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ORD #2388-74

5 May 1974

PROGRESS REPORT No. 1
AVIAN TRAINING PROGRAM

(Feb.-March 1974)

Program Director:

Dear Sir:

Enclosed is a copy of the pathology report relating to the 2 falcons. This concerns only 1 falcon but the other, performed by another lab.,is essentially the same. You may note that the report states "etiology unknown."

In retrospect, we believe the root cause is linked to a condition referred to in the falconer's vernacular as "bumble foot." In simple terms it means an infection in the bird's feet of the streptococus variety.

The reason this infection attacks birds of prey (in captivity) has never been clearly understood. Some opinions reflect the idea that it is caused by a diet deficiency. We reject this because other birds, of the same type, on the same diet, are not effected.

It seems to us that the original abrasions were caused by keeping the birds on a cement floor at San Clemente Island and that finally their expirations came as a result of treating the feet by soaking in hot water. We did this on the advise of one veterinarian and according to the opinion of another one this treatment caused the infection to spread into the bird's organs resulting in termination.

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AVIAN TRAINING PROGRAM.....

In any case, our new birds show no signs of the bumble foot condition and they are being kept in indivdual cages equipped with padded perches.

In the field they are doing very well in the initial training, still on land. They should be working over water in a matter of a couple of weeks.

Included with this report is an account of the boat accident and damage. It is not as severe as the report would seem to indicate. All of the cosmetic features, except for the radar,have been restored.

Respectfully,

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[redacted]

TISSUE REPORT

OWNER'S NAME [redacted] PET'S NAME NOT STATED

AGE [redacted] MALE ____ FEMALE ____ CAT ____ DOG ____ OTHER Peregrine falcon

SPECIMEN Necropsy SPECIMEN # ____

CLINICAL IMPRESSION ____

DOCTOR [redacted] DATE 3-21-74

GROSS DESCRIPTION:

The specimen consists of a piece each of liver, kidney, lung, heart and gizzard which in aggregate measure 2.6 x 2.9 x 1.3 cms. All the specimens are grossly unremarkable. Multiple representative portions of each tissue are submitted for sectioning.

MICROSCOPIC DESCRIPTION:

Sections are of liver, kidney, heart and gizzare. Principal lesions are present in the liver and kidney. The hepatic lesions consist of cloudy swelling of the hepatocytes, congestion, accumulation of hemosiderin in the kupffer cells and variable neutrophilic exudate. The renal pathology is characterized by granular swelling, pyknosis and necrosis of the tubular epithelium, congestion and glomerular atrophy. The gizzard exhibits congestion of the submucosa, muscularis and serose. The myocardium shows only minimal changes consisting of slight congestion.

No etiologic agent is identified in any of the organs.

DIAGNOSIS: HEPATORENAL SYNDROME (ETIOLOGY UNKNOWN)

Note: The above is consistent with concomitant damage of liver and kidney commonly seen in infections, toxemia and shock. The syndrome is known to run a fulminant rapid course due to progressive renal failure and liver injury.

[redacted]

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Accident Report

On 25 March 1974 the Formula boat (j24), stationed at San Clemente and used on the Avian Training Program, was involved in an accident which occured at the N.O.T.S. pier area on the east side of the Island.

The condition of the power systems prior to the accident were as follows: function of the port engine and outdrive system was normal. The linkage connecting the controls with the starboard outdrive was inoperative due to a sheared bolt at the shift lever. The gears could be operated manually from the engine compartment. Repairs to the linkage were hampered by accessibility problems which would have put the boat out of action for several days at a critical time.

On approaching the pier the starboard engine was shut down because of the lack of shift function. As the boat came alongside the pier the port outdrive linkage failed, leaving the gears in forward. The port engine was then shut down. Attempts were made to secure the boat to the pier to no avail. The first swell put the boat on the rocks. The boat then came broadside to the swells and was moved along the rocks and under the pier. The radar scanning unit and the deck struck under structure of the pier. A line was then secured to the pier and the boat was pulled free.

The hull suffered no serious damage and has been repaired. Both propellers was damaged and they too have been replaced. The deck has also been restored. The scanning unit was bent out of alignment and the antenna dome damaged.

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ACCIDENT REPORT.....

All repairs have now been completed except for the radar unit.

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