

**Janis Kozlowski:** That must have been quite a williwaw because the Beaver was a pretty large ship, wasn't it?

**Vic Krygowski:** Oh yeah. Yes, it was over 300 feet long and ... yeah, it was fair sized. It was a very comfortable ship as a matter of fact, even though it was a floating graveyard because it had no water tight integrity whatsoever. And had one of those German torpedoes hit us I wouldn't be here talking to you today, I'm sure.

**Janis Kozlowski:** It just wouldn't have been able to take the hit?

**Vic Krygowski:** Yeah, that's right. It would just cause a bit hole in it and it would go down. Period. Nowadays they have double hulls and that kind of thing. They didn't have that in those days. Especially since this was not built as a war ship, it was built as a pleasure vessel.

**Janis Kozlowski:** And, it was getting pretty aged, wasn't it?

**Vic Krygowski:** Oh, yeah. 1905. It was on in years.

One other nice thing that happened to me on the Beaver was, I had been a deck officer, standing deck watches all this while and then when we got to, when we were leaving Mare Island [30 miles northeast of San Francisco on the edge of Vallejo, California, established in 1854] to go to Dutch Harbor, which was our first stop, I think, the skipper switched me over to the engine room. He says, "I'm gonna make you an engineering officer."

So, we left Mare Island and it was still pretty warm. I didn't exactly like that, the engine room was hot as can be. But, boy, when we got into Alaskan waters I really appreciated it. [laughing] It was nice and toasty! The guys on deck were freezing to death. So that was one of the good things that happened. I enjoyed being the engineering officer too after serving on the deck all that while.

Did I mention this was a steam driven vessel?

**Janis Kozlowski:** No.

**Vic Krygowski:** It had a steam engine in it that was driven by, I guess, two cylinders and one of the jobs I had to do as the engineering officer of the watch was as this big rotating cam shaft came down you'd have to slap it feel if it was getting warm. That would mean that the bearings were wearing and something has to be done about it that you certainly have to lubricate it for. And so that was one of the jobs.

The other thing I remember about the engine room there is that the crew, long before I got into the engine room, had tapped into the high pressure steam line with a copper tubing coil that they used to heat the water to make coffee with. Now that was a complete no-no. [laughing] If the skipper had ever found out about that they'd have been in deep trouble. If he ever knew about it he never said anything but that's how we made our coffee in the engine room.

**Janis Kozlowski:** Had to learn to make do with what you had.

**Vic Krygowski:** Oh, yes, yeah. And all it took was to fill up a jug or a mug with water and just run it over this coil and take it out and by then it was steaming boiling hot, which goes to show

you that the heat that was in that steam that was in that line. Had that ever ruptured we'd also have been in trouble.