

(d) SAR Case #1. The fish-processing barge YUKON DELTA with 36 people aboard had broken loose from a Japanese vessel to which she was moored. She was being blown across Norton Sound in a storm. The SS NORTH STAR III intercepted her and held her until our arrival. We towed the barge to St. Michael where her CO-OP's LCM's returned her to Emmonak, her home port.

(e) Personnel for Phase I debarked at Nome.

(4) Phase II. Nome to Barrow.

(a) Embarked Phase II personnel in Nome and enjoyed the last liberty port of the deployment.

(b) Ship's helicopters flew Mr. Gene Bloom from Cape Prince of Wales to Fairway Rock and back to effect emergency repairs. Mr. Bloom is the Naval Undersea Center director of the Fairway Rock project. He lives at the Naval Field Station near Wales most of the summer season, and can be contacted on 2670khz, call sign "Geraldine 30".

(c) The CGOU program in Phase II was to take oceanographic casts every ten miles along tracklines 330/150° ten miles apart between Icy Cape and Pt. Barrow. This was accomplished easily and with great success, having taken more casts farther into the ice than had been envisioned. Simultaneous samples and observations were taken for the University of Alaska and the Smithsonian Institution. A current meter was set in the trench north of Point Franklin.

(d) Debarked Phase II personnel at Barrow.

(5) Phase III. Pt. Barrow to Barter Island.

(a) The gravity anomaly study was to have been to run tracklines perpendicular to the coast, concentrating on northern-most penetrations above the Prudhoe Bay vicinity. One SAR call, two extended forays into Canadian waters, some extremely heavy ice, and the subsequent disabling of the ship's bow made this plan impossible.

(b) Using ingenuity, and seizing every opportunity to plunge north for the gravity anomaly runs, this part of the program achieved an amazing degree of success. Only with the very close cooperation and coordination with the party Chief, Dr. Chiburis, were we able to gain meaningful results from this program. The tracklines were adjusted to fit time and operational constraints as well as to cover unsurveyed territory.