges on a Coast Routine No Count. Ironed out the problem by no charges.

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

Froze samples of the shrimp in today's drags.

In radio contact with FWS charter vessel Mitkof.

Still raining & blowing and no plane service. Hobbit boats in report SE storm outside. Will lay here tonight & Depart Aleutian Cold Stage 0630 tomorrow

Knocked off 2030

Friday July 19th

Departed Aleutian Cold Storage dock 0730
Everyone here has been very accomodating in helping us out with small supplies that we need. This morning plane still not in from Cold Bay reported to have circled over but not landing.

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

Crew of Tordenskjold & Glenn Davenport (biologist) working on crab pots today - there is more work to put them in first class shape than we had expected.

Cleared up for a while this afternoon so took some pictures of the various types of pots ~~all~~ also put a number on each.

At 2000 departed NE dock for Cold Storage dock to fill oil & take water. While here talked with John Jacobson owner of two boats Vis II and an other 55 footer. The offered suggestions and ideas regarding crab fishing area, bait etc.

Laid at oil dock all night with intention of loading crab pots early to-morrow morning to clear New England (FWS) dock so that Dennis Winn can land.

Plane arrived from Cold Bay this afternoon. Started raining again this evening, clear for a few hours this P/M.

Sat. July 20 1957

0630 departed Cold Storage oil dock for New England Sand Point dock. 0730 Started loading crab pots and then swept and clean the dock of all debris that we made while overhauling the gear. 0900 departed for offshore Unga Cape to set the pots (See fishing log) Raining and blowing 16-18 today. With no pots aboard the decks of the Tordenskjold are pretty well occupied (took 35 mm pictures) Even though this was the initial crab pot set the operation went along quite smoothly.

The buoy lines had to be assembled as they are in 59 & 25 fathom shots of 18 & 2 gthread. with a plastic float on the lower 20-25 fathom fixed by a rope yarn stopper. Also the buoy flag & radar 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-night the rain has ceased but the wind is picking up.

Sunday July 21 1957

Hauled anchor 0630. A clear day in the morning with light westerly wind, however as the day progressed the wind increased to a breeze of over 25 with strongue gusts. Made four otter trawl drags, two on each side of our string of crab pots. On one drag we hung-up (see otter trawl records) but all others came clear. The bottom sounded out good but there are some areas where there is patches of hydra coral.

All the halibut that were of commercial size were frozen for scientific samples for Dr Glende Thurman Tech. Lab. at Seattle.

All the male king crab were logged and released.

The surprising thing about to-days drags were the amount of shrimp, one of which (#6) had a total catch of 1200 pounds of which 900 pounds was 100% pink shrimp estimated to be 100-125 count per pound. While the drag (#4) before (hung up #5) had 1200 pounds total catch with 240 pounds 50-50 mix pink and seal stripe they too were good sign.

Anchored outside Anga village 1735. Wind at gusts to 35 mph.

Monday July 22

Hauled anchor 0630 then went out to haul the crab pots set out Saturday July 20. Started hauling at 0745. Wind prevailing westerly 10-15. There is quite a chop with long low 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 block however by the time we had hauled the tenth pot the pipe portion of the davit had spring way out of shape and the fastening at the bulwarks gave away.

Rather than try to haul the balance of the string (10 more pots) we decided to go into Aleutian Cold storage and have the davit repaired by welding another crossbrace and repositioning the head of the davit and block to the winch gypsy.

Arrived Aleutian Cold Storage Dock 1735. Had the night machinist start working on davit. Job completed 2100 except the repositioning on deck which required another 1/2 to 3/4 hour.

Tues July 23, 1957

Departed Aleutian Cold Storage dock 0645, headed out to the last 10 crab pots of set # 1.

Hauled these pots and reset them in the 100 fathom gully inside Cape Ulaga and in a close proximity of the 10 pots set yesterday. This will give us a good section coverage of this area.

The total of king crabs caught to-day was 13 of which only four were commercial size male crabs, two female and the balance small males. There were lots of tanner crabs (17 to 78) with no empty pots.

These pots even the out three days still had a majority with 10% to 50% of the bait left. The previous traps hauled had nothing but skeletons of the fish used for bait left. It appears that some area have heavy populations of some flea that could be the cause of no bait being left.

The westerly wind is still giving us a little concern about setting the pots outside especially with our light buoy lines for these heavy pots more so if we should load up with crab.

Anchored inside Ulaga village 1835

Wed. July 24th 1957

At 0600 this morning the sky was clear and just a faint breeze from SW was blowing however by the time we heaved the anchor 0635 it had already started to cloud up.

On our way across from Unga we set a course that would take us between the two strings of pots that we had out. Hugo noticed that the marker buoy at the start of set #3 had drifted but it cannot go very far because it is in a gully. However hereafter we intend to double up on the anchors especially on the radar marker buoys.

Made travel drag #8 today and hauled and set 10 pots. This being the best day so far we ran this string and the outside (see pot set #4). The last pot went over the side at 1745. With the set #3 of ten pots set east of Unga Cape we 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 low swell.

Anchored outside Eagle Harbor 2135 near our pot set.

Thurs July 25

Hauled anchor 0720. Spent about twenty minutes looking for the marker buoy at end of string, but may have parted line as we had a little trouble setting this one as the line got fouled in the propeller. While hauling pots the wind shifted from SW to NE.

Could not locate pot # 5107 which was the first one set in the string. It was set in 118 fathoms and rigged with 125 fathom 24 thread plus 25 fathoms 18 thread with two canoe bag floats. The other pots in this string set under nearly identical conditions were O.K. There is a possibility of drift kelp submerging the floats or that the plastic ball used for prevention of buoy line chafing burst as have three so far. It is unknown whether the plastic ball failures were due to water pressure or faulty from the beginning. 1400 started running out to pot set # 4 after hooing spent a couple hours searching for the lost pot.

Set pots out to 54°34' & 160°30' (See Set #5) Weather good

Sent wire to D.E. Powell

Anchor at north end of pot set # 4. 2045. Took BT # 5 and bottom sample. Crew busy overhauling gear.

Fri July 26

Haul anchor 0645 a clear sunny morning with long low SE Swell. Made three trawl drags today see drags Nos 9, 10 & 11. On drag No 11 we hung up after dragging fifty minutes. Damage to the net was confined to a couple fathom tear along the head rope. We also hauled the pots in set #4 of pot sets. It was one of our poorest as far as King Crab is concerned but a lot of tanner crabs.

Weather today was favorable so we were able to take some pictures of the various component of the gear used in the pot fishing operations. We are now about out to the 100 fathom curve.

We night we anchored at the south end of pot set #6 which we completed setting at 1935. Took BT #6 and bottom sample.

Dropped anchor at 2035

Sat July 27
Hauled anchor 0650. The sky is 90% overcast but the barometer is rising. Repaired the tom trawl net this morning. Ready to set at 0800. Made two drags to-day, one in the morning and one in the evening.

Hauled pot string number 5 and set string number seven. No King crab in the pots. The baits were reduced to skeletons and when hauled on deck had lots of sand flea clinging to the bones that remained in the bait bags.

Trawl drag #12 which was made this morning was our largest total left so far with one split the catch was estimated at 2800 pounds. No King crab but there was 10% Pacific Ocean Perch all marketable (fore sample), three small halibut and 10-20 small sablefish plus 15 to 18 True cod completed the commercial species of fish. There was 1 to 2 pounds pink shrimp

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

Hauled anchor 0655. Nice weather
Hauled pot set #6. No King crab
but lots of tanners, up to 116 in
a single pot. The bait bags were
reduced to skeletons most likely
by the sand fleas which have been
prevalent in each bait bag. Took
some 35 mm pictures of the operation

Failed to find pot 5114 the third
from last in the order of handling. It
was fitted with a 9"x6 foot Sponger
buoy that was unable to surface in
the strong current out near the edge
We also lost the last pot in the
string which was fitted with two
canvas bag floats and in 100 fathoms
the pot between these two was rigged
with two canvas bag floats and
was under some strain but easily
visible.

We cruised the area until dark
and about low water slack with
negative results. We also noticed that
our flag marker buoy was under a
strain in fact the oxygen tank buoy
was under as were the sponger floats.
At dark couldn't locate this buoy
so suspected that it had flattened.
Anchored in this vicinity at
2205 with idea of getting up at
0400 to continue search. Sent
radio gram to Powell.

Weather good.

Monday July 29

Hauled anchor 0415. Located lost marker buoy 1 3/4 miles by radar. Hauling 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 0820 dropped a marker buoy in the above area and starting of pot set # 8, at end of this set ran north 3 miles then dropped marker buoy for pot set # 9.

After setting pots (1130) we made an otter trawl drag on the east and west side of the string of pots. These two drags did not contain any king crab but had approximately 125 and 175 pounds of large pink shrimp. The total weights of the catches were 650-700 pounds and 900-950 pounds respectfully (see drag reports Nos 14 & 15)

We then ran past the most outside or southern end of our pot sets and made a drag towards the 100 fathom curve. This drag had a total weight of 400-425 pounds and was 95% flesh; lots of red sea anemones, starfish, sea urchins etc. Sent radio gram to Powell

Anchored at southern most marker buoy 1905. Weather Good.

Tues July 30

Hauled anchor 0725. Overcast day with a westerly wind 12 to 14 knots in the morning.

Started hauling Pot set # 8 at 0870 (Buoy Marker). Having lost two pots there were only 8 in this string. We completed the hauling at 1020. Then we ran up to set # 9 and hauled 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 tanners up to 118 in a single pot.

We then ran northwest for 10 miles or so and reset 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 davit brace and to spread the trawl net along the starboard after deck. Therefore as soon as the pots were set the necessary work was done to ready the vessel for otter trawling in the morning. Took a B.T and bottom sample with several surface temperatures which showed quite a variation. Anchored at north end of set #11 at 1805

Wed July 31

Hauled anchor 0655 then ran up to pot set # 11 and starting setting the otter trawl 0720. The weather is a heavy overcast but sea conditions are good.

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

Anchored at 2015 near of pot set # 10

Thurs Aug 1

Hauled anchor at 0600 then we hauled pot sets Nos 10 & 11. There were lots of Tanner crab but no King crab were taken. The baits in both string were reduced to skeletons from the heavy population of sand fleas.

After hauling we ran ten miles in towards Achredin Point were we made pot sets Nos 12 & 13. The last of string 13 running practically into Achredin Bay.

Immediately after setting the pots we started in for Sand Point arriving at the New England dock 1830. The Dunnelenn was alongside the dock so we moved to the Aleutian Cold Storage dock at 1900 and tied up alongside the M/V Atka

Sent a wire to Parrell and picked up the mail

Fri. Aug 2.

This morning we filled water at the Sand Point Oil dock also picked up two coils 27 thread for buoy line and four rubberized canvass bags to be used as pot trap buoys. We also got 1/4 coil 6 thread for use on the head rope of the otter trawl net.

At about noon we departed for the New England dock to pick up some groceries and collapsable crab pots stored with the F. W. S.

Talked with Walter Asterback owner-master M/V Ketovia 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 stud-link anchor chain from Claire Skogvold (supt of N.E.) for use as weights for the collapsable pots. At 1900 we were informed that the Standard Oil tanker would be in at an early morning hour, therefore we shifted back to Aleutian Cold Stage dock and tied up alongside the M/V Otter. Sent letter together with fishing logs to D. E. Powell.

Sat. Aug. 3

Departed Sand Point Cold Storage at 0600 bound for Acheredin Point where our crab pot sets Nos 12 & 13 were located.

There is a good breeze of SE with gusts 25 to 30 with a pretty good sea and swell running. This will be a good test of our 24 thread buoy 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 Nos 12 & 13)

After hauling it was about 1730 and the wind had come down a little but with a weather report from Gremax and Pale Pass of wind up to 50 mph we decided to set our pots somewhat inside. This work was completed about 2030 then we went into Falmouth Harbor and anchored at 2130

Sunday Aug 4.

This morning we rigged up three of the collapsable crab pots by bending a stud-link anchor chain in 4-5 & 6 link length we attached three 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 showers.

This work took until about noon so right after chow we decided to go out and set them having saved some bait from yesterday. The wind decreased a bit and the swell & seas moderated, therefore we decided to continue out and make a drag.

Made a drag just outside the pot set. No 14 but snagged. Too much damage to net to repair on fishing ground so went back into Falmouth Harbor to anchor.

After examination of net and under consideration that over 100 drags had been made with it decided to replace it with a Western that we had stored on the foc'sle head.

Anchored 1645. Wind gusts from SSW up to 38 mph.

Sent wire to D.E. Powell

Monday Aug 5th

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

There was only about five pounds of shrimp in the haul consisting of four pounds side stripe (large) some with eggs and one pound pinks.

Went back into Falmouth Harbor and anchored 1345. There is a little deck work to do such as stripping down the Eastern trawl that was quite badly ripped in yesterday drag.

Weather to-day poor.

Tues Aug 6 1957

Hauled anchor 0735. Weather to-day has moderated.

Hauled the 20 King crab pots that we had set from Falmouth Harbor south along Nagai Island results were a total blank. All the baits in the pots were reduced to skeletons indicating lots of sand fleas in this area

Ran to a position 8 miles SWXW from Acheredin Point and reset the pots. There is still a moderate swell but the wind is down to about 10 K

Anchored at the end of pot string #17 at 1910

Wed. Aug. 7

Hauled anchor at 0730. Ran true south for a short way and set the trawl net. The soundings looked good but never the less we hung up. We got the net aboard again without damage. Quite a few basket stars and other bottom dwellers.

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

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

Arrived Sand Point 2130 (New England dock) where we picked up extra groceries and some parts. Arrived at dock Sand Point 2210 and filled water and picked up the mail.

Aug. 8 1957 Thurs.

Departed Sand Point Oil Dock 0400 this morning enroute to our pot set # 16 & 17 made 8 to 12 miles SWrly of Achredin Point. Started hauling these pots at 0855 and had the last marker buoy aboard at 1505. Had intended going from here to Sayak Pass however while talking to the halibut schooner Celtic he stated lots of king crab on his halibut gear between Olga Rocks and Kennedy Is. so being in that vicinity we decided to give the pots a try in that area. Then ~~to~~ we had pretty good results in a few pots that we had set just east of there.

Therefore the pots are now set in that area.

The hour no more fit so ran up to Bay Point and anchored at 2020 with the idea of making a few drags to morrow outside of Beaver Bay.

Sent a telegram to Powell

Aug 9 Friday

Hauled anchor at 0650 then headed for outside Beaver Bay to make drag. On the first drag we snagged fast at the very end of the tow. The net was torn quite badly however, we sewed in patches and had it ready to go by 1400. As soon as repaired we set again this time up in shallower water with the net coming in this time with out damage (See drag set nos. 26 & 27).

At the place we now have our crab pots set it is impossible to make an otter trawl drag, therefore inasmuch as we needed bait to reset the traps we decided that the logical place would be Beaver Bay. We now have enough pot bait aboard for three settings with the pots (two settings being frozen)

There were lots of baby halibut in both hauls to-day, these were measured and cleaned as soon as possible so as to keep them alive.

Ran over to Wosnesenski Island and anchored there so as to be in close proximity to our pot set for hauling in the morning

Anchored in cove 1910

Sat Aug 10

Hauled anchor at 0410 then ran down to pot set #18 (about an hour's run) where we hauled this string. The weather is misty and overcast but the sea is calm.

The results of this string as far as King crab goes was very disappointing after the rumors that we had from the halibut boat Celtic of lots of crab on their halibut gear in this area. (It is too rough to drag here)

After hauling the pots we ran for about 38 miles in a southerly direction taking soundings for possible trawlable ground of which there was none.

Made pot set #19 in a long string Northwesterly from Cotton Island. The depth recorder indicated soft mud which also showed on the bottom sample. The weather is good with a moderate SWerly ground flowing.

While I was taking a Bathythermograph a crew member was preparing the anchor chain for when we made harbor. By letting out slack chain caused the chain to strike me on the head. A bit uncomfortable but not considered reportable.

Anchored in a light on Sarah Is. at 1840

Sunday Aug 11

Raised anchor at 0650 then made two otter trawl drags in the vicinity of pot set # 19. These proved negative as far as King crab were considered. A few side stripe and pink shrimp were in the net, however, there is some question as to whether this Western trawl net fishes as well as did the Eastern net used at the start of the exploration.

Because of no King crab we decided to move twenty miles in a gully in a NW'ly direction from this position, where we had intended setting the pots tomorrow. (See drags Nos 31 & 32). Up here we picked up a dozen good size King crab in drag # 31 moving toward Sanak for drag # 32 we caught only 2 King crab.

Anchored in bight on Sanak

2110

Monday Aug 12

Hauled Anchor 0650. The weather this morning is a heavy wet fog, however we did not experience any difficulty in locating all our pots. An unusual situation in this string of pots was the good condition in which the baits were in after the pots were hauled. Lots of Tanners to-day but a poor showing of King crab. Lots of indications of the soft green mud bottom showing on the traps and marker buoy anchors.

Reset the pots again this evening out near our drag number 31. Weather this evening choppy seas and a moderate to heavy swell from the SW. The wind up to 25-28 in gusts. Anchored in East Anchor Cove 2130

Tues Aug 13

Hauled anchor 0655 then sounded thru ann into Ikatan Bay prospecting for suitable ground to set the otter trawl. Report from Nordic Maid said that a heavy southerly swell was running on the outside.

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

Made five otter trawl drags today in the gullies in Ikatan and Morzhovoi Bays. Poor results in respect to King crab. The best haul (#37) had approximately 900# of sea anemones. This haul was made up on the flat at the head of Morzhovoi Bay (See drag #33 to #37).

In the afternoon the wind started picking up, blowing out of the fog banks. We made radio contact with Mate Clemens USFWS and made a 0630 weather schedule with him, if favorable he will bring our mail when he comes out here to pickup his steam guard.

Received wire from Powell on shrimp. Sent return wire ~~also~~ Cordova and one to M.R. Greenwood Manitoke Lab, Auclard Egg Island 2025

Wed Aug 14

Hauled anchor 0630 - Weather 300 foot ceiling. Rather than wait for the FWS plane, which is very uncertain on account of foggy weather, we headed out to pickup pot set # 20. We were very fortunate in hitting the end of the float half (which we hauled 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. This last half string was probably the best King crab area hit thus far (See Pot set # 20)

It was about 1530 when we squared away after hauling the 20 pots at which time I found myself in a somewhat awkward position in respect to where to set the pots next. It is about a four to five hour run to any likely place on Davidson Bank and it seems that any area near Sanak is a poor bet. Also according to Carl the crew is anxious to get in for a shower etc. at probably King Cove with the possibility of filling oil at the same time. After a radio contact with King Cove it was discovered that they were not anxious to sell any fuel on account of saving it for the boats fall fishing for Salmon. After a little discussion with Carl albeit a little unpopular it was decided to re-set the pots in the general

vicinity of this last set, then weather permitting make a drag or two to-morrow then run into False Pass Cannery, or to drag all day then haul pots Friday early and reset closer in then go into False Pass with the idea that perhaps the mail would be there then and we can also fill fuel and water at the same time

With this schedule in mind we reset the pots up the gully to the east of the one we just set in. At 1806 the marker buoy for last pot was over the side.

Anchored in vicinity of this buoy at about 1845

Weather cleared a little this afternoon but is foggy again tonight.

Recording the two radio frequencies 5187.5 & 3215 in an attempt to contact the John H Cox

Thurs Aug 15

Hauled anchor 0830 - Weather foggy & misty. Headed for position where we had the pots set that we hauled yesterday with intention of making a drag or two down the gulley.

While making drag #38 the engine heated up to a point where it was necessary to haul in the net (2000). We were shut down until 1300. The cause of the trouble was the water pump impeller.

We made two drags this afternoon one of which produced 42 King crab being the most productive so far in our offshore exploration.

The weather today has been a heavy fog with a near rain mist.

After the last drag we ran up to the start of our pot set #21 and anchored so as to be in position for an early start in the morning with the idea of resetting the pots near Cape Pankof then going into False Pass

Anchored 1840

Fri Aug 16

Hauled anchor 0730 then hauled marker buoy at start of pot set #21 This set proved to be our most productive thus far with 346 King crab 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. Baits were also in good shape

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

After hauling the pots we moved westward to the two gullages just off Cape Pankof and reset the pots.

We then ran into East Anchor Cove and anchored at 2145. By that time a pretty good SW wind had picked up.

Sat Aug. 17

Hauled anchor at 0700 and ran into False 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 Olsson came aboard to examine the samples of shrimp that we have frozen. It is apparent that they too are interested in the future of a possible shrimp operation as a probable side line with their salmon cannery.

We were extended the courtesies of their showers and wash-rooms while we in turn provided their cookhouse with about ten king crab.

Sent a memo to Powell along with the copies of the trawling and pot set reports.

Laid 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 select this day to come in as it is probable we would be unable to drag on the outside.

Sunday Aug. 18

Departed False Pass Cannery 0700 and headed for Pot set # 22 set outside Pankof Cage. Weather is good.

Started hauling the pots at 1050 and had them all onboard at 1450 with a total of only 5 King crab in the 20 pots.

We then ran South to the east side of Davidson Bank and reset the pots in a northerly direction. The last pot went over the side at 1823. Then took a bathythermograph (#22) and bottom sample. From here we ran up to the start of our string and anchored at 2030

Monday Aug 19

Hoked anchor at 0650 then made five drags in the general vicinity (NE corner Davidson Bank) The first haul contained about 5000 pounds marketable true cod but only 2 King crab. The rest of the drags were a failure in respect to marketable fish or King crab. There were a few Tanners in each drag but other than that a very poor showing. An unusual amount of Basketstars made hauling the net miserable. One haul (set # 44) contained only about five pounds of bat starfish.

A moderate SW wind came up in the evening so we ran up to Cape Lazarev and anchor at 2015

Tues Aug 20

Hauled anchor 0700 and ran up to pot set #23 and started hauling the marker Buoy at 0750. These pots were entirely devoid of King crab. Baits were reduced to skeletons.

After hauling we ran south to the depth of 176 fathoms made a few soundings along the edge then ran back in on the shelf and set our pots again.

Weather to-day good with just a moderate SW wind.

Anchored at the north end of pot set # 24 at 1930

Wed Aug 21

Hauled anchor at 0700 ran a short ways from the marker buoy and started setting the otter trawl at 0737. On the first set of the day (No 46) we snagged but didn't do much damage to the net

Made a total of six otter trawl drags today without catching one King crab, no in fact much food fish of any nature except Rock sole

We hung up on two of the drags without serious damage to the net. In one haul (# 51) the bulk of the catch was Tanner crab

Finished the last drag at 1905 (BT# 28) and then had about a two hour run back to our pot set # 24

Anchored in vicinity start of Pot set # 24A at 2185. Weather good barometer very high this morning 30.42

Thurs. Aug 22

Hauled anchor 0715. This is a flat calm day - no sunshine but a high overcast - no wind, sea, or swell. Started hauling Marker Buoy at 0740. Barometer still high at 30.40 (0900)

Hauled the 20 pots in set #24 which was a blank as far as King crab was concerned and nearly so in regard to Tanners. This seems to be a very barren area.

After hauling we ran about 20 or so miles SW and reset the pots in 46 to 59 fathoms. Setting was completed at 2020 we then set a radar marker buoy and ran a little distance and anchored at 2030.

Weather today very good.

Made arrangements through King Cove cannery to have our mail brought thru by one of their tenders in as much as Monte Clemons said it would be ten or more days before the FWS plane comes down this way. It may be that arrangements can be made to have our mail brought to False Pass. It has now been three weeks since our last mail delivery.

Friday Aug 23

Hauled anchor at 0750. Stayed in the vicinity of the marker Buoy to take a few bearings while the crab pots are not aboard.

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

We did make a trawl set but the doors crossed therefore no catch, however, we did suffer some damage to the net. The net was aboard again at 1100 but at this time the wind which had shifted to NE'ly had increased to 25 to 30. The weather forecast called for increasing winds up to 40 this 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 Tigalda Harbor and anchored. Anchored at 1640

Sat. Aug 24

Lay at anchor at Tigalda Bay this morning and for company we had the Dennie Winn in here. Winds 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 miserably.

Arrangements have been made whereby our mail will finally reach Yakutat Pass via an oil tanker.

Lay at anchor all this day. Have for company here the FWS vessel Dennie Winn

At one ~~th~~ time during afternoon we drug anchor so near our to Wilcox Bay we were greeted with a 65 mph wind so came back here to Tigalda and anchored again.

Sunday Aug - 25

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

This afternoon we moved over to alongside the FWS vessel Dennis W. Wynn 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 had to move from being tied alongside the Dennis Winn on account of increasing SE'ly winds. Gust which reached up to 95 mph caused us to drift while at anchor, therefore we left Tigalda Bay and departed for Akun Bay. At Akun we were able to get in a little better lee of the wind and ~~got~~ anchored there for the evening.

Outside there are repeating mountainous seas and high winds

Tuesday April 27

At 0700 hauled anchor and started out Ugamak Pass in an attempt to get out to haul the crab pots. The wind is down to about 25 to 30 mph but we ran into strong tide rips on the edge of Davidson Bank also a fog came down which made running in the cross swell hazardous.

It appeared that the weather was insuitable for fishing or hauling pots so we turned around and returned to Tigalda Bay where we anchored for the day and night.

Winds in here in gusts up to 40 and 45 mph. but the skies are clearing a little

Wed Aug 28

Hauled anchor at 0400 in an attempt to make it through the pass before the tide runs too strong. The weather on the Dowdson Bank much better today although there is a heavy SW-ely swell and choppy seas this morning. The wind is from SW at 18 to 20 mph.

Located 17 of our 20 pots and all the anchor buoys. The three pots lost owned by results of the five day storm.

Weather this afternoon and evening has moderated, very little wind but a fair swell.

Anchored out on Dowdson 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 SW swell and wind about 10 mph.

About 0800 we set the radar marker buoy for the start of pot set number 26. At about 1030 we had the last marker buoy out and location bearings made. We then made three other trawl drags one of which we snagged and one in which we closed doors.

By evening the wind had increased to about 20 mph from the SW. After hauling the net in we sounded the area a little then ran up to our start of the pot set and anchored at about 2130

Friday Aug. 30

Hauled anchor at 0745 then hauled pot string 26 "A" & "B". The weather has increased and the wind changed to NWerly 20 to 25 with choppy sea and moderate swell during the morning hours.

The wind partially dislodged the radar reflector used on the marker buoys and in re-rigging them we used a suggestion submitted by Shilds of the Nordic Maid, where you employ part of two some to make one in a manner to cover a "flat" spot.

After hauling pot set # 26 we ran towards the back into Ananak 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 hauling the pots Monday morning.

Tied up at dolphin in Fox anchor Cove 2245

Sat. Aug 31

Arrived False Pass Cannery at 0750. Talked with LeRoy Wakefield regarding King Crab and shrimp fishing in the Unga Island and Kodiak areas. He is of the impression that King crab are at times in the mid-water, explaining that on a certain drag set his crab winch became fouled so that they were only able to let out about 20 fathoms. Bottom was over thirty fathoms. When they retrieved the net they had 150 large male King crab and he swore that the net was never near the bottom. In fact that proved to be the best haul of the day. He also mentioned getting up to 1000 pounds of side-stripe shrimp in Morzhovi Bay using a 12 inch mesh King crab net.

Sent copies of fishing log and memo to D. E. Powell

NNE storm reported on outside with winds 30 to 45 mph. It is raining here at False Pass

At about 1900 it became too rough to lay at the dock here at False Pass so we ran down to Palisade Cliffs in Izatan Bay where we anchored

Sunday Sept 1.

Hauled anchor at about 0745 and then ran back too False Pass cannery as we noticed that the steamer (Galena) 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 provide a breakwater.

The only produce to arrive was a sack of potatoes and onions. So when the steamer pulled out at 1330 we also departed. We ran down to Cape Lazarif which is about three miles from where we have the pots set. By anchoring close to the beach (at approx 2330) we were able to get some protection from the offshore wind which was blowing in gusts up to 45 or fifty. Had to haul anchor and move to other side of reef as the wind shifted more westerly.

Monday Sept. 2

Hauled anchor 0630 then run down to our pot sex #27. There is a good wind of NWly flowing with gusts 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 recovering all the pots with not too much difficulty due to weather.

Completed hauling pots and marker buoy by 1300 then we started running for Sand Point and where we plan doing some shrimp exploratory work.

Towards evening 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 crab pots. The weather is good except that it is 100% overcast.

Set the pots in Dorenoi Bay and mouth of San Diego Bay then ran into Sand Point Aleutian Cold Storage.

Unloaded the meat and frozen groceries together with the halibut and frozen samples and placed in cold storage while we defrosted the hold.

Tued Sept 4

Making bait bags to replace those that we borrowed from the Alaska II. These were made 17 meshes by 22 meshes of 1 1/2 inch 42 thread herring bunt material and fitted with stainless steel along wire with a hook on the open end while the closed end is fitted with a rubber band to which another hook is attached.

At noon moved over to the New England dock where we unloaded the gear from the fish hold.

Mended, and rehung the chain on the foot rope of the G. S. T. also took the Western trawl we have been using up on the dock to wash and repair.

It was a beautiful day until about 2200 when it started to blow from the NW making staying tied ~~at~~ at the dock uncomfortable therefore we shift and anchored for the night out in the channel.

Talked with Monte Clemons to-day

Thurs Sept 5

Raining and blowing from the NW this morning. Hauled anchor at 0820 and tied up at the side of New England dock. Completed work on the G.S.T also on the Eastern.

By noon the wind and rain ceased and it become a nice day. At about 1300 we ran over to Alaska Cold Storage and unloaded salt and spare cable and doors also, talked with Fred Colson and picked up boxes for the shrimp samples they requested.

Returned to N. England dock and loaded our G.S.T. and Western trawl in order to be prepared to leave early in the morning. Depending on weather, if good we will prospect outside Sealion Rocks if blowing then we intend trying Bolton Bay.

Reports are that there are a lot of lost King crab pots 60-70 fathoms outside Bolton so with only this one shrimp trawl we hope to fish that area last in event we hook-up on one of the lost pots.

Sent wire to D.E. Powell

Fri Sept 6

Nice morning - flat calm - departed New England dock 0620 for outside Sealion Rocks to explore the grounds where six weeks ago we caught shrimp in the otter trawl.

Made six successful day time G.S.T drags but the comparative drag made at night turned into a bad snag 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 abeam Sealion Rocks.

Spent the remainder of night running in to Sand Point

Sat Sept 7

Arrived alongside USFWS vessel Teal at New England dock Sand Point at 0130 - weather rainy and blowing.

At 0730 Bill Hansen and I started working on net. Right after chow at 0830 we departed for Dorenoi Bay to haul our crab pots. The weather has moderated with just a very light occasional rain shower.

(See pot set number 28)

After hauling the pots 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 G. S. T. tomorrow.

Arrived ~~New England~~ Aleutian Cold Storage dock at 2130. Talked with Fred Colson and tried to get some 21 threads to repair our G. S. T. but he did not have any in stock nor did he have 15 or 18 - or 24 threads. Tried several salmon boats but they also were out. Tomorrow will inquire at N.E. dock

Sunday Sept 8

Raining and stormy weather today
Was able to get a couple skins of
21 ahead home from Fritz the watchman
here at New England Fish Co. where we
moved to use their warehouse for
mending our G.S.T.

The net looks in a sad state of
affairs the headline parted exactly in
the middle and the web torn in
all directions doubtfull if we
can have net repaired today.

Sent wire to D.E. Powell

Ran over to Alention Cold Storage Dock
at 1830 to take showers and
send wire.

Filled water tank

Monday Sept 9

0830 departed Aleutian Cold Storage and returned to New England dock where we continued to mend the G.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 other trawl drags that produced shrimp outside of Sealion Rocks and Acheredin Point

Returned thirty new bait bags to Alesco II that we made up for those we borrowed earlier in the season

Tuesday Sept 10

0600 departed Aleutian Cold Storage for Balboa Bay with Fred Colson aboard as a guest.

Made six very good C.S.T. in this area and while so doing took lots of pictures.

Loaded nine salmon case boxes of shrimp samples for shipment to Seattle by Mr Colson of Aleutian Cold Storage.

Weather in bay rainy but outside quite rough as reported by the halibut boats.

We had heard that there were quite a few lost crab pots here but fortunately we didn't hang up on any.

Returned to Sand Point with Olson at 2130

Wednesday Sept 11

It has been blowing a good Southerly last night and is continuing that way this morning. We departed here at 0830 after unloading shrimp samples for Colson.

We left for Stepovak Bay to haul our pots set number 29. Quite choppy weather but did not have any trouble hauling the pots.

After hauling we reset the pots further up in the head of Stepovak Bay.

Nordic Maid came in the bay to night so we tied up alongside her at about 2100. She then sent aboard some King crab that they cooked for us. Weather still blowing southerly but we are in the lee here in Fox Bay.

Thurs. Sept 12

Left Nordic Maid at 0630 and set the E.S.T. We made six drags for shrimp and delivered some to Nordic Maid (See tows Nos 15 to 20)

We feel as though we have covered this bay as much as we had time for at present so we are leaving for Beaver and Paul's Bay.

Anchored in Zachary Bay at 2145 in lee of the island but rain squalls still continue.

Friday Sept 13

Hauled anchor 0630 then headed for Beaver Bay. Arrived outside Beaver Bay 0830 but due to heavy southerly swell rolling in we decided to continue running on down to Pavlof Bay where there were reported to be good concentrations of large shrimp. When we used the Western trawl with liner we did not get much shrimp in Beaver Bay.

Arrived outside Pavlof Bay 1100 then made 6 S.T. drags Nos 15-21 to S25 inclusive. This area produced the largest concentrations of shrimp that we have found thus far. The drags seem to vary in the shrimp size but most tows had some showing of sidestripe shrimp amongst the pink. The tows made just at dusk appeared to contain the smallest shrimp (pink)

Anchored at Ukolnoi Island at 2045. The wind at that time had died down to about 4 mph whereas early in the morning it was around 18 to 20 mph.

Received wire from E.A. Schaffer at 1515 our time in which he requested a priority answer. There is no doubt that our wires crossed because Sandpoint was unable to send Thursday night (weather conditions) so KWC 39 received Ed's wire at the time they sent mine. We did not monitor 2526 so didn't receive his wire until afternoon

Sat. Sept 14.

Hauled anchor 0635 then headed for gully between Ukolnoi Island and Dolgoi Island. Made tows 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 Seymour Bay where we have our hag pots set.

Along towards evening a good breeze of NErly started to come up with rain showers (35-45 mph)

Anchored in vicinity of pots at 2145

Sunday Sept 15

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

We hauled our pot string and was through at about 1300 then headed for Sand Point. At the end of the haul the wind increased up to 35-40 mph. with rain squalls

We anchored at Sand Point 1820 at which time I sent a progress report wire to D.E. Powell. We then started loading our frozen samples and meats etc that we had stored in Aleutian Cold Storage. It is raining and blowing a hard NE we completed loading at about 2300 but because of the storm decided to lay at the dock until daybreak before taking off for Cold Bay.

Cleared up all pending business with Fred Nelson in respect to our program and P. Orders.

Monday Sept 16

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

Glazed the shrimp sampler while on the way to Cold Bay. Heavy swell outside but this afternoon the weather cleared up. Have been in touch with A.C.S. Cold Bay & Reeves Airlines in order to keep schedule with plane on which Greenwood is aboard. Had intended to set pots in gulley outside Cold Bay but bait is frozen and on second thought Mel may want to continue Westward.

Arrived Cold Bay 1835 just as Reeves plane was landing.

Mel Greenwood arrived aboard Toidins Kold this evening. We discussed the itinerary for the balance of the trip. He was not aware of my last wire to Seattle so his opinion differed from mine.

Blowing too hard to remain at the dock so left for Izembek Bay where we anchored for the night. Glenn Davenport stayed in Cold Bay, didn't report aboard.

Tues Sept. 17.

Mel and I went over the program for the Tordenskjold. The fellows from A.C.S. were abroad. We were able to purchase a few groceries there them from the Army commissary.

Weather to-day is stormy and we are unable to remain at dock so departed for Leonard 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 Pot set # 31 in the gully of Cold Bay then headed for the dock where I am to depart via Reeves Airline for Anchorage Alaska, then via P.N.A. for Seattle.

To-day Mel wrote up an itineray for the future work of the Tordenskjold which I am to deliver to Don for his comments. This revised schedule seems to me to be much better than that which he originally proposed.

Departed Cold Bay 1230 for Anchorage via Reeves and arriving at 1830
Departed Anchorage via PNA 2130 and arriving SeaTac airport 0500 on Sept. 19th

Expense Airporter $1.25
Taxi 7.00