

W. T. Smith, Engineer

0400 to 0800

Drifting off Howland Island as before.

0600 Called all hands. Underway on course  $90^{\circ}$

pgc at 120 rpm. 0606 Changed course to  $95^{\circ}$  pgc.

0645 sighted Howland Island. Changed course

to  $90^{\circ}$  pgc. 0732 Stopped and drifting. Spd

Compass error 0° by azimuth of sun.

W. T. Smith Lt (7.9.1)

0400 to 0800

Drifting to westward of Howland Island.

0400 Called all hands. 0500 Underway at 75 rpm on course  $78^{\circ}$  p.c. standing up to Howland Island. 0533 Stopped ahead drifting 0610 Landing party departed for Howland Island to assist in landing of Miss Earhart plane. Gyro error  $0^{\circ}$  by altitude of sun.

0614 Miss Earhart reported position 200 miles from Howland and requested ~~the boatman~~ <sup>poor reception</sup> for help. Vessel began laying down heavy smoke to assist Miss Earhart. 0645 Miss Earhart reported position 100 miles from island. <sup>reception fair</sup> 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.

0400 to 0800

Underway as before on course  $221^{\circ}$  p.p.c. at 110 r.p.m.  
0500 changed course to  $190^{\circ}$  p.p.c. 0512 Increased speed  
to 120 r.p.m. 0624 changed course to  $182^{\circ}$  p.p.c. carried  
out morning routine. 0710 sighted Howland Island ahead  
distance 10 miles 0700 changed course to  $210^{\circ}$  p.p.c. to investigate  
reported smoke on horizon. 0730 identified smoke as a  
water spout. changed course to  $175^{\circ}$  p.p.c. for Howland  
Island. Gyro compass error by amount of  $1^{\circ}$  W.  
Keeping ship's lookout Tibbrough did the  
watch for Miss Calharts plane.  
M. Swanson Lt 191

0900 to 1200