

(c) SAR Case #3. Approaching Unimak Pass we received word of the DAIRIN MARU adrift and burning near our intended track. We proceeded to the site, but were released from the case when the mother ship arrived on scene and declined Coast Guard assistance. The DAIRIN MARU was still burning brightly in the night as we sailed past the fleet.

(d) Chopped to COMPACAREA on leaving the Seventeenth District and to CCGD13 on mooring in Seattle. One last storm in the Gulf of Alaska and a stop at NAD Bangor, Washington, to unload demolitions preparatory to decommissioning were the only breaks in the final run to Seattle. AVDET-49 flew off with due ceremony at Port Angeles.

b. Port Information.

(1) We visited the "ports" of Kodiak, Nome and Barrow; all of which are adequately described in the Coast Pilot.

(2) Kodiak. This was the only significant port visited, and the only port with moorings for an icebreaker. We moored at the Coast Guard Air Station new cargo pier in Women's Bay. Fresh water and electricity were available, but not steam. The relatively easy entrance into Women's Bay was impeded by dense fog. Radar return proved sufficient to permit cautious access.

(3) Nome. There is a small boat and barge harbor at Nome with a well-marked range for the liberty launch to follow. The ship can pick an anchorage conveniently close to the harbor entrance.

(4) Barrow. A good anchorage can be made along the ten fathom curve opposite the aero-beacon on the Naval Arctic Research Lab theater. Figure 3 shows our LCVP landing on the beach just below the theater. This is the best spot to land boats for visits to NARL, as the Coast Guard Radio Station and NARL Headquarters are situated just a block inland. The town of Barrow, several miles down the road from NARL, is worth a visit, if only to witness a genuinely scrofulous scene. There is an interesting menagerie at NARL with foxes, wolverines, lemmings, etc.

c. Special or Unusual Operations.

(1) Dew-line resupply assistance. STATEN ISLAND was ordered twice into Canadian waters to assist "icebound" Dew-line resupply vessels. The ramifications of this program can be complex.