Adak to Kodiak

P-216

(Personal Log, Author Unknown)

Jan. 6, 1945

Departed Adak 0600 along with the 217, WO Thorsness, Skipper. About 10 mi. Northerly wind and small swell. Course 52 magnetic to Great Sitkin, then to 33. Watch 0600 to 1200 includes Harrison, Exec, Lange, Booth, Mejia, and Jeffry (sic). Skipper up 'til we got a Departure on Shallow Head about 0730. Running 3 engines making about 13knots. Course from S. H. 61. Crew and supercargo aboard at present – Capt. Howe to Prince Rupert, WOJC Mooney to Seattle. Hoylman, Master; Harrison, Exec; Lange, Mate; Wilson, Bos'n; Booth, Bos'n Mate; Mejia, Jeffry, and Mielke, Seamen; Horn, 1st Cook; Rockhill, 2nd Cook; McMillan, Chief Radio Operator; Wilford, 2nd R. O.; Moore, Medical Technician; Harris, Chief Engineer; Leask 1st Engineer; Bourg, 2nd Engineer. Off watch 1200, had roast beef, brown gravy, and potatoes for dinner. Caught up and passed 217 making 13.5 by the log taffrail. Nor'easter, wind 10-15, small seas, two hours past Kasatochi. At this rate should be in Dutch (Harbor) in 28-30 hours.

On watch 1600 (barely legible maybe 1800) – Course 58 speed 12.5, 3 engines at 1500. Wind 10 and swell 8-10 ft. northerly. Everything going fine. Ship rolls some in the trough. 217 following about 1 mile. Had trouble with their engines last watch. Went off watch right after estimating passed Yunaski Is. Poor visibility and dark with light drizzle.

On watch 0600 Jan. 7, course 55. Estimate spee 11.5, 3 engines at 1500. Passed Is. Of Four Mts. During night and should be abeam lower end of Umnak (sp) Is. N. Breeze with 8-10ft. Northerly swell. Wind switching to Westerly. 217 about 3 miles astern, sigbted Bogoslof Is. 0927, took bearings and changed course to 50 for four miles off Koriga Pt. Unalaska Is. Wind Westerly with 8-10 ft. Northwest swell. 217 changed course for Chernofski. Engines revved up to 1700. Should be making 15 knots. 115 picked up NW end of Unalaska Is. through low heavy fog. Course 50. Will be in by 1430. Wind picking up from west, swell N. about 6 ft., off watch 1200. Made good 400 miles by log. Seen the first navigation lights since we came down this way 17 mos. ago. Departed Dutch at 1645, weather good. Bar. 28.84 and running 3 engines. Trouble with port engine for a little while, estimated speed 13. Taffrail log in. Will go thru' Akutan Pass and expect to be in King Cove before daylight. Abeam Priest Rock 1730 on course 76 for Cape Norgan. 6 ft. swell and 10 knots Northerly wind … Templeton off the 141 was down on board for a few minutes. Has promises of going out soon. Changed course for Scotch Cap 23 miles, foggy and drizzle. Scotch Cap abeam 2225. Was 1 ½ miles off when abeam so changed

course to 70 and ran until fathometer showed 40 fathoms, then changed to 58 abeam Seal Cape. Northerly set strong in Unimak Pass. Off watch at 2400 with a lunch of boiled eggs, sandwiches, and cocoa. Should be in King Cove by 0500. Wind light with hardly any swell from Sou'east. 3 engines running at 1700 running very good so far (for Kermaths).

Jan. 8, other watch had quite a time picking up Pankoff light. Was off course to South too far. Picked up light almost abeam course 25. Skipper said he saw a brilliant falling star in between heavy fog patches. On watch 0600, running slow trying to pick up King Cove light. Picked up 2 lights two points on the port bow. One proved to be an FS laying at the dock. Made a port landing on the West dock. King Cove at 0700. Waiting for daylight which comes about 0800-0900 depending on how clear the weather is. Don't plan on being Cold Bay more than half hour. 217 had quite a time here when they came thru' going westward. Don't blame them for taking their time, but can't see it going East. Left King Cove 0845 for Cold Bay, weather fine clearing with light WSW breeze. Harbor had changed a little with net gone and no activity. Another dead post. Tied up at 1030 and went to the 219 laying at dock. Phoned for gas and talked to McMallum and Pastrikoff. Said Robinson, former 2nd R.O. in Adak. Said Goodbye to Cold Bay, another place the Japs wanted and could have. I think this expresses the opinion of everyone that has ever been here. The boys on the 219 haven't had it so bad with a few gertting married in King Cove and being over there once in a while. Got the weather forecast and current weather outside while in Cold Bay. Wind WSW 10-15 and tomorrow SSE 15-20 with visibility 6-10 miles. Off watch at the red bouy 1200. Had a good feed of baked ham, boiled potatoes and gravy, creamed celery, and fruit salad, and spiced cake. Gassed up with about 1500 gal. while in Cold Bay. 1230 in the sack for some shut eye. On watch 1800, just passing Unga Spit running slow speed approximately 9 knots to abeam Andronica Isl. Light a 2000 log out reading 51. Destination abeam Mitrofania – course 49 ETA 2345. Northerly breeze, slight ground swell, clear sky at times with fog laying thick on the shoreline. Visibility at times good but mainly between 6 and 10 miles. Ran our time and raised a 10 sec. light almost abeam about 8 miles distant. Supposed it to be a new light on Mitrifania so ran till abeam at 0005. Changed course to 33 for Foggy Cape on Sudwick Isl. Off watch and to bed after boiled eggs, coffee, and tuna sandwiches. Three engines at 1750 from Andronica light making 14 knots by the log. Log reading at 005 is 109.2 showing distance run in 4 hours to be 58 miles.

Jan. 9 Cold Bay to Kodiak

On watch at 0600. Passed Foggy Cape light on course 0530, course now 27 for Cape Uyak, ETA 1300. Weather good with slight swell and light northerly breeze. Engines running at 1750 making about 14.25 by the log. At 1430 we run out of gas in one tank. Engines stopped for one minute. Switched to full tank. Foggy Cape light on the quarter till 0630. Easterly wind and swell at 0930. Wind about 10-15 knots and swell 4-6 ft. with tide rips. Heavy fog with 5 miles

visibility. 1030 fog cleared and raised land on the starboard bow. Took bearings and changed course to 20 for Cape Uyak about 20 miles distant. In the lee of the island. Freshening wind but no swell. Wind shifting to SE. Plan on staying at Ouzinkie (sp?), small fishing village, tonight and making Kodiak tomorrow morning. Porpoise sighted this morning but they don't seem to stay around this boat much. I lay it to the noise from the six exhaust ports right on the water. Might make too much noise for them as they reportedly have very sensitive hearing or feeling organs. 1200 for cleared and on course for Uyak. Off watch and ate a dinner of Swiss steak, boiled spuds and rutabaga. Stayed up to see the passing scenery. Passed Cape Uyak at 1400 making for Cape Ugat. On watch at 0600 after a good meal. Three engines at 1750 making approximately 14 knots. Courses changing fast now as we sail thru' Kupreanof Straits. Outlet Cape on st'b'd beam and in little while thru' Straits and Whale Pass noted for its very strong tide and rips at the height of the flood and the ebb. Tide strong and set us in to Whale Pass light. Course for Kishyak Cape and outer Ouzinki light. Running on 3 engines at 1400 approximately 10 knots. Weather clear but fogging slightly from the NE. Made light 300 yards abeam and changed course for buoys. Running slow on one engine. Raised red buoy abeam and headed for Ouzinki Straits light not showing but raised after entering narrows. To the dock slow speed after a bad try. Tied up at 2025 and all's well with a light Easterly wind and clearing sky.

Jan. 10, Ouzinki to Kodiak

Up bright (?) and early and stowed gear and soojied (sashayed?) down. Away from the dock and to the first buoy, foggy and raining, blowing NE about 15 miles with an 8 ft. swell. Navy boat blinked and asked if we needed a pilot. Negative… Thru' the channel and to Kraft's old dock, now the ATS dock. Soojied (sashayed?) around the foc'sle and made up the bunk, etc. 1130 ready for chow first and then to take in the town.

End of written log.