

**Janis Kozlowski:** Now, this power barge that you were on, how big was that?

**Harry Bailey:** 85 foot long, not very big.

**Janis Kozlowski:** And how many crew worked on it?

**Harry Bailey:** Nine people. You had: the fellow we'll call the skipper, First Mate, the cook, two engineers – that makes five—and four so-called deck hands and in my case, I guess, I did that as well as radioman. So it's nine people.

There were other power barges. There was one other size, a little bit bigger, I guess, 110 feet or so. They, well ... where did I read it ... there's a book somebody did on Army ships of World War II and they always say the power barges did the dirty jobs. We always like to think they were doing the best work.

If you're, like I say, banging off the shore on Shemya, not Shemya but Agattu, the radar station they set up over there, the first time we went over there one of the smaller freight/passenger ships had bad luck and they hit the rocks and they were – the thing was sinking. We went over to salvage it but there was nothing there that was worthwhile.

**Janis Kozlowski:** When you had problems like that was the ... was it the Army's responsibility to help you out? Did the other Army Transport ships try to help you or was the Navy helpful as well?

**Harry Bailey:** I would say both. I would say both. I mean first one would be called would be, you know, Army. But, then I think the Navy were probably were more equipped with, you know, being that much bigger and having more occasion for salvage work.

At Attu they built a marine railroad which would haul you up onto the beach, you know, to be serviced. They built that thing about four times – or tried to build it, put it that way. And each time it came near completion the wind would come and the storm would blow it down again.

**Janis Kozlowski:** Oh, geez.

**Harry Bailey:** And after awhile they just, they give it up. They must have said let it go.

**Janis Kozlowski:** Well, it's probably too far to go all the way back to Dutch Harbor or some other safe harbor to get a boat fixed, right? So that's why they tried to do that?

**Harry Bailey:** Yeah, that's right. Yes. The Navy did have a, I guess you call it, a floating dry dock that would take their ships in. On occasion, I mean, when we had problems they'd work it out with the Navy where we'd go in there and, you know, drain the water off and set us up on piling and so forth to be serviced. That happened to us once, we went in there only because taking care of your ship, you have to copper paint the bottom. That's supposed to be one of the essential things to keep the power barge in decent shape. But we did do that one time. We serviced the Navy; a couple times we did that.