

COURSE	CHART	DISTANCE	DISTANCE TRAVELED	REMARKS
351	17400	108	1208.1	55-47.2N 134-29W
000	17320	67	1275.1	56-54N 134-29W
044	17360	22.1	1297.2	
064	"	8.5	1305.7	Stephen's Passage
003	"	23.2	1328.9	
341	17300	14.9	1343.8	
328	"	10	1353.8	
344	"	7.6	1361.4	Grand Island
315	17315	9.6	1371	Gastineau Channel
311	"	2.5	1373.5	
303	"	.62	1374.12	
327	"	.85	1374.97	Juneau Harbor
V/C	"	.5	1375.47	Government Pier

Strong headseas were encountered for the better part of the first 48 hours out of Oakland and BURTON ISLAND's speed made good during this period averaged 8.5 knots. On the morning of 12 July 1977, it was decided to proceed directly to Chatham Strait in order to realize a savings of 8 hours travel time over the optional Queen Charlotte Sound route. The principal means of navigation included radar fixes, Loran C and A and celestial fixes when weather permitted. Celestial observations were also routinely utilized in order to compute gyro compass error. H.O. Publication 229 was used for sight reductions. Loran C provided adequate fixes at all times with the exception of periods of dawn and sunset when skywave interference was experienced. Fog was encountered daily, normally between the hours of 0000 through 0900 and the crew learned to sleep through the sounded prolonged blasts every two minutes.

At 0650 on 14 July 1977, a radar landfall was made on Hazy Island south of Chatham Strait and BURTON ISLAND turned to a true north heading to enter Alaska's Inland Passage. At 1732, 14 July 1977, BURTON ISLAND moored starboard side to Government Pier, Juneau, Alaska with all standard mooring lines. The tide, which has a range of 17 feet in Juneau Harbor, was utterly out. BURTON ISLAND had traveled 1375.47 nautical miles in 5 days, 7 hours, and 37 minutes averaging 10.8 knots.

3. En route Nome, Alaska

The Juneau to Nome passage began at 1015 on 17 July 1977. BURTON ISLAND steamed down through the Gastineau Channel and out the Inland Passage via Stephen's Passage, Portland Island, Saginaw Channel, Lynn Canal, Icy Strait and Point Adolphus entering international waters at position 58-11.1N 134-36.7W abeam of Cape Spencer. A rhumbline track of 254 degrees true was followed to transit the Gulf of Alaska. The route from Juneau to Nome