

(c) SAR Case #2. The R/V NATCHIK, which our divers had helped free a fouled screw in Barrow, grounded in Harrison Bay. Shoal water prevented the ship from coming closer than fifteen miles to the stricken vessel, and fog prevented our helicopters from giving aid. Fortunately, before we had to resort to fetching her out with ship's boats, the NATCHIK was towed off by a tug from Prudhoe Bay.

(d) No sooner were we released from the NATCHIK case, than we were sent to the entrance of Amundsen Gulf in support of ice-bound DEW-line resupply vessels. It was during the second SAR case and the race into Canada that the bow was damaged.

(e) Returning to Alaskan waters, Phase III continued with the gravity study, University of Alaska casts, and racon removal. All racons were removed by a ship's TT or ET and transported by helicopter.

(f) Having returned to Barrow and debarked Phase II personnel, we were immediately sent back to the Amundsen Gulf for another ice rescue.

(g) Another stop at Barrow and a run down the coast to Icy Cape to retrieve the last RACON's completed Phase III.

(6) Phase IV. Pt. Barrow to Point Lay.

(a) The Phase IV personnel were embarked at Barrow with the exception of one scientist who had gotten lost in Fairbanks. Arrangements had to be made to fly him to Wainwright for pickup by a ship's helo.

(b) Only part two, Phase IV, could be completed in the remaining time. This was the collection of sound velocity profiles along tracklines perpendicular to the shore at Wainwright and Point Barrow.

(c) Phase IV personnel were debarked at Barrow and Navy divers and their gear, including a decompression chamber, were loaded for the homeward trip.

(7) Pt. Barrow to Seattle.

(a) Trouble with equipment at Fairway Rock required a stop there for diving and helo operations.

(b) All Navy divers were debarked post-haste at Nome after finishing their work at Fairway Rock, and we turned for home.