

USCG *Itasca*
Deck Logs
July 1 through July 12, 1937.

This document was produced from scans of photocopies of photocopies of the over-sized original logs. Some distortion occurred in the photocopying process. No attempt has been made to correct this distortion. Restoration consisted of removing photocopying and storage artefacts in Photoshop. Users will note that each officer making entries in the logs used his own pen, resulting in varying readability.

The first two pages of the document are a set of tables transcribing the explanations of the various weather and sea-state codes used in the logs. These are taken directly from the instructions in the front of the logs themselves; the Beaufort Wind Scale, in particular, shows clearly the state of transition the Coast Guard was in, as it defines wind speeds in terms of sails set.



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Weather Abbreviations and Codes Used in *Itasca* Logs

Wind: Beaufort Scale			
<i>Force of Wind</i>		<i>Velocity</i>	
		<i>Statute miles per hour</i>	<i>Nautical miles per hour</i>
0	Calm. Full-rigged ship, all sail set, little or no headway.	0 to 3	0 to 2.6
1	Light Air. Just sufficient to give steerage way.	8	6.9
2	Light Breeze. Speed of 1 or 2 knots, "full and by."	13	11.3
3	Gentle Breeze. Speed of 3 or 4 knots, "full and by."	18	15.6
4	Moderate Breeze. Speed of 5 or 6 knots, "full and by."	23	20.0
5	Fresh Breeze. All plain sail, "full and by."	28	24.3
6	Strong Breeze. Topgallant sails over single-reefed topsails.	34	29.5
7	Moderate Gale. Double-reefed topsails.	40	34.7
8	Fresh Gale. Treble-reefed topsails (or reefed upper topsails and courses).	48	41.6
9	Strong Gale. Close-reefed topsails and courses (or lower topsails and courses).	56	48.6
10	Whole Gale. Close-reefed main topsail and reefed foresail (or lower main topsail and reefed foresail).	65	56.4
11	Storm. Storm staysails.	75	65.1
12	Hurricane. Under bare poles.	90 and over	78.1 and over

Weather by Symbols			
b	Blue sky, cloudless	o	Overcast
bc	Blue sky with detached clouds	p	Passing showers of rain
c	Sky mainly cloudy	q	Squally weather
d	Drizzling, or light rain	w	Rainy weather, or continuous rain
e	Wet air, without rain	s	Snow, snowy weather, or snow falling
f	Fog, or foggy weather	t	Thunder
g	Gloomy, or dark, stormy-looking weather	u	Ugly appearance, or threatening weather
h	Hail	v	Variable weather
l	Lightning	w	Wet, or heavy dew
m	Misty weather	z	Hazy weather

Visibility:

- 0= Prominent objects not visible at 50 yards.
- 1= Prominent objects not visible at 200 yards.
- 2= Prominent objects not visible at 500 yards.
- 3= Prominent objects not visible at ½ mile.
- 4= Prominent objects not visible at 1 miles.
- 5= Prominent objects not visible at 2 miles.
- 6= Prominent objects not visible at 4 miles.
- 7= Prominent objects not visible at 7 miles.
- 8= Prominent objects not visible at 20 miles.
- 9= Prominent objects visible above 20 miles.

Cloud Codes and Definitions		
Ci.	Cirrus	Isolated feather clouds, of fine fibrous texture; “Mares’ tails.”
Ci.-S.	Cirro-Stratus	Fine whitish veil, giving a whitish appearance to the sky; often produces halos, “Cirrus haze.”
Ci.-Cu.	Cirro-Cumulus	Small, fleecy white balls and wisps, without shades, arranged in groups, and often in lines; “Mackerel sky.”
A.-Cu.	Alto-Cumulus	Larger white or grayish balls, with shaded portions, in flocks or rows, often so close that edges meet.
S.-Cu.	Strato-Cumulus	A succession of rolls of dark cloud which frequently cover the whole sky. The characteristic cloud of storm areas, especially of the forepart of those areas.
N.	Nimbus	Rain cloud. A thick layer of dark clouds without shape, from which continuous rain is falling. Cirro-Stratus or Alto-Stratus is seen through the breaks. Low-flying fragments are known as “scud.”
Cu.	Cumulus	Thick clouds whose summits are domes with protuberances, but whose bases are flat, “Woolpack” clouds.
Cu.-N.	Cumulo-Nimbus	Thundershower clouds. Mountainous clouds surrounded at top by veil of false cirrus, and below by nimbus-like masses of cloud.
S.	Stratus	Horizontal sheet of lifted fog.

Note: Cloud cover is estimated in 10ths. “Amount” of 2 is therefore read as “sky 2/10 covered.”

Sea Condition		
0	No swell	Calm or slight sea
1	Moderate swell	
2	Heavy swell	
3	No swell	Moderate sea.
4	Moderate swell	
5	Heavy swell	
6	Rather rough sea	
7	Rough sea	
8	Very rough sea	
9	Mountainous sea	

Cutter *Hasea*
 Drifting Westward Howland Island
 (Location)

Hour	NAUTICAL MILES		PATENT LOG		AVERAGE REVOLUTIONS	TENTHS	COURSE (P. S. C.)	WIND		BAROMETER	TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			SEA		
	NAUTICAL MILES	TENTHS	NAUTICAL MILES	TENTHS				DIRECTION	FORCE		HEIGHT IN INCHES	AIR, DRY BULB	AIR, WET BULB		WATER AT SURFACE	FORM	MOVING FROM	AMOUNT	VISIBILITY	CONDITION
A. M.																				
1								NNE	3	29.81	81	78	82	bc	CU	ENE	2	8	1	NNE
2								NE	3	29.79	81	78	82	bc	CU	NE	3	8	1	NNE
3								NE	3	29.78	81	78	82	p	-	-	-	8	1	NNE
4								NE	3	29.78	81	78	82	bc	CU	NE	2	8	1	NNE
5								ENE	3	29.78	81	78	82	bc	CU	NE	2	9	1	ENE
6								ENE	3	29.77	81	78	82	bc	CU	NE	3	9	2	ENE
7	10	8			102		90	ENE	3	29.82	82	79	82	bc	CU	NE	3	9	2	ENE
8	7	3			116			ENE	2	29.84	82	79	82	bc	CU	NE	2	9	1	ENE
9								ENE	2	29.85	83	80	83	bc	CU	ENE	2	9	1	ENE
10								NE	3	29.85	84	80	83	bc	CU	ENE	2	9	2	NE
11								NE	3	29.84	84	80	83	bc	CU	ENE	3	9	2	NE
12								NE	2	29.84	85	81	83	bc	CU	ENE	2	9	2	ENE
P. M.								NE	2	29.85	86	82	82	bc	CU	E	4	9	2	ENE
1	4	5			60			NE	2	29.80	86	82	82	bc	CU	E	4	9	2	ENE
2								NE	2	29.79	88	83	82	bc	CU	E	7	9	2	ENE
3	1	6			51			NE	2	29.79	86	82	82	bc	CU	E	6	9	2	ENE
4		6			56			ENE	2	29.79	87	83	82	bc	CU	E	3	9	2	NE
5								ENE	2	29.88	87	83	82	bc	CU	NE	2	9	2	NE
6	1	9			62			NE	3	29.81	83	80	82	bc	CU	NE	4	8	2	NE
7	2	3			55		330	NE	3	29.82	82	80	82	bc	CU	NE	3	8	2	NE
8	1	2			58			NE	3	29.83	82	79	82	b				8	2	NE
9		6			56			NE	2	29.84	81	79	82	b				8	2	NE
10	1				50			NE	2	29.84	81	79	82	bc	CU	E	1	8	2	NE
11								NE	2	29.89	81	79	82	bc	CU	E	1	8	2	NE
12								NE	2	29.89	81	79	82	bc	CU	E	1	8	2	NE

At anchor	_____ hrs. _____ min.
Underway	24 hrs. _____ min.
Total miles cruised	31.8
Officers present	8
W. O. present	4
Enlisted force present	85
Authorized number in general mess	87
Extra numbers in general mess	8
Total	95
Rations commuted in general mess	10
Members absent in general mess	10
Vacancies in general mess	_____
Total	20
Number of rations issued	75
Vessels boarded	(American) _____ (Foreign) _____
Motor boats boarded	(American) _____ (Foreign) _____
Vessels reported	_____
Motor boats reported	_____
Cases of assistance	_____
Lives saved	_____

*at anchor
 underway
 24 hrs
 31.8
 8
 4
 85
 87
 8
 95
 10
 10

 20
 75

 _____*

Derelicts or obstructions removed	_____
Regattas or marine parades patrolled	_____
Drills held (enumerate)	_____
Quarters	Resuscitation drill, Gun drill
Compass	_____
Ship's head	Howland Island
Error	N. PACIFIC OCEAN
Variation	_____ s.e.m. (Latitude)
Deviation	_____ s.e.m. (Longitude)
Coal	Received _____ Expended _____ On hand _____
Powder	Received _____ Expended 149.0 On hand 572.80
Water	Distilled 132.6 Received _____ Expended 12.10 On hand 113.84
Noon Position:	Howland Island N. PACIFIC OCEAN
Latitude	_____ s.e.m.
Longitude	_____ s.e.m.
Latitude	_____ s.e.m.
Longitude	_____ s.e.m.
Current	{Set _____ Drift _____
MAGAZINE TEMPERATURES:	Maximum 82-83-84 Minimum 81-82-83

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000 to 0400

Drifting to westward of Howland Island, as before.
Ship's clocks keeping + 1/2 zone time.

W. J. Smith, Ensign

0400 to 0800

Drifting off Howland Island as before.

0600 Called all hands. Underway on course 90°
pge at 120 rpm. 0606 changed course to 95° pge.
0645 sighted Howland Island. changed course
to 90° pge. 0732 stopped and drifting. Ship's
Compass error 0° by amplitude of sun.
M. J. Swanson Lt (j.g.)

0800 - 1200

Drifting as before to westward of Howland Island.
Inspected magazines and made monthly and fortnightly inspection
of all S.P.D. samples, condition dry and normal. Weighed small arms
none missing.

R. M. Miller, Ensign

1200 to 1600

Drifting as before to westward of Howland Island. 1300 Held
quarters followed by resuscitation drill and 6 Pls drill for part
of first division. 1330 Secured from all drills and quarters.
The following men were assigned to mess detail for July:
Henry J. Giffels (208-397) Sea 1/c; George Ramsey (268-347) P 3/c;
Donald B. Pearson (205-090) Sea 1/c; Carl E. Vanhorst (205-060)
Sea 3/c and Frederick Wake (208-407) Sea 3/c.

J. H. Hines, Gunner

1600 to 2000

Drifting as before. Boats no 1 and 3 sent to Howland
Island with E. Priest, Frank (306-349) R.M. 2/c to
man high frequency radio direction finder. 1930 Boats no 1
and 3 returned and hoisted, last added overhead to
motor launch Boat no 3. 1945 Held routine evening
reports, flipped news and night watches to mate.

W. J. Smith, Ensign

2000 - 2400

Drifting as before to westward of Howland Island using
engines as necessary to maintain position. Casued 36
night watches to the crew

R. M. Miller, Ensign

Approved:

[Signature]
U. S. C. G., Commanding Officer

Examined and found to be complete.

[Signature] Lt (j.g.) Adaptor.

Cutter Falcon

Howland Island
(Location)

Hour	NAUTICAL MILES	TENTHS	PATENT LOG		AVERAGE REVOLUTIONS	TENTHS	COURSE (N. S. C.)	WIND		BAROMETER	TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			SEA		
			NAUTICAL MILES	TENTHS				DIRECTION	FORCE		HEIGHT IN INCHES	AIR, DRY BULB	AIR, WET BULB		WATER AT SURFACE	FORM	MOVING FROM	AMOUNT	VISIBILITY	CONDITION
A. M.																				
1							<i>Drift</i>	E	2	29.82	82	80	83	B	-	-	-	1	<i>light</i>	
2							<i>Drift</i>	F	2	29.82	81	79	83	B	-	-	-	1	<i>light</i>	
3	2	1			50	4	<i>Var</i>	F	2	29.87	81	77	83	B	-	-	-	1	<i>light</i>	
4								E	2	29.82	81	79	83	<i>bc</i>	<i>cu</i>	E	2	8	1	<i>ENE</i>
5		7			66			E	2	29.82	81	79	83	<i>bc</i>	<i>cu</i>	E	2	9	2	<i>ENE</i>
6	5	9			70			E	2	29.83	81	79	83	<i>bc</i>	<i>cu</i>	<i>ENE</i>	4	9	1	<i>ENE</i>
7		7			61			E	1	29.84	81	79	83	<i>bc</i>	<i>cu</i>	E	3	9	1	<i>ESE</i>
8	1	6			53			E	1	29.87	84	81	83	<i>bc</i>	<i>cu</i>	E	3	9	1	<i>ESE</i>
9	3	6			54			E	2	29.88	83	81	83	<i>bc</i>	<i>cu</i>	E	2	9	1	<i>ESE</i>
10								<i>ESE</i>	2	29.88	83	81	83	<i>bc</i>	<i>cu</i>	<i>ESE</i>	3	9	1	<i>SE</i>
11	10	2			140		337	E	2	29.88	84	81	83	<i>bc</i>	<i>cu</i>	<i>NE</i>	5	9	2	<i>ENE</i>
12	14	6			140		338	E	2	29.85	85	82	83	<i>bc</i>	<i>cu</i>	<i>ENE</i>	5	9	2	<i>EN</i>
P. M.																				
1	16	0			155		338	E	2	29.83	87	82	84	<i>c</i>	<i>cu</i>	<i>NNE</i>	6	9	2	<i>E</i>
2	15	0			144		80	E	2	29.80	88	83	84	<i>bc</i>	<i>cu</i>	<i>NE</i>	5	9	2	<i>E</i>
3	14	6			140		80	E	2	29.79	88	83	84	<i>bc</i>	<i>cu</i>	E	3	9	2	<i>E</i>
4	14	6			140		80	E	2	29.78	88	84	84	<i>bc</i>	<i>cu</i>	E	4	9	2	<i>E</i>
5	14	6			140		80	E	2	29.79	99	85	84	<i>bc</i>	<i>cu</i>	E	5	9	2	<i>E</i>
6	14	6			140		80	<i>ESE</i>	2	29.79	87	83	84	<i>bc</i>	<i>cu</i>	<i>SE</i>	5	9	3	<i>EXN</i>
7	14	6			140		345	<i>ESE</i>	2	29.82	82	80	84	<i>o</i>	<i>cu</i>	<i>SE</i>	10	8	3	<i>EXN</i>
8	14	6			140		80	<i>ESE</i>	2	29.82	82	80	84	<i>c</i>	<i>cu</i>	<i>SE</i>	8	8	3	<i>EXN</i>
9	14	6			140		312	<i>ESE</i>	2	29.84	82	80	84	<i>bc</i>	<i>cu</i>	<i>SE</i>	6	8	3	<i>EXN</i>
10	14	6			140		338	<i>ESE</i>	2	29.84	81	79	84	<i>bc</i>	<i>cu</i>	<i>SE</i>	2	8	3	<i>EXN</i>
11	12	9			123		212	<i>ESE</i>	2	29.85	81	79	84	<i>bc</i>	<i>cu</i>	<i>SE</i>	2	8	3	<i>EXN</i>
12	11	6			110		212	<i>ESE</i>	2	29.85	81	79	83	<i>bc</i>	<i>cu</i>	<i>SE</i>	2	8	2	<i>EXN</i>

At anchor _____ hrs. - min.
 Underway _____ 24 hrs. 0 min.
 Total miles cruised _____ 117
 Officers present _____ 8
 W. O. present _____ 4
 Enlisted force present _____ 85

Authorized number in general mess _____ 87
 Extra numbers in general mess _____ 8
 Total _____ 75
 Rations commuted in general mess _____ 10
 Members absent in general mess _____ 10
 Vacancies in general mess _____
 Total _____ 20
 Number of rations issued _____ 75

Vessels boarded { American _____
 Foreign _____
 Motor boats boarded { American _____
 Foreign _____
 Vessels reported _____
 Motor boats reported _____
 Cases of assistance _____
 Lives saved _____

*at anchor with
 drift
 all
 weather
 Gust
 at
 Jacob
 of*

Derelicts or obstructions removed _____
 Regattas or marine parades patrolled _____
 Drills held (enumerate) _____

*Quarters omitted due to
 necessity work.*

Compass _____
 Ship's head _____
 Error _____
 Variation _____
 Deviation _____
 Received _____
 Expended _____
 On hand _____
 Received _____
 Expended _____ 46.50
 On hand _____ 526.30
 Received _____
 Expended _____ 154.9
 On hand _____ 98.35

Noon Position:
 Latitude *Howland*
 Longitude *ISLAND*
 Latitude *01° 06' 00"*
 Longitude *176° 46' 00" W*
 Latitude *01° 56' 00" N*
 Longitude *175° 40' 00" W*

Current { Set _____
 Drift _____

MAGAZINE TEMPERATURES:
 Maximum *82.84-83*
 Minimum *81.82-83*

W. R. Thompson

Commander

Friday 2 July 1937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000 to 0400

Drifting to westward of Howland Island. 0239 ahead (13) ... 0245 heard bearing ... 0400 to 0800

Drifting to westward of Howland island.

0400 Called all hands. 0500 Underway at 75 rpm on course 78° p.g.c. ... 0614 Miss Earhart reported position 200 miles from Howland and requested ... 0645 Miss Earhart reported position 100 miles from island ... 0742 Plane reported as near the island and gas running low ... 0758 Plane reported as circling and requested vessel to transmit on 7500 kc for hearing, Reception very good

M.D. Swannston Lt. (j.g.)

0800 to 1200

Inspected magazines and smokeless powder samples, conditions normal. Small arms accounted for. 0800 Plane reported receiving our signals but unable to get a minimum for a bearing, good reception. 0843 Miss Earhart reported as being on line 157:337 and returning north and south channels - good reception 0912 Landing party returned to the vessel from Howland Island. 1030 No report received from Miss Earhart since 0843, preparing to begin search for Miss Earhart (in case plane has been forced to land on water. 1040 Underway at 155 rpm on course 337° p.g.c. to search most probable area of landing to north and north east of Howland. 1108 changed course to 338° p.g.c.

M.D. Swannston Lt. (j.g.)

* 0800 Following Dept of Interior employees Ah Kin Leong, Albert Akana, Jr., William Joveris, Edrl Koholawai, and Henry Lau paying guest transfer to Howland Island as flight guard for Earhart plane. Rations for these men paid by Dept of Interior on Stacca. Food supplies being transferred ashore for their use. (M.D.S.)

Approved:

[Signature]

Examined and found to be complete.

(Location)

Hour	NAUTICAL MILES	TENTHS	PATENT LOG		AVERAGE REVOLUTIONS	TENTHS	COURSE (P. S. C.)	WIND		BAROMETER	TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			VISIBILITY	SEA	
			NAUTICAL MILES	TENTHS				DIRECTION	FORCE		HEIGHT IN INCHES	AIR, DRY BULB	AIR, WET BULB		WATER AT SURFACE	FORM	MOVING FROM		AMOUNT	CONDITION
A. M.																				
1																				
2																				
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				
P. M.																				
1																				
2																				
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				

At anchor hrs. min.
 Underway hrs. min.
 Total miles cruised
 Officers present
 W. O. present
 Enlisted force present.....

Authorized number in general mess
 Extra numbers in general mess.....
 Total.....
 Rations commuted in general mess
 Members absent in general mess.....
 Vacancies in general mess.....
 Total.....
 Number of rations issued.....

Vessels boarded { American
 { Foreign
 Motor boats boarded { American
 { Foreign
 Vessels reported
 Motor boats reported
 Cases of assistance
 Lives saved

*ad. Manned Achyruvicula
 Shiff
 Add
 Stump off
 Water
 Gumbler
 Leslie
 Ad.
 Frost
 Lab
 Jacobs
 Cipriani*

Derelicts or obstructions removed
 Regattas or marine parades patrolled.....
 Drills held (enumerate).....

Compass
 Ship's head
 Error
 Variation
 Deviation
 Coal { Received
 { Expended
 { On hand
 Fuel oil { Received
 { Expended
 { On hand
 { Distilled
 { Received
 { Expended
 { On hand

Noon Position:
 Latitude
 Longitude
 Latitude
 Longitude
 Current { Set
 { Drift

MAGAZINE TEMPERATURES:
 Maximum
 Minimum

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

1200 - 1600

Underway on course 338° p.m. at 155 rpm standard speed 131°. Reduced speed to 140 rpm. 1355 Changed course to 80° p.g.c. Omitted quarters due to necessary work, searching for Amelia Earhart throughout the watch. *R. J. Miller, Ensign*

1600 to 2000

Underway on course 80° p.g.c. at 140 rpm. Searching for Carhart Plane. 1852 Changed course to 345° p.g.c. 1915 Changed course to 80° p.g.c. 1930 Held routine reports and instructed life boat's crews.

L. H. Hines, Gunner.

2000 to 2400

Underway as before on course 80° p.g.c. at standard speed 140 rpm. 2000 changed course to 338° p.g.c. 2045 changed course to 318° p.g.c. to investigate reports of high speed. 2052 changed course to 312° p.g.c. investigated reported plane. 2148 changed course to 50° p.g.c. 338° p.g.c. negative results on reported plane. 2215 changed course to 80° p.g.c. 2224 Reduced speed to 105 rpm. 2236 changed course to 213° p.g.c. 2238 - did not start to 105 rpm. 2247 changed course to 212° p.g.c. advised 52 night ration to crew. Reference: Commandant 1949 West District (Revised) 6002-2050. *W. J. Smith, Ensign*

Approved

[Signature]
U. S. C. G., Commanding.

Examined and found to be complete.

[Signature] *W. J. Smith, Ensign*

Hour	NAUTICAL MILES	TENTH	PATENT LOG		AVERAGE REVOLUTIONS	TENTH	COURSE (P. S. C.)	WIND		BAROMETER	TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			SEA		
			NAUTICAL MILES	TENTH				DIRECTION	FORCE		HEIGHT IN INCHES	AIR, DRY BULB	AIR, WET BULB		WATER AT SURFACE	FORM	MOVING FROM	AMOUNT	VISIBILITY	CONDITION
A. M.																				
1	11	5			110		212	SSE	3	29.83	77	78	83	cp	cu	SE	7	8	2	ESE
2	11	5			110		212	SSE	2	29.81	80	79	83	c	cu	SE	6	9	2	ESE
3	11	5			110		165	SE	2	29.80	82	79	83	bc	cu	SE	5	9	2	ESE
4	11	5			110		221	SSE	2	29.80	81	79	83	c	cu	SE	7	9	2	ESE
5	11	5			110		190	ESE	1	29.81	82	79	83	bc	cu	SE	2	9	1	ESE
6	12	0			118		190	SE	1	29.81	82	79	83	bc	cu	SE	3	9	2	SE
7	12	5			120		190	SE	2	29.82	82	79	83	bc	s-cu	SE	5	9	2	SE
8	12	5			120		175	SE	3	29.84	82	79	83	bc	cu	SE	4	9	2	SE
9	1	5			116			SSE	3	29.84	84	82	83	bc	cu	SE		9	2	SE
10	6	3			120		02	(EXD)	3	29.85	85	82	83	bc	cu	SE	2	9	2	SE
11	15	5			150		02	ESE	3	29.85	85	83	83	bc	cu	ESE	3	9	2	SE
12	15	5			150		02	ESE	0	29.84	85	83	83	c	cu	ESE	6	9	2	ESE
P. M.																				
1	16	6			155		02	SSE	3	29.81	88	85	83	bc	cu	ESE	5	9	2	ESE
2	16	6			160		02	SE	2	29.80	90	86	83	c	cu	ESE	7	9	2	ESE
3	16	6			160		30	SE	2	29.79	87	82	84	0	A-S	E	10	8	5	ESE
4	16	6			160		30	SE	2	29.79	84	82	84	0	A-S	E	10	8	8	ESE
5	17	4			160		262	ESE	2	29.80	83	81	84	0	Q-S	E	10	8	2	SE
6	17	4			160		262	ESE	2	29.81	83	81	84	0	S-cu	ESE	10	8	2	SE
7	17	4			160		211	ESE	2	29.82	82	80	84	c	S-cu	ESE	7	8	2	SE
8	17	4			160		244	ESE	2	29.83	80	78	83	bc	Q-cu	ESE	5	8	2	SE
9	17	4			160		240	ESE	2	29.85	82	79	84	c	S-cu	ESE	6	8	2	SE
10	17	4			160		259	ESE	2	29.84	82	79	84	cp	S-cu	ESE	6	8	2	SE
11	17	4			160		259	WSW	2	29.85	82	79	84	c	S-cu	ESE	6	8	2	SE
12	17	4			160		259	WSW	3	29.84	82	79	84	C.P.	S-cu	ESE	7	8	2	SE

At anchor hrs. min.
 Underway 24 hrs. 0 min.
 Total miles cruised 338.4
 Officers present 8
 W. O. present 4
 Enlisted force present 85

Authorized number in general mess 87
 Extra numbers in general mess 8
 Total 95

Rations commuted in general mess 10
 Members absent in general mess 10
 Vacancies in general mess
 Total 20
 Number of rations issued 75

Vessels boarded { American
 Foreign
 Motor boats boarded { American
 Foreign
 Vessels reported
 Motor boats reported
 Cases of assistance
 Lives saved

*ad. Mammal
 Achromicula
 Shiff
 Adams
 Stimmoff
 Watters
 Gentry
 Gumbler
 Leslie
 A.S.
 Frost
 Lab
 Jacobs
 Cipriani*

Derelicts or obstructions removed
 Regattas or marine parades patrolled
 Drills held (enumerate)

Compass
 Ship's head
 Error
 Variation
 Deviation
 Received
 Expended
 On hand
 Received
 Expended 74.70
 On hand 451.40
 Distilled
 Received 341.6
 Expended 1000
 On hand 1225.1

NOON POSITION:
 Latitude *Hawaii Is.*
 Longitude
 Latitude *1-28'-00" N*
 Longitude *176-39'-00" W*
 Latitude *2-05'-30" N*
 Longitude *177-13'-00" W*

Current { Set
 Drift

MAGAZINE TEMPERATURES:
 Maximum *83-83-84*
 Minimum *82-82-83*

Saturday, July 3, 1937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000 - 0400

Underway on course 312° p.g.c. at 110 r.p.m. Keeping 7 1/2 knots
 0217 Changed course to 165° p.g.c. to run down reported
 flares. 0315 Changed course to 221° p.g.c. Searching
 throughout the watch for Amelia Earhart's plane
 D. Mellen, Ensign

0400 to 0800

Underway as before on course 221° p.g.c. at 110 r.p.m.
 0500 changed course to 190° p.g.c. 0512 Increased speed
 to 120 r.p.m. 0624 changed course to 182° p.g.c. Carried
 out morning routine. 0710 sighted Howland Island ahead
 distance 10 miles. 0700 changed course to 210° p.g.c. to investigate
 reported smoke on horizon. 0730 identified smoke as a
 water spray. changed course to 175° p.g.c. for Howland
 Island. Gyro compass error by amount of over
 1° W. Keeping 8 kts. Lookout through out the
 watch for Earhart's plane.
 W. Swanton Lt. (jg)

0800 to 1200

Underway on course 175° p.g.c. at 120 r.p.m. 0806 Stopped
 engine and started drifting to westward of Howland
 Island. Inspected magazines and smokes powder, samples
 conditions normal. Checked small arms, none missing.
 0930 Standard speed ahead on ^(120 r.p.m.) course 02° p.g.c. searching for
 1200 to 1600. Earhart plane. 0935 north end of Howland Island
 abeam distance 1/2 mile, increased speed to 150 r.p.m.
 J. Hines, Gunnery

1200 to 1600

Underway as before on course 2° p.g.c. at standard speed 150 r.p.m.
 searching for Earhart plane. 1225 increased standard speed
 to 160 r.p.m. 1400 changed course to 33° p.g.c.
 W. T. Sutt, Ensign

1600 - 2000

Underway as before on course 30° p.g.c. at 160 r.p.m. 1605 changed
 course to 262° p.g.c. 1800 changed course to 211° p.g.c. 1910 changed
 course to 242° T. 1930 held routine evening reports. Searching
 for Amelia Earhart's plane throughout the watch
 D. Mellen, Ensign

2000 to 2400

Underway on course 244° p.g.c. at 160 r.p.m. 2004 changed
 course to 240° p.g.c. Issued 48 night rations to crew. 2130
 changed course to 259° p.g.c.
 J. Hines, Gunnery

Approved.

Examined and found to be complete.

U. S. C. G., Commanding.

DO NOT ADD TO THE LENGTH OF THIS SHEET

W. Swanton Lt. (jg) Navigator.

Cutter Haseg
At sea, North Pacific Ocean
 (Location)

Hour	NAUTICAL MILES	TENTHS	PATENT LOG		AVERAGE REVOLUTIONS	TENTHS	COURSE (P. S. C.)	WIND		BAROMETER	TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			VISIBILITY	SEA	
			NAUTICAL MILES	TENTHS				DIRECTION	FORCE		HEIGHT IN INCHES	AIR, DRY BULB	AIR, WET BULB		WATER AT SURFACE	FORM	MOVING FROM		AMOUNT	CONDITION
A. M.																				
1	17	4			160		259	SE	1	29.80	79	78	84	cp	S-Cu	SSW	6	8	2	SE
2	17	4			160		259	ESE	1	29.80	80	78	84	bc	S-Cu	SSW	4	8	2	SE
3	17	4			160		259	ESE	1	29.80	81	79	84	bc	S-Cu	WSW	5	8	2	SE
4	17	4			160		259	SE	1	29.80	81	79	84	c	S-Cu	WSW	6	8	1	SE
5	17	4			160		259	S	1	29.80	81	78	84	c	S-Cu	SW	7	8	1	SE
6	17	4			160		259	SE	1	29.82	80	77	84	c	S-Cu	S	7	9	2	SE
7	16	8			160		178	SE	2	29.83	81	78	84	bc	S-Cu	S	6	9	2	SE
8	16	8			160		162	SExE	2	29.83	83	79	84	bc	cu	SE	4	9	2	SExE
9	16	5			160		162	E	2	29.83	85	81	84	bc	cu	SE	3	9	2	ESE
10	16	5			160		90	E	3	29.86	85	81	84	bc	ci	SE	3	9	3	ESE
11	16	5			160		3	E	3	29.86	84	80	84	bc	q-cu	E	5	8	3	ESE
12	16	5			160		3	E	3	29.84	85	81	84	bc	cu	ENE	4	8	2	SE
P. M.																				
1	16	5			160		3	ENE	3	29.83	86	81	84	bc	cu	ENE	4	9	2	SE
2	16	5			160		41	ENE	3	29.79	85	81	84	bc	cu	ENE	6	9	2	SE
3	16	5			160		180	ENE	3	29.78	80	80	84	bc	q-cu	ENE	8	9	2	SE
4	16	5			160		180	ENE	3	29.77	84	80	84	bc	cu	ENE	4	9	2	SE
5	16	5			160		180	E	3	29.78	83	80	84	c	ci	ESE	6	9	2	ESE
6	16	5			160		90	E	3	29.82	84	80	84	c	ci	ESE	6	9	2	E
7	16	5			160		02	E	3	29.83	83	80	84	bc	ci	ESE	4	9	2	E
8	16	5			160		03	E	3	29.83	83	80	84	bc	ci	ESE	3	9	2	E
9	16	5			160		02	E	2	29.85	83	80	84	bc	ci	ESE	3	9	2	E
10	16	5			160		22	E	3	29.85	82	78	84	bc	ci	E	1	9	2	E
11	16	5			160		179	E	2	29.84	82	79	84	bc	ci	E	2	8	2	ESE
12	15	0			146		178	E	1	29.87	82	78	84	bc	ci	E	2	8	2	ESE

At anchor _____ hrs. _____ min.
 Underway 24 hrs. 0 min.
 Total miles cruised 400.5
 Officers present 8
 W. O. present 4
 Enlisted force present 85

Authorized number in general mess 87
 Extra numbers in general mess 8
 Total 95
 Rations commuted in general mess 10
 Members absent in general mess 10
 Vacancies in general mess _____
 Total 20
 Number of rations issued 76

Vessels boarded { American _____
 Foreign _____
 Motor boats boarded { American _____
 Foreign _____
 Vessels reported _____
 Motor boats reported _____
 Cases of assistance _____
 Lives saved _____

At anchor
Admiral
Staff
Chief
Quartermaster
Boat
at anchor
at anchor
at anchor

Derelicts or obstructions removed _____
 Regattas or marine parades patrolled _____
 Drills held (enumerate) Observed Sunday Routine

Compass _____
 Ship's head _____
 Error _____
 Variation _____
 Deviation _____

NOON POSITION:
 8 a.m. Latitude 00° 58' 00" N
 Longitude 179° 58' 00" E
 Noon Latitude 1° 03' 00" N
 Longitude 179° 47' 30" W
 8 p.m. Latitude 00° 56' 00" N
 Longitude 179° 20' 00" W

Current { Set _____
 Drift _____

MAGAZINE TEMPERATURES:
 Maximum 82-83-83
 Minimum 81-82-82

Fuel oil { Received _____
 Expended 99.90
 On hand 351.50
 Water { Distilled 116.7
 Received _____
 Expended 70.0
 On hand 127.2

Sunday 4 July, 1937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000 to 0400

Underway on course 259° p.p.c. at standard speed 16.0 rpm searching for Amelia Earhart's plane. Keeping searchlight throughout the watch. Ship's clocks keeping $+11\frac{1}{2}$ zone time.

W. L. Smith, Ensign

0400 to 0800

Underway on course 259° p.p.c. at 16.0 rpm searching for Earhart's plane. 0600 Called all hands. 0612 Changed course to 178° p.p.c. 0700 changed course to 163° p.p.c. Gyro compass error $1\frac{1}{2}^{\circ}$ W by azimuth of sun.

M. Swauston Lt. Jg.

0800-1200

Underway on course 163° p.p.c. at 16.0 rpm standard speed searching for Amelia Earhart's plane. 0950 Changed course to 90° p.p.c. 1215 Changed course to 3° p.p.c. Distorted magnetic and sunbless. Weather similar condition dry and normal. Checked small arms none missing. Adminia, Rustica D. (100-246) M. D. & granted 10 day extension of leave this date. With status of 1000-1050 to 1045 p.m.

1200 to 1600

Underway on course 03° p.p.c. at 16.0 rpm searching for Amelia Earhart's plane. 1320 Changed course to 91° p.p.c. 1405 Changed course to 180° p.p.c.

J. H. Hine, Gunnery.

1600 to 2000

Underway as before on course 180° p.p.c. at 16.0 rpm. 1657 Changed course to 178° p.p.c. 1729 Changed course to 91° p.p.c. 1828 Changed course to 2° p.p.c. 1940 Observed following: two technical two large green sailing 2 large white sailing two green ship models, one red ship model, two white ship models, six Perry Bush clamps for boat bumper and also in pan attempt to attract Earhart's plane attention. Held routine cleaning up spots by 10:00 p.m. and daylight watches to sunset.

W. L. Smith, Ensign

2000-2400

Underway on course 02° p.p.c. at 16.0 rpm searching for Amelia Earhart's plane. Issued 42 night rations to the crew. 1026 Changed course to 90° p.p.c. 1051 Changed course to 178° p.p.c. 1116 Reduced speed to 14.0 rpm in order to conserve fuel urgently needed to carry on daylight search operations.

R. M. Hester, Ensign

Approved.

U. S. C. G. Commanding.

Examined and found to be complete.

DO NOT ADD TO THE LENGTH OF THIS SHEET

M. Swauston Lt. Jg. Navigator.

Cutter Itasca
At Sea, North Pacific Ocean
 (Location)

Hour	NAUTICAL MILES	TENTHS	PATENT LOG		AVERAGE REVOLUTIONS	TENTHS	COURSE (P. S. C.)	WIND		BAROMETER	TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			VISIBILITY	SEA	
			NAUTICAL MILES	TENTHS				DIRECTION	FORCE		HEIGHT IN INCHES	AIR, DRY BULB	AIR, WET BULB		WATER AT SURFACE	FORM	MOVING FROM		AMOUNT	CONDITION
A. M.																				
1	14	5			140		149	E	2	29.84	82	79	83	bc	-	-	-	8	2	ESE
2	14	5			140		29	E	2	29.83	82	79	83	bc	cu	E	2	8	2	ESE
3	16	0			154		29	E	2	29.82	82	79	83	bc	cu	E	2	8	2	ESE
4	16	5			160		29	E	2	29.81	82	79	83	bc	cu	E	3	8	2	ESE
5	16	5			160		14	E	1	29.81	82	79	83	bc	cu	E	4	9	2	E
6	16	5			160		14	E	1	29.81	82	79	84	bc	cu	E	2	9	2	E
7	16	5			160		14	ENE	1	29.80	82	79	84	bc	cu	E	2	9	2	ENE
8	16	5			160		14	ENE	2	29.85	83	79	84	bc	cu	E	3	9	2	ENE
9	16	5			160		13	E/NE	2	29.84	83	79	84	bc	cu	E	4	9	2	ENE
10	16	5			160		13	NNE	2	29.87	83	79	84	bc	cu	E	3	9	2	ENE
11	16	5			160		13	NE	2	29.86	83	79	85	bc	cu	NE	4	9	2	ENE
12	16	5			160		13	NE	2	29.85	83	79	85	bc	cu	NE	3	9	2	ENE
P. M.																				
1	16	5			160		13	NE	2	29.82	85	80		bc	cu	NE	3	9	2	ENE
2	16	5			160		13	NE	2	29.82	86	81		bc	cu	NE	3	9	3	ENE
3	16	5			160		13	NE	2	29.80	88	82		bc	cu	NE	5	9	2	ENE
4	16	5			160		13	Calm		29.80	82	79		cp	cu	NE	7	9	2	ENE
5	16	5			160		11	N	2	29.81	84	81		c	cu	N	8	9	2	NNE
6	16	5			160		11	NNE	1	29.84	84	81		c	cu	NNE	8	9	2	NNE
7	16	5			160		11	NNE	2	29.85	82	80		cg	cu	NNE	7	9	2	NNE
8	15	0			148		90	NE	1	29.86	82	79		bc	cu	NE	4	8	2	NE
9	14	5			140		99	NE	1	29.87	84	80		bc	cu	NE	3	8	2	NE
10	12	0			112		75	ENE	2	29.89	84	80		bc	-	-	-	8	2	NE
11	12	0			112		110	E/NE	2	29.89	84	79		bc	-	-	-	8	2	NE
12	12	0			110		89	ENE	2	29.89	83	79		bc	cu	NE	3	8	2	NE

At anchor _____ hrs. _____ min.
 Underway 24 hrs. 0 min.
 Total miles cruised 374.5
 Officers present 8
 W. O. present 4
 Enlisted force present 88

Authorized number in general mess 87
 Extra numbers in general mess 8
 Total 95
 Rations commuted in general mess 10
 Members absent in general mess 10
 Vacancies in general mess _____
 Total 20
 Number of rations issued 75

Vessels boarded { American _____
 Foreign _____
 Motor boats boarded { American _____
 Foreign _____
 Vessels reported _____
 Motor boats reported _____
 Cases of assistance _____
 Lives saved _____

at
Maint
Admiral
Bliff
at
Silvery
Waters
Ek
Gunter
Fischer
Just
Oh
Jacobs
Infirmary

Derelicts or obstructions removed _____
 Regattas or marine parades patrolled _____
 Drills held (enumerate) _____
Quarters omitted due to
necessary work connected
with Kahari plane search
and observed holiday

Compass _____
 Ship's head _____
 Error _____
 Variation _____
 Deviation _____
 Received _____
 Expended _____
 On hand _____
 Received _____
 Expended 87.00
 On hand 264.50
 Distilled _____
 Received _____
 Expended 39.20
 On hand 99.93

NOON POSITION:
 Latitude 02°-14'-30" N
 Longitude 178°-21'-30" W
 Latitude 03°-20'-00" N
 Longitude 178°-09'-00" W
 Latitude 05°-19'-00" N
 Longitude 177°-27'-00" W

Current { Set _____
 Drift _____

MAGAZINE TEMPERATURES:
 Maximum 84-85-84
 Minimum 83-82-83

Monday 5 July, 1937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000 to 0400

Underway on course 178° p.g.c. at 140 r.p.m. 0005 changed course to 179° p.g.c. Searching for Earhart plane. 0120 changed course to 29° p.g.c. 0218 increased speed to 160 r.p.m. using search lights at 15 minute intervals during watch. * for a point 281 miles north of Howland Island, reported position of Earhart plane by message intercepted by navy. J. H. Hines, Gunner.

0400 to 0800

Underway on course 29° p.g.c. at 160 r.p.m. Searching for Earhart plane at 0450 changed course 140° p.g.c. 0600 called all hands. Carried out morning routine. Gyro compass error 1° by sight of sun. W. J. Swanson Lt. J. G.

0800 to 1200

Underway as before on course 14° p.g.c. at 160 r.p.m. searching for Amelia Earhart. 0806 changed course to 17° p.g.c. Ramer, George T. (202-37) Ensign relieved of mess duty. Ford, James T. (205-06) Sec 2. assigned to mess duty. this date. Authority 145 (1) Pay and supply instructions. Inspected magazines and shells powder samples conditionally and morning accounted for bel small arms. 1038 Eisker, Belmont (201-99) Lt. comdr. (2) hours extra duty every other date to start (3) hours extra duty every second date by Commanding Officer Tracy. W. J. Swanson, Ensign.

1200 - 1600

Underway on course 13° p.g.c. at 160 r.p.m. searching for Amelia Earhart's plane. 1300 admitted quarters. down to number of men on lookout watch searching for plane. Observed Holiday. 1600 (204-58) Sec 3. (4) hours extra duty. R. H. Hellen, Ensign.

1600 to 2000

Underway on course 13° p.g.c. at 160 r.p.m. searching for Amelia Earhart's plane. 1630 changed course to 18° p.g.c. 1903 changed course to 90° p.g.c. 1925 reduced speed to 140 r.p.m. 1930 held routine evening sports and mustered life boat crews. J. H. Hines, Gunner.

2000 to 2400

Underway as before on course 10° p.g.c. at standard speed 140 r.p.m. searching for Amelia Earhart, flashing search lights frequently throughout the watch. downed 78 applications to crew. 2035 changed course to 89° p.g.c. 2100 reduced speed to 110 r.p.m. course and speed changed to 75° p.g.c. to investigate reported planes. 2215 changed course to 89° p.g.c. results negative. 2235 changed course to 109° to investigate reported light. 2315 identified light as S.S. Maersby 2335 changed course to 89° p.g.c. W. J. Swanson, Ensign.

W. J. Swanson, Ensign

Approved

U. S. C. G. Commanding

Examined and found to be complete.

DO NOT ADD TO THE LENGTH OF THIS SHEET

W. J. Swanson, Lt. J. G. Navigator

Hour	NAUTICAL MILES	TENTS	PATENT LOG		AVERAGE REVOLUTIONS	TENTS	COURSE (P. S. C.)	WIND		BAROMETER	TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			SEA		
			NAUTICAL MILES	TENTS				DIRECTION	FORCE		HEIGHT IN INCHES	AIR DRY BULB	AIR WET BULB		WATER AT SURFACE	FORM	MOVING FROM	AMOUNT	CONDITION	SWELL FROM
A. M.																				
1	120				110		87	ENE	2	29.89	83	79	85	bc	Cu	NE	4	8	2	NE
2	120				110		87	ENE	2	29.88	83	79	85	bc	Cu	NE	6	8	2	NE
3	120				110		88	ENE	2	29.86	83	79	85	bc	Cu	NE	4	8	2	NE
4	120				110		78	ENE	2	29.84	82	79	85	bc	Cu	NE	4	8	2	NE
5	120				110		178	SE	1	29.84	82	80	85	bc	cu	SE	3	4	1	E
6	120				110		270	SF	1	29.86	82	80	85	bc	cu	SE	6	9	2	SE
7	120				110		112	SE	2	29.86	83	80	85	bc	cu	SE	3	9	2	SE
8	120				110		112	SE	2	29.88	84	80	85	bc	cu	SE	3	9	2	SE
9	120				110		112	SE	2	29.89	86	80	85	bc	cu	SE	3	9	2	SE
10	120				110		179	ESE	2	29.90	86	82	85	bc	cu	SE	3	9	2	SE
11	120				110		146	ESE	2	29.90	86	82	85	bc	cu	SE	6	9	2	SE
12	120				110		146	ESE	2	29.89	86	82	85	bc	cu	SE	7	9	2	SE
P. M.																				
1	120				110		146	E	2	29.86	84	81	85	bc	cu	SE	8	9	2	ESE
2	120				110		146	ESE	2	29.86	84	81	85	bc	cu	SE	9	9	2	ESE
3	120				110		146	ESE	2	29.83	84	81	85	bc	cu	SE	7	9	2	ESE
4	120				110		146	ESE	2	29.82	84	81	85	bc	cu	SE	8	9	2	ESE
5	120				110		146	ESE	2	29.83	84	81	85	bc	cu	SE	2	9	2	E
6	120				110		146	ESE	2	29.83	82	79	85	bc	cu	SE	2	9	2	E
7	120				110		146	ESE	2	29.86	82	79	84	bc	cu	N	3	8	2	ESE
8	116				110		140	Calm		29.86	81	79		bc	cu	N	4	8	2	ESE
9	116				110		146	Calm		29.88	81	79		bc	cu		2	8	2	ESE
10	116				110		158	Calm		29.89	82	79		bc	-	-	-	8	2	ESE
11	116				110		158	Calm		29.89	82	79		bc	-	-	-	8	2	ESE
12	116				110		176	Calm		29.89	82	79		bc	-	-	-	8	2	ESE

At anchor _____ hrs. _____ min.
 Underway 24 hrs. 0 min.
 Total miles cruised 286.0
 Officers present 8
 W. O. present 4
 Enlisted force present 85

Authorized number in general mess 87
 Extra numbers in general mess 8
 Total 95
 Rations commuted in general mess 10
 Members absent in general mess 10
 Vacancies in general mess _____
 Total 30
 Number of rations issued 75

Vessels boarded { American _____
 Foreign _____
 Motor boats boarded { American _____
 Foreign _____
 Vessels reported _____
 Motor boats reported _____
 Cases of assistance _____
 Lives saved _____

at
Maint
Advocate
Chief
Sturmy
W. A. L.
Lee
Hunter
Boiler
Jack
Abel
Jacobs
Cepariant

Derelicts or obstructions removed _____
 Regattas or marine parades patrolled _____
 Drills held (enumerate) _____
Quarters, Gun drill,
resuscitation drill,
pistol & machine gun drill.

Compass _____
 Ship's head _____
 Error _____
 Variation _____
 Deviation _____

COOL { Received _____
 Expended _____
 On hand _____

FUEL OIL { Received _____
 Expended 3620
 On hand 22830

WATER { Distilled _____
 Received 11860
 Expended 5105
 On hand 76148

NOON POSITION:
 8 a.m. Latitude 04°-52'-00" N
 Longitude 175°-25'-00" W
 Noon Latitude 04°-17'-00" N
 Longitude 175°-10'-00" W
 8 p.m. Latitude 03°-01'-30" N
 Longitude 174°-05'-30" W

Current { Set _____
 Drift _____

MAGAZINE TEMPERATURES
 Maximum 83-85-85
 Minimum 82-84-84

2-1064

Tuesday 6 July

1937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000 - 0400

Underway on course 87° p.g.e. at 110 r.p.m. standard speed searching for Amelia Earhart's plane. Ship's clocks keeping +11 1/2 zone time 0320 Changed course to 78° p.g.e. to investigate plane reported by two lookouts aloft

R. Mellen Ensign

0400 to 0800

Underway on course 78° p.g.e. at 110 r.p.m. Searching for Earhart plane. Heading searched frequently. 10424 Changed course to 128° p.g.e. 0523 Changed course to 165° p.g.e. 0531 Changed course to 178° p.g.e. 0555 Changed course to 270° p.g.e. 0600 Called all hands. Carried out morning routine. 0638 Changed course to 112° p.g.e. to intercept U.S.S. Colorado for fuel refueling. Gyro error 0° by azimuth of sun. McSwainston R 991

0800 to 1200

Underway on course 112° p.g.e. at 110 r.p.m. searching for the Earhart plane. 0800 Changed course to 179° p.g.e. 0904 Changed course to 146° p.g.e. to intercept the U.S.S. Colorado for refueling. 1005 Stopped engines and drifting to shift boats in davits. 1030 Standard speed ahead. Inspected magazine and smokeless powder samples, conditions normal. Checked small arms, none missing.

J. Hines, Gunner

1200 to 1600

Underway as before on course 146° p.g.e. at standard speed 140 r.p.m. searching for Amelia Earhart. 1305 Field Gunner followed by port gun instruction, gun and resuscitation drill. 1330, Caldwell, Kenneth R. (200. 279) F-25. Based on Biowash list this date, fragments of 7.62 Mauser, sample, eight 7.62 Mauser fragments, including one fragment of bullet, which on investigation, was reported for duty to Commander V. 1944. McSwainston R 991. 1323 July 1937. U. S. C. G. Ensign

1600 - 2000

Underway on course 146° p.g.e. at standard speed 110 r.p.m. searching for Earhart's plane. 1930 Field Gunner evening reports. 1855. Stasa reported for duty to U.S.S. Colorado in accordance with Com 14th Naval District. R. Mellen Ensign

2000 to 2400

Underway on course 146° p.g.e. at 110 r.p.m. searching for Earhart plane. 2000 Changed course to 158° p.g.e. closed night vision to sun. 2200 Changed course to 176° p.g.e.

J. Hines, Gunner

Approved.

W. K. Thompson, U. S. C. G., Commanding.

Examined and found to be complete.

McSwainston, Lt. J. G., Navigator.

under the command of

W.A. Thompson

Comdr

U. S. C. G.

Wednesday 7 July, 1937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000 to 0400

Underway on course 176° p.g.c. at standard speed 14.1 rpm. Searching for Earhart plane. 0350 Stopped and drifting. Flamingo reached appointed rendezvous with U.S.S. Colorado. Reference Colorado Dispatch 1006-2105.

W.L. Miller, Engineer

0400 to 0800

Drifting as before. 0445 sighted U.S.S. Colorado. 0530 Ceased all hands. 0550 Underway on various courses and speeds approaching U.S.S. Colorado 0638 Underway course 205° p.g.c. at 17.1 kts alongside Colorado, port side to, rising forward and after bow spring. (to hold vessel steady). 0703 Began receiving fuel oil from Colorado in accordance with Colorado's dispatch 1006-2105 July 7th. Approx. 0° 30' E. by compass of plane. Establishment of Perry & Muttler (110-50) Casts extended this date until return of vessel to continental limits of the United States. (See Indication Lt 49)

0800-1200

Underway as before on course 275° p.g.c. at 5.0 rpm. Fueling from Colorado while underway. Inspected magazines and smokeless powder samples, weather log and compass. Checked small arms, none missing. 0830 Received commissary stores from U.S.S. Colorado as per invoice no. 1-38 1010 Completed fueling from Colorado, set off hose. 1038 Cast off lines from Colorado. 1053 Underway on course 238° p.g.c. at standard speed 14.1 rpm. 1125 Changed course to 243° p.g.c. Continuing search for Earhart plane.

1200 to 1600

R.L. Miller, Engineer

Underway on course 243° p.g.c. at 14.0 rpm. Searching for Earhart plane. 1300 Sounded alarm to fire drill. 1301 Fire started. 1302 water and hoses. 1303 secure and held quiet. 1307 Held collision drill. 1315 Secured from collision drill and quarters. 1323 Steam reported to commandant 14th Naval District as per instructions reference Colorado's dispatch 6006-1525 July 1937. 1340 Changed course to 242° p.g.c.

J.D. Lines, Gunner

1600 to 2000

Underway as before on course 242° p.g.c. at standard speed 14.0 rpm. Searching for Earhart plane. 1730 Changed course to 219° p.g.c. 1845 Held routine evening fire drill. 195° p.g.c. at 17.0 kts. (206-45) Secured completed fire drill. 2000 Underway on course 214° p.g.c. at 14.0 rpm. Issued 30 night ration to deck and engineers force. 2225 Changed course to 264° p.g.c.

W.L. Miller, Engineer

2000-2400

Underway on course 214° p.g.c. at 14.0 rpm. Issued 30 night ration to deck and engineers force. 2225 Changed course to 264° p.g.c.

R.L. Miller, Engineer

Approved

[Signature]

U. S. C. G., Commanding

Examined and found to be complete.

[Signature] Navigator

W.K. Thompson
Thursday 8 July, 1937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000 to 0400

Underway on course 264° pgc. at 140 r.p.m. searching for the Carhart plane. Ship's clocks keep in + 1 1/2 zone time. 0330 Stopped engine to await daylight to continue search.

J. Hines, Gunner.

0400 to 0800

Drifting as before. 0600 luffed up hauls. 0625 Underway at 140 r.p.m. course 89° pgc. to take up daylight search for the Carhart in area assigned to vessel by Commanding officer Colorado. Carried out morning routine 0705. Changed course to 250° pgc. 0755 changed course to 240° pgc. azimuth of sun. W. Swanton Log 7/8

0800 to 1200

Underway as before on course 178° pgc. at 140 r.p.m. searching for Amelia Earhart plane. 9:00 Bag Actor E (206-25) 5020 completed five (5) hours extra police duty. Inspected magazines and smokeless powder samples. Condition dry and normal. Account for all small arms. 5:00 changed course to 90° pgc. U.S. Aircraft Carl O. (106-659) M42g. 10:00 at the expiration of thirty (30) days authorized leave to the return of Hargate that City of Heptania Rex and Royal party aboard to initiate Hargate personnel as danger of the deep. 11:23. Station Charles Lee (100-749) 1/16 who was dispatched direct from the Coast Guard as of 27 April, 1937. no report. Lead by course of Oakland California. Reference Command San Francisco 10/11/37. 1585 W. L. Smith, Ensign

1200-1600

Underway on course 90° pgc. at standard speed of 140 r.p.m. 1220 Changed course to 91° pgc. 1300 Swaters omitted due to traditional crossing of the equator ceremony. 1500 Changed course to 178° pgc.

W. L. Smith, Ensign

1600 to 2000

Underway on course 178° pgc. at 140 r.p.m. searching for Miss Earhart. 1603 Changed course 271° pgc. Error error zero by azimuth of sun. 1830 Stopped engines and drifting to save fuel during night. 1930 Held routine evening report and mastered life boat crews.

J. Hines, Gunner.

2000 to 2400

Drifting as before. Carried thirty six (36) night watches to crew.

W. L. Smith, Ensign

Approved

U. S. C. G., Commanding

Examined and found to be complete.

W. Swanton, Logkeeper, Navigator.

Hour	NAUTICAL MILES	TENTHS	PATENT LOG		AVERAGE REVOLUTIONS	TENTHS	COURSE (P.S.C.)	WIND		BAROMETER	TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			VISIBILITY	SEA	
			NAUTICAL MILES	TENTHS				DIRECTION	FORCE		HEIGHT IN INCHES	AIR, DRY BULB	AIR, WET BULB		WATER AT SURFACE	FORM	MOVING FROM		AMOUNT	CONDITION
A. M.																				
1							Drifting	E	2	29.82	81	79	83	bc	cu	E	2	8	1	E
2							"	E	2	29.80	81	79	83	bc	cu	E	2	8	1	ENE
3							"	E	2	29.79	81	79	83	bc	cu	E	2	8	1	ENE
4							"	E	2	29.78	81	79	83	bc	cu	E	2	8	1	ESE
5							"	SE	1	29.78	81	79	83	bc	cu	E	2	8	1	ESE
6							"	SE	2	29.80	81	79	83	bc	cu	E	3	9	1	ESE
7	13	5			137		242	SE	2	29.81	83	80	83	bc	cu	E	3	9	1	ESE
8	14	0			140		242	SE	2	29.82	86	82	83	bc	cu	E	3	9	1	ESE
9	14	0			140		242	SE	2	29.83	86	82	83	bc	cu	E	3	9	1	ESE
10	14	0			140		179	E	2	29.83	85	82	83	bc	cu	E	4	9	2	ESE
11	14	0			140		99	EXN	3	29.82	85	81	83	bc	cu	E	3	9	2	ESE
12	14	0			140		99	E	3	29.80	85	81	83	bc	cu	E	3	9	2	EXS
P. M.																				
1	14	0			140		90	E	3	29.80	86	81	83	bc	cu	E	3	9	2	ESE
2	14	0			140		90	E	3	29.78	86	82	83	bc	cu	E	4	9	2	ESE
3	14	0			140		94	E	3	29.77	86	82	83	bc	cu	E	4	9	2	ESE
4	14	0			146		94	E	3	29.77	86	82	83	bc	cu	E	3	9	2	ESE
5	14	0			140		94	E	3	29.76	85	81		bc	cu	E	4	9	2	ESE
6	14	0			140		95	E	3	29.78	85	81		bc	cu	E	3	9	2	ESE
7	14	0			140		178	E	3	29.77	82	79		bc	cu	E	2	8	2	EXS
8	14	0			139		178	E	3	29.79	81	78		bc	cu	E	1	8	2	EXS
9							Drifting	E	2	29.82	82	79		bc	cu	E	3	8	2	EXS
10							"	E	2	29.82	82	79		bc	cu	E	1	8	2	EXS
11							"	E	3	29.83	82	79		bc	cu	E	2	8	2	E
12							"	E	3	29.83	82	79		bc	cu	E	2	8	2	E

At anchor _____ hrs. _____ min.
 Underway _____ hrs. _____ min.
 Total miles cruised _____
 Officers present _____
 W. O. present _____
 Enlisted force present _____

Authorized number in general mess _____
 Extra numbers in general mess _____
 Total _____
 Rations commuted in general mess _____
 Members absent in general mess _____
 Vacancies in general mess _____
 Total _____
 Number of rations issued _____

Vessels boarded American _____
 Foreign _____
 Motor boats boarded American _____
 Foreign _____
 Vessels reported _____
 Motor boats reported _____
 Causes of assistance _____
 Lives saved _____

Derelicts or obstructions removed _____
 Regattas or marine parades patrolled _____
 Drills held (enumerate) _____
 Quarters _____

Compass _____
 Ship's head _____
 Error _____
 Variation _____
 Deviation _____
 Received _____
 Expended _____
 On hand _____
 Received _____
 Expended _____
 On hand _____
 Distilled _____
 Received _____
 Expended _____
 On hand _____

Noon Position:
 Latitude $0^{\circ} 48' 00'' S$
 Longitude $177^{\circ} 26' 00'' W$
 Latitude $1^{\circ} 00' 00'' S$
 Longitude $177^{\circ} 20' 00'' W$
 Latitude $1^{\circ} 17' 00'' S$
 Longitude $175^{\circ} 45' 00'' W$
 Set _____
 Drift _____

MAGAZINE TEMPERATURES:
 Maximum $83.74-85$
 Minimum $82-83-84$

Admiral
Itasca
July 1909
Dec. 18 CORRECTION
45.05
3.850
6.9506
7.24
12.397

under the command of W. K. Thompson, Commander, U. S. C. G.,
Friday 9 July, 1937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000-0400

Drifting as before, awaiting daybreak to continue search for Earhart plane. Ship's clocks keeping + 1 1/2 zone time.

R. Mellen, Ensign

0400 to 0800

Drifting as before. 0600 Underway on course 271° p.g.c. at 140 rpm to search for Earhart plane. Called all hands. Carried out morning routine. 0632 Changed course to 242° p.g.c. Edge of crew 0°-30' E by azimuth of sun.

W. Swanson Lt (jg)

0800 to 1200

Underway on course 242° p.g.c. at 140 r.p.m. searching for the Earhart plane. 0939 Changed course to 179° p.g.c. Checked magazines and smokes powder samples, conditions normal. Checked small arms, none missing. 1600 Changed course to 179° p.g.c.

H. Hines, Gunner

1200 to 1600

Underway as before 179° p.g.c. at 140 r.p.m. 1231 Changed course to 179° p.g.c. 1300 Did gunnery. 1317 Changed course to 179° p.g.c. Checked magazines, fuses and spent shells. Conditions normal. Took in shell making. 1400 1 1/2 LF, 1/2 SW. (205-300) 500 ft. about 1100 Thursday. Friday, from 30 days authorized leave to 100 p.m. Santiago, Chile. The arrival of Hasegawa to this station.

W. J. Luther, Ensign

1600-2000.

Underway on course 178° p.g.c. at 140 rpm. standard speed searching for Earhart plane. 1728 Changed course to 178° p.g.c. 1845 Changed course to 178° p.g.c. 1930 Held routine evening reports.

R. Mellen, Ensign

2000 to 2400

Underway on course 178° p.g.c. at 140 r.p.m. searching for the Earhart plane. 2001 Stopped engine and drifting during darkness. Issued 56 night rations to crew.

H. Hines, Gunner.

Examined

U. S. C. G., Commanding

Examined and found to be complete.

DO NOT ADD TO THE LENGTH OF THIS SHEET

W. Swanson Lt (jg) Navigator

Hour	NAUTICAL MILES	TENTS	PATENT LOG		AVERAGE REVOLUTIONS	TENTS	COURSE (P. S. C.)	WIND		BAROMETER HEIGHT IN INCHES	TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			SEA		
			NAUTICAL MILES	TENTS				DIRECTION	FORCE		AIR, DRY BULB	AIR, WET BULB	WATER AT SURFACE		FORM	MOVING FROM	AMOUNT	VIBRILLITY	CONDITION	SWELL FROM
A. M.																				
1							Drifting	ESE	2	29.82	82	78	83	bc	cu	ESE	2	8	1	E
2							Drifting	E	1	29.80	82	79	83	bc	cu	E	3	8	1	E
3							Drifting	E	2	29.81	81	78	83	bc	cu	E	1	8	1	EXN
4							Drifting	E	2	29.82	82	78	83	bc	cu	E	2	8	1	EXN
5							"	ESE	1	29.80	81	78	83	bc	cu	E	2	9	1	ESE
6	3	5			121		260	ESE	1	29.81	81	78	83	bc	cu	E	2	9	1	ESE
7	15	0			140		265	ESE	2	29.82	82	78	84	bc	cu	E	2	9	1	ESE
8	15	0			140		265	E	2	29.85	83	79	84	bc	cu	E	1	9	1	ESE
9	15	0			140		265	E	2	29.85	83	79	83	bc	cu	E	1	9	1	ESE
10	15	0			140		265	E	2	29.85	83	79	84	bc	cu	E	1	9	1	ESE
11	15	0			140		265	E	2	29.85	84	80	84	bc	cu	E	2	9	1	ESE
12	15	0			140		265	ESE	2	29.83	85	80	84	bc	cu	E	1	9	1	ESE
P. M.	15	0			145		179	ESE	3	29.79	84	80	84	bc	cu	E	1	9	2	ESE
1	14	0			140		94	ESE	3	29.78	84	80	84	bc	cu	E	1	9	2	ESE
2	14	0			140		94	ESE	3	29.75	87	82	84	bc	cu	E	3	9	2	ESE
3	14	0			140		94	ESE	3	29.75	86	81	84	bc	cu	E	3	9	2	ESE
4	14	0			140		94	E	3	29.76	89	83	84	bc	cu	E	3	9	2	ESE
5	14	0			140		184	E	3	29.76	89	83	84	bc	cu	E	2	9	2	ESE
6	14	0			140		94	E	2	29.78	84	80	84	bc	cu	E	2	9	2	ESE
7	13	0			127		Drifting	E	2	29.78	83	80	84	bc	cu	E	1	8	2	ESE
8								E	1	29.80	83	80	84	bc	cu		1	8	1	E
9								E	1	29.80	83	79	84	bc	cu	E	1	8	1	E
10								E	1	29.80	82	79	84	bc	cu	E	3	8	1	E
11								E	1	29.80	82	79	84	bc	cu	E	4	8	1	E
12								E	1	29.80	82	79	84	bc	cu	E				

At anchor..... hrs. min.
 Underway..... 2.4 hrs. 0 min.
 Total miles cruised..... 191.5
 Officers present..... 8
 W. O. present..... 4
 Enlisted force present..... 85

Authorized number in general mess..... 87
 Extra numbers in general mess..... 8
 Total..... 95
 Rations commuted in general mess..... 10
 Members absent in general mess..... 10
 Vacancies in general mess.....
 Total..... 20
 Number of rations issued..... 75

Vessels boarded { American.....
 Foreign.....
 Motor boats boarded { American.....
 Foreign.....
 Vessels reported.....
 Motor boats reported.....
 Cases of assistance.....
 Lives saved.....

Derelicts or obstructions removed.....
 Regattas or marine parades patroled.....
 Drills held (enumerate).....

Commanding Officers weekly inspection of the vessel.....

At anchor
Underway
Total miles cruised
Officers present
W. O. present
Enlisted force present
Authorized number in general mess
Extra numbers in general mess
Total
Rations commuted in general mess
Members absent in general mess
Vacancies in general mess
Total
Number of rations issued
Vessels boarded
Motor boats boarded
Vessels reported
Motor boats reported
Cases of assistance
Lives saved
Derelicts or obstructions removed
Regattas or marine parades patroled
Drills held
Commanding Officers weekly inspection of the vessel

Compass.....
 Ship's head.....
 Error.....
 Variation.....
 Deviation.....
 Received.....
 Expended.....
 On hand.....
 Received.....
 Expended.....
 On hand.....
 Received.....
 Expended.....
 On hand.....
 Distilled.....
 Received.....
 Expended.....
 On hand.....

NOON POSITION:
 Latitude 1°-25'-00" S
 Longitude 176°-36'-00" W
 Latitude 1°-27'-30" S
 Longitude 177°-37'-00" W
 Latitude 1°-47'-00" S
 Longitude 176°-37'-00" W

CURRENT { Set.....
 Drift.....

MAGAZINE TEMPERATURES:
 Maximum 82-84.85
 Minimum 82-83.83

2-1064

under the command of

W.H. Thompson

Comdr.

U. S. C. G.

Saturday 10 July

1937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000 to 0400

Underway drifting as before awaiting daylight to renew search for missing Earhart Plane. Shifts & Belts keeping 1 1/2 zone time.

W.S. Butler, Ensign

0400 to 0800

Drifting as before. 0545 Underway on course 260° p.p.c. at 140 rpm to search for Earhart plane. 0600 called all hands. 0623 changed course to 265° p.p.c. Exps error 0° by amount of pump.

W.S. Swanston Lt (99)

0800 - 1200

Underway on course 265° p.p.c. at 140 rpm. searching for Earhart Plane. Inspected magazines and smokeless powder samples, condition dry and normal. Checked small arms, some missing. 1030 commanding officer held weekly inspection of the vessel.

R.H. Mellen, Ensign

1200 to 1600

Underway on course 265° p.p.c. at 140 rpm. searching for the Earhart plane. 1243 Changed course to 179° p.p.c. 1348 Changed course to 94° p.p.c.

L.H. Hines, Gunner.

1600 to 2000

Underway on course 94° p.p.c. at standard speed 10.5 rpm. searching for missing Earhart Plane. 1738 Changed course to 184° p.p.c. to investigate reported breakers. 1805 Changed course to 94° p.p.c. results negative. 1908 stopped and drifting until daylight. 1956 Held routine cabin reports, night watches and lifeboats crews to quarters.

W.S. Butler, Ensign.

2000 - 2400

Drifting as before to conserve fuel for daylight searching. Issued 36 night rations to the crew.

R.H. Mellen, Ensign

Approved.

[Signature]

U. S. C. G., Commanding.

Examined and found to be complete.

W.S. Swanston, Lt (99) Navigator.

Cutler altasca
At Sea, South Pacific Ocean
 (Location)

Hour	NAUTICAL MILES	PATENT LOG		AVERAGE REVOLUTIONS	TENTHS	COURSE (P. S. C.)	WIND		BAROMETER	TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			SEA		
		NAUTICAL MILES	TENTHS				DIRECTION	FORCE		HEIGHT IN INCHES	AIR, DRY BULB	AIR, WET BULB		WATER AT SURFACE	FORM	MOVING FROM	AMOUNT	VISIBILITY	CONDITION
A. M.																			
1						<i>Drifting</i>	ENE	1	29.79	82	80		bc	Q-cu	ENE	2	9	1	ENE
2						"	ENE	1	29.79	82	80		bc	Q-cu	ENE	1	9	1	ENE
3						"	ENE	1	29.79	82	80		bc	Q-cu	ENE	1	9	1	ENE
4						"	ENE	1	29.78	82	80		bc	Q-cu	ENE	1	9	1	ENE
5							E	2	29.77	82	79		bc	scu	E	4	9	1	ENE
6	1			110		90	E	2	29.77	82	79	83	bc	scu	E	4	9	1	ENE
7	14	0		140		90	E	2	29.78	83	80	83	bc	scu	E	5	9	1	ENE
8	14	0		140		90	ENE	3	29.79	83	80	84	bc	scu	E	4	9	2	ENE
9	14	0		140		90	ENE	4	29.80	82	86	84	c	S-cu	E	6	9	2	ENE
10	14	0		140		90	ENE	4	29.80	79	79	84	cp	S-cu	EXS	8	9	2	ENE
11	14	0		140		90	E	4	29.80	79	78	84	o	N	EXS	10	9	2	E
12	15	0		140		178	EXS	3	29.80	84	80	84	bc	Q-cu	EXS	5	9	2	EXS
P. M.																			
1	16	0		140		266	E	3	29.78	85	81	84	bc	cu	ENE	2	9	2	ENE
2	16	0		140		266	E	3	29.76	86	82	84	bc	Q-cu	ENE	5	9	2	ENE
3	16	0		140		266	E	3	29.75	83	80	84	bc	scu	ENE	5	8	2	ENE
4	16	0		140		266	E	3	29.75	85	81	84	cp	scu	ENE	7	8	2	ENE
5	16	0		140		266	E	3	29.75	85	81	84	c	scu	ENE	9	9	2	ENE
6	16	0		140		266	E	2	29.77	84	81	84	cp	scu	ENE	8	8	2	ENE
7	16	0		140		266	ENE	2	29.77	82	80	84	cp	scu	ENE	8	8	2	ENE
8						<i>Drifting</i>	ENE	3	29.79	82	80	84	cp	S-cu	ENE	7	8	2	ENE
9						<i>Drifting</i>	ENE	3	29.81	82	80	84	bc	S-cu	ENE	4	8	2	ENE
10						<i>Drifting</i>	ENE	3	29.81	82	80	84	bc	S-cu	ENE	3	8	2	ENE
11	4	0		117		267	ENE	3	29.81	82	80	84	bc	S-cu	ENE	3	8	2	ENE
12	16	0		140		267	ENE	3	29.80	82	80	84	bc	S-cu	ENE	2	8	2	NE

At anchor _____ hrs. _____ min.
 Underway 24 hrs. 0 min.
 Total miles cruised 218.24
 Officers present 8
 W. O. present 4
 Enlisted force present 85

Authorized number in general mess 87
 Extra numbers in general mess 8
 Total 95
 Rations commuted in general mess 10
 Members absent in general mess 10
 Vacancies in general mess _____
 Total 20
 Number of rations issued 75

Vessels boarded { American _____
 Foreign _____
 Motor boats boarded { American _____
 Foreign _____
 Tonnage reported _____
 Motor boats reported _____
 Cause of assistance _____
 Lives saved _____

Compass _____
 Ship's head _____
 Error _____
 Variation _____
 Deviation _____
 Received _____
 Expended _____
 On hand _____

NOON POSITION:
 Latitude _____
 Longitude _____
 Latitude 02° 01' 00" S
 Longitude 125° 27' 30" W
 Latitude 02° 20' 00" S
 Longitude 127° 05' 00" W

Current { Set _____
 Drift _____
 MAGAZINE TEMPERATURES:
 Maximum 83-84-85
 Minimum 82-83-84

Handwritten notes:
 Observed Sunday routine
 1st Lt. [unclear]
 2nd Lt. [unclear]
 3rd Lt. [unclear]
 4th Lt. [unclear]
 5th Lt. [unclear]
 6th Lt. [unclear]
 7th Lt. [unclear]
 8th Lt. [unclear]
 9th Lt. [unclear]
 10th Lt. [unclear]
 11th Lt. [unclear]
 12th Lt. [unclear]

W. K. Thompson

Sunday 11 July, 1937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000 to 0400

Drifting as before, awaiting daylight to resume search for the Earhart plane. Ship's clock keeping plus 11 1/2 zone time.

J. Hines, Gunner.

0400 to 0800

Drifting as before. 0552 Underway course 90° p.g.c. speed 14 1/2 rpm to search for Earhart plane. 0700 called all hands. Life rafts checked 1° E by azimuth of sun.

M. Swanson Lt. J.G.

0800 to 1200

Underway as before on course 90° p.g.c. at standard speed 1400 p.m. searching for missing Earhart plane. Inspected magazines and shotless powder samples, condition dry and normal. Accounted for all small items. 1130 changed course to 178° p.g.c.

W. S. Butler, Ensign

1200 - 1600

Underway on course 178° p.g.c. at 140 rpm. searching for Earhart Plane 1250 changed course to 266° p.g.c.

R. Mellen, Ensign

1600 to 1800

Underway on course 266° p.g.c. at 140 r.p.m. searching for Earhart Plane

R. W. Butcher, Boatswain

1800 to 2000

Underway on course 266° p.g.c. at 140 rpm. searching for the Earhart plane. 1900 Stopped engines and drifting until daylight. 1930 Held routine evening reports and mustered life boat crews.

J. Hines, Gunner.

2000 to 2400

Drifting as before awaiting daylight. Issued thirty six (36) night ration to crew. 2229 Received message from Long Beach Hydrographic Squadron No. 2 to proceed to Annette Island. 2345 Underway on course 267° p.g.c. at standard speed 140 r.p.m. on assigned duty. Reference conditions No. 2 Dispatch 201 - 2293.

W. S. Butler, Ensign

Approved

U. S. C. G., Commander

Examined and found to be complete.

DO NOT ADD TO THE LENGTH OF THIS SHEET

M. Swanson, Lt. J.G., Navigator.

LOG of the United States Coast Guard Cutter Itasca
 At Sea, South Pacific Ocean
 (Location)

Hour	NAUTICAL MILES	PATENT LOG		AVERAGE REVOLUTIONS	COURSE (P. & C.)	WIND		BAROMETER HEIGHT IN INCHES	TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS			SEA		
		NAUTICAL MILES	TENTS			DIRECTION	FORCE		AIR, DRY BULB	AIR, WET BULB	WATER AT SURFACE		FORM	MOVING FROM	AMOUNT	VISIBILITY	CONDITION	SWELLS FROM
A. M.																		
1	160			140	267	ENE	3	29.79	82	80	84	bc	Q-cu		4	8	2	NE
2	160			140	267	ENE	3	29.78	82	80	84	bc	Q-cu	ENE	3	8	2	NE
3	160			140	267	ENE	3	29.79	82	79	84	bc	Q-cu	ENE	2	8	2	NE
4	160			140	267	ENE	3	29.78	82	79	84	bc	cu	ENE	2	8	2	NE
5	160			140	267	ENE	3	29.78	82	80	84	bc	Q-cu	ENE	2	8	2	NE
6	160			140	267	ENE	3	29.78	82	79	84	bc	cu	ENE	2	8	2	NE
7	160			140	267	ENE	3	29.79	82	79	84	bc	cu	ENE	2	8	2	NE
8	160			140	267	ENE	3	29.79	84	80	84	bc	cu	ENE	2	9	2	ENE
9	160			140	267	ENE	3	29.80	84	81	84	bc	cu	ENE	2	9	2	ENE
10	160			140	267	ENE	3	29.80	84	81	84	bc	Q-cu	E	3	9	2	NE
11	160			140	267	E	3	29.80	86	82	84	bc	Q-cu	E	4	9	2	NE
12	125			113	267	EXN	3	29.79	86	82	84	bc	cu	E	4	9	2	ENE
P. M.																		
1	120			110	267	ENE	3	29.78	86	82	84	c	Q-cu	E	6	9	2	EXS
2	120			110	267	ENE	2	29.76	87	85	84	c	Q-cu	E	6	9	2	EXS
3	120			110	267	ENE	2	29.74	87	82	84	c	cu	E	6	9	2	EXS
4	120			110	267	ENE	2	29.75	87	82	84	c	cu	E	6	9	2	EXS
5	120			110	267	ENE	2	29.74	86	81	84	bc	Q-cu	E	3	9	2	EXS
6	120			110	267	ENE	2	29.74	86	81	84	bc	Q-cu	E	3	9	2	EXS
7	120			110	267	ENE	2	29.77	84	80	84	bc	Q-cu	E	3	9	2	EXS
8	120			110	267	ENE	2	29.78	83	80	84	bc	Q-cu	E	2	9	2	EXS
9	120			110	267	ENE	2	29.80	84	80	84	bc	Q-cu	ENE	2	8	2	EXS
10	120			110	267	ENE	1	29.80	84	80	84	c	-	-	-	8	2	EXS
11				110	267	ENE	1	29.82	83	79	84	c	-	-	-	8	2	EXS
12				110	267	ENE	1	29.81	83	79	84	c	-	-	-	8	2	EXS

At anchor _____ hrs. _____ min.
 Underway 24 hrs. 30 min.
 Total miles cruised 2465 302.5
 Officers present 8
 W. O. present 4
 Enlisted force present 85

Authorized number in general mess 87
 Extra numbers in general mess 8
 Total 95
 Rations commuted in general mess 10
 Members absent in general mess 10
 Vacancies in general mess _____
 Total 20
 Number of rations issued 75

Vessels boarded (American _____ Foreign _____)
 Motor boats boarded (American _____ Foreign _____)
 Vessels reported _____
 Motor boats reported _____
 Cases of assistance _____
 Lives saved _____

Derelicts or obstructions removed _____
 Regattas or marine parades patrolled _____
 Drills held (enumerate) Quarters, Fire drill, Collision drill

Compass _____
 Ship's head _____
 Error _____
 Variation _____
 Deviation _____

Noon Position:
 Latitude 02° 29' 30" S
 Longitude 179° 42' 00" W
 Latitude 02° 32' 00" S
 Longitude 179° 33' 00" E
 Latitude 02° 45' 00" S
 Longitude 177° 33' 00" E

Received _____
 Expended _____
 On hand _____

Received 43.70
 On hand 57.840

Distilled _____
 Received 60.15
 Expended 45.94
 On hand 85.58

MAGAZINE TEMPERATURES:
 Maximum 85-85-86
 Minimum 82-81-83

at Annapolis
Mannitt
W. J. Smith
S. J. Smith
E. J. Smith
G. J. Smith
J. J. Smith
at Jacobs
and
Post

Monday 12 July

1937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

0000 - 0400

Underway on course 267° p.g.c. at 140 r.p.m. searching for Earhart Plane. Ship's clocks keeping + 1 1/2 zone time

R. D. Mellen, Ensign

0400 to 0800

Underway on course 267° p.g.c. at 140 r.p.m. 0600 called all hands. Carried out morning routines. Eye error 1° E. by sum of sun.

M. D. Swanton Lt. J. G. S.

0800 to 1200

Underway on course 267° p.g.c. at 140 r.p.m. searching for the Earhart plane. Inspected magazine and smokeless powder samples, condition normal. Checked small arms, none missing. 1107 Reduced speed to 110 r.p.m.

J. H. Hines, Gunner.

1200 to 1600

Underway as before on course to 267° p.g.c. at standard speed 110 r.p.m. searching for missing Earhart Plane. 1300 Held quarters followed by fire drill. First quarter in one minute. All stations in two minutes. Held stations for collision drill. All stations manned in one minute. 1400 Set clocks back one half hour to + 12 zone time. Cooper, Richard C. (102-270) Lt. J. G. S. enlistment expired. This date reported return of vessel to continental jurisdiction of United States Authority. Notice # 635 - Personnel destruction.

W. J. Butler, Ensign

1600 to 1800

Underway on course 267° p.g.c. at 110 r.p.m. searching for Earhart Plane

R. W. Butcher, Boatswain

1800 - 2000

Underway on course 267° p.g.c. at 110 r.p.m. searching for Earhart Plane. 1930 Held routine evening reports

R. D. Mellen, Ensign

2000 to 2400

Underway on course 267° p.g.c. at 140 r.p.m. searching for the Earhart plane. Issued 36 night rations to crew. 2100 Stopped engine to await daylight to resume search

J. H. Hines, Gunner.

M. D. Swanton Lt. J. G. S. Navigator.

Approved

Examined and found to be complete.