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UNITED STATES
DEPARTMENT OF THE INTERIOR
~~DEPARTMENT OF COMMERCE~~

BUREAU OF FISHERIES
FISH AND WILDLIFE SERVICE
706 Federal Office Bldg., SEATTLE, WASH.

Pribilof Evacuation Camp
Funter Bay, Alaska
June 27, 1942.

Edward C. Johnston, Supt.
U.S. Fish & Wild Life Service
706 Federal Office Building
Seattle, Washington.

Dear Mr. Johnston:

The following is a report of the evacuation of St. Paul Island,
Alaska:

Sunday June 14, 1942:- The U.S.S. Oriole arrived at East Landing at approximately 3:30 P.M. local time (war time). Captain Tinsley and Supply Officer Gibbons came ashore and informed the storekeeper-in-charge that St. Paul Island was to be evacuated immediately. Captain Tinsley stated that the Oriole could accommodate four white families and about forty natives. He stated that the U.S.C.G.C. Onondaga would be at St. Paul this afternoon and that vessel could evacuate more of the people. The present orders were that these two vessels were to make enough trips to completely remove the entire population. While arrangements were being discussed, messages arrived from the Oriole which stated that the U.S.T. Delarof would arrive tomorrow to remove the entire population of both St. Paul and St. George Islands. The U.S.S. Oriole, however, was to remain in the vicinity of St. Paul and if there was any possibility of the Japanese obtaining control of the island the "scorched earth" policy was to be applied by the officers and men of this American naval vessel. The Onondaga, who had also received the new orders, changed her course and proceeded directly to St. George Island where her duties would be similar in nature to those of the Oriole. At 6 P.M. everyone had started packing personal effects and belongings because the Captain of the Delarof had radioed a request that all passengers and freight be on the dock and ready to go aboard at noon tomorrow.

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Evacuation of St. Paul Island, Alaska (continued):

Monday June 15, 1942: The storekeeper and many others were busy all of last night and early this morning packing belongings which could be transported quickly and easily. At 6 A.M. the entire gang went to work hauling the baggage and freight to the dock. Later in the morning word was received that the radioman, Mr. Roy Hurd, must remain at St. Paul Island until his duties were taken over by soldiers who were to be sent to the island shortly. Everything was in readiness when the U.S.T. Delarof arrived at 4 P.M. Captain Downing of the Delarof stated to Mr. Gibbons and the St. Paul Storekeeper that all of the freight and baggage would be loaded if time permitted. Loading began immediately. Two bidarrahs and a large surf boat were used as lighters. The St. Paul motor dory and a motor launch from the U.S. Oriole were used for towing. The U.S.T. Delarof operated their large motor launch to transport passengers at the same time that freight was being loaded. All women and children passengers were put aboard first.

Tuesday June 16, 1942:--The ~~loading~~ loading of all freight and baggage, and most of the passengers was completed at 1:30 A.M. The two bidarrahs and the surf boat were hauled up and secured. At 3 A.M. the entire population (with exception of the radioman) were aboard the U.S.T. Delarof. The St. Paul power dory was taken aboard so that it could be used to facilitate loading at St. George Island. Shortly after everyone was aboard the Delarof proceeded directly to St. George Island. Many personal belongings as well as government property had to be left at the island because of the need for a speedy evacuation. The captains, the officers, and the men of both ships, (U.S.S. Oriole and U.S.T. Delarof) which evacuated St. Paul Village, were at all times courteous, cooperative, and helpful.

Carl M. Hoverson
Carl M. Hoverson
Storekeeper-in-Charge
St. Paul Island, Alaska during
evacuation.