

1962 COLLETT JOURNAL of ENS/LTJG Durward B. Mommsen

SUN 1 APR 62 SUBIC BAY

Midwatch entry in ship's log:

Moored starboard side to USS BLUE (DD-744) with standard mooring lines in a nest of four (4) destroyers at Berth NINE (9) U.S. Naval Station, Subic Bay, Philippine Islands. Ships in the nest from inboard out are: USS LYMAN K. SWENSON (DD-729), USS SHELTON (DD-790), USS BLUE (DD-744), and USS COLLETT (DD-730). Receiving miscellaneous services from the pier. Ships present: USS OKLAHOMA CITY (CLG-5), USS BENNINGTON (CVS-20), USS DIXIE (AD-14), USS CALIENTE (AO-53), various yard and district craft. SOPA is COMCARDIV 15 in USS BENNINGTON.

MON 2 APR 62 SUBIC BAY

I spent the day getting briefed on what was going on in the Gunnery Dept while I was TAD at Navy schools in San Diego for several weeks. I'm taking over as First Lieutenant while ENS HARDEN goes to gunnery school.

LT WARDELL, LCDR PALMER, & LTJG BROOKS are going to John Hays R&R Camp until Wed, so I will be acting Gunnery Officer until then. I was qualified as Command Duty Officer & have the duty.

The USS MCGINTY, a DE, came alongside to port. She will be here four days. During the night, I was awakened & informed a man had appendicitis. Dr McMAHON checked & did not believe it to be appendix.

WED 4 APR 62 SUBIC BAY

Yesterday did some work that LT WARDELL wanted done while he was gone (ordered ammo, checked on work progress, etc.). Also did some work on technical publications as I am custodian while ENS HARDEN is gone.

Movie last night was "Breakfast at Tiffany's" with Audrey Hepburn.

Today, worked on gunnery & TPL. Made resume of my work for period 1 SEP 61 to 2 FEB 62 for CAPT KITT & turned in along with rough fitness report. At 1400, ENSs HOLAS, ALBERS, RAMBO, SPAHN, MORGAN, & myself played volleyball on the base.

THU 5 APR 62 SUBIC BAY

Bill Wardell and I decided to organize a boat trip to Corregidor for Gunnery Dept personnel. We reserved a boat from special services and began signing up people. Cost will be \$3 per man to pay for boat & beer.

RADM MILLER/COMCARDIV 15 (head of our HUK group) came aboard in afternoon for informal working inspection.

Evening's movie was "Guns of Navarone" with Gregory Peck, David Niven, & Anthony Quinn. According to Stars & Stripes newspaper, Liz Taylor & Eddie Fisher will get a divorce after months of rumors to that effect.

FRI 6 APR 62 SUBIC BAY

This morning Bill Wardell and I went over to Special Services and scheduled "Miss Cibus" for Wed. LT WARDELL, ENS RAMBO, LTJG MOOTZ, myself, and 21 men are going on "Miss Cibus" to Corregidor & we'll need 18 cases of beer.

We carry four drums of JP5 fuel for helicopters on the fantail. This morning we found one near empty due to rusting & developing a leak.

Work is progressing on painting the anchor chain. Our sonar has been out since Wed. SAT 7
APR 62 SUBIC BAY

Turned to in morning. In afternoon, Bill Brooks, Mike Spahn, and I went to the Kalayaan Officers Club swimming pool. We took a jeepney to the gate (5 cents) and a base taxi to Kalayaan (65 cents). The pool is mainly for dependents, and there were a lot of kids there, but the water was fine and the sun felt good. Bill Wardell was there and later the CO and XO came.

At 1800 we all went to Ray Connell's house where he had cocktails for the officers of the SHELTON and COLLETT. Ray was a leadingman at Long Beach when both ships went thru FRAM. Now he is a quartermen electrician here at Subic.

SUN 8 APR 62 SUBIC BAY

At about 0130 this morning, GM1 MEALS came in to our stateroom and wanted to talk to John Holas. It developed that he came off liberty and found that prospective GM2 KELSEY had not painted out the after magazine so MEALS woke him up and told him to do it at 1AM. KELSEY refused and they had an argument. BM1 HOCKENSMITH broke them up and then to calm things down he broke out paint and the GMs were painting until 5AM. None of us officers knew they were down there painting. HOCK has placed both KELSEY and MEALS on report.

This morning, we sent in a work request on the sonar. In the afternoon, CAPT KITT and I went to the Kalayaan pool again. Lou Farcas, ASW Officer on the SHELTON was there. Lou and I went to ASW school together.

The Connells stopped in at the pool to pick us up. They had been invited to the ship for supper. Coming back, we passed about 20 Nigritos on the road. These are pygmy aboriginal natives who live on the base and have free run of the place without passes. They live off the land, hunting with bows and arrows, and accept money, clothes, food, etc. that people give them. They have their own language and do not speak English. Only their leader speaks Tagalag.

After supper, we saw the movie "The Parent Trap" with Hayley Mills.

MON 9 APR 62 SUBIC BAY

Spent the whole morning correcting two correspondence training courses. Had to borrow BM3 & 2 answers from the SHELTON. Had coffee with their MPA.

At noon meal, we elected Pete Mootz as our new mess treasurer.

Tomorrow, Bill Wardell, Rex Rambo, Pete Mootz, and I will go on the Corregidor trip.

TUE 10 APR 62 SUBIC BAY

Got up at 0545, put on civvies, and ate breakfast with Bill Wardell in Crew's Mess. The "Miss Cibus" came alongside at 0630 and we all piled in. We took food prepared by the galley. Turned out to be way short. The food was all gone by 1030 when we got to Corregidor. The boat was beautiful. It was manned by a BM and 2 deck hands. They said the Navy bought the crash boat from the Army for \$25,000 and fitted it out as a pleasure craft. It had two bedrooms with eight bunks and a kitchen below decks. We had 15 cases of San Miguel & 4 cases of soft drinks. There were two built-in coolers with ice.

It was a four-hour trip to Corregidor. Corregidor is in the shape of a tadpole with low ground at the base of the tail. This low ground is where we landed. There is a garrison of Filipino Army men there as caretakers. We toured the island in an army personnel truck driven by a Filipino sergeant. The whole island is overgrown by jungle. The high ground part (the head of the tadpole) contains various 12" batteries scattered throughout, some in bunkers, some exposed. The whole thing is in a state of ruin. No work has evidently been done there since the war.

This island was the last part of the Philippines around Manila deserted by the Americans. There is an underground tunnel that contained the USAFFF hdqtrs and a hospital with 1000 beds. There were also various barracks (just concrete skeletons remaining) scattered throughout the jungle. There is an airstrip still in use on the tail of the tadpole.

We started back at 1400 after a brief swim in which everyone, including officers, were thrown in. It turned into a drunken orgy on the way back.

Roster of Officers

CO	CDR R.B. KITT
XO	LCDR J.G. PALMER
OPS OFFICER	LTJG BROOKS
CIC OFFICER	LTJG MOOTZ
COMM OFFICER	ENS SPAHN
EMO	ENS MORGAN
GUN BOSS	LT WARDELL
FIRST LT	ENS MOMMSEN
2 ND DIV OFFICER	ENS HOLAS
ASW OFFICER	ENS RAMBO
ENG OFFICER	LTJG DAVIS
MPA	LTJG HORSCH
DCA	ENS ALBERS
SUPPLY OFFICER	ENS DUFFY

ENS HARDEN is TAD at Gunnery School

Officers who have left since November 1960

LT HANK LAWSON	AVIATION OBSERVER
LTJG JOHN LEAHY	LAW SCHOOL, NOTRE DAME
LT BILL LESTER	ASW SCHOOL INSTRUCTOR
ENS GARY CHEW	SUBMARINE SCHOOL
LTJG PETER BIRD	POSTGRAD SCHOOL MONTEREY
LT MIKE HENRY	AMPHIB STAFF SASEBO
LTJG TERRY GILLIES	WHIDBEY ISLAND

WED 11 APR 62 SUBIC BAY

Turned to in the morning. John Holas and I talked battery alignment. Our director is on with the benchmark so tomorrow we will check the mounts with the director. Approved a chit for SMITH, S.H. to transfer to 2nd division to strike for FT in place of WINTER.

Rope Yarn Sunday in afternoon.

The Captain had guests for supper tonight – the chief of staff of the Navy Base & his wife – very nice people (CAPT EISENBACH). Saw movie in the wardroom “Bachelor in Paradise” with Bob Hope and Lana Turner.

Bill Brooks and I were going ashore tonight after the movie, but we decided it was too late.

I got my per diem for when I was TAD at school - \$110.25.

THU 12 APR 62 SUBIC BAY

At 1000 Bill Wardell & I gave lecture to boat crews and plane guard detail on how to rescue downed pilot.

In afternoon, two Australian ships moored to port – HMAS VENDETTA & HMAS VOYAGER. The crew wears shorts and leather sandals. An officer came over and invited us to their ship (VENDETTA) for cocktails. I had duty, but others went.

I had 20-24 quarterdeck watch. Many drunken Australians.

FRI 13 APR 62 SUBIC BAY

Reveille at 0545 – all officers up by order of CO. At 0640 we got underway for ammo pier to load ammo, some new & some we offloaded from MT53 magazines to allow welding in a leaky JP5 tank. Bill Brooks had deck & conn. I was on forecandle as First LT. Commenced loading ammo at 0830, finished at 1235 and came back and moored in nest with the tender USS DIXIE. DESDIV 252 moored in between.

I went over to USS RENSHAW and saw ENS Earl Myers. We went to OCS together and both hope to make LTJG tomorrow. He plans on coming over tomorrow to see what a FRAM ship looks like. Saw movie on ship “The Apartment” with Jack Lemmon & Shirley MacLain. I’m standing by for Bill Brooks tomorrow while he goes boar hunting with Doc McMahon.

SAT 14 APR 62 SUBIC BAY

The XO took me up to the CO this morning at 0830 and he signed the papers making me a LTJG. BMCA CORREIA and I went over our spaces for the hull report. I passed out Robt Burns Panatela Deluxe cigars.

At 1030 about six officers from the VENDETTA came over & toured the ship. They said some of their officers have been in the Navy since they were 12. They all seemed older than us, although a couple looked younger. One sub-lieutenant was 20 years old.

Art Horsch arrived back after being gone since December to engineering school.

I was CDO today while Bill Brooks went boar hunting. He arrived back at 2200. The boat pool had forgotten to send a boat after them at 1700, so they had to flag down a native craft. They had two Negritos as guides. Much impenetrable jungle but no snakes, game, or insects. Bill had quite a few cuts & scratches. I snapped a picture.

Bill Wardell said he heard from one Filipino at Corregidor that he had sailed from Hawaii to the Philippines without a sextant. Used a level, compass, nautical almanac & sun’s shadow to determine latitude.

SUN 15 APR 62 SUBIC BAY

Slept in until 0830 and then ate brunch. LTJG Earl Myers, an ex-PN1, whom I went to OCS with, came over from the RENSHAW and I showed him around the ship. After we toured the COLLETT, he showed me around the RENSHAW. His ship does not look near as good as ours.

After lunch, Art Horsch and I went to the exchange. I bought some Polaroid film to make prints of other pictures I’ve taken. I will talk to the XO about making up a photo album of pictures for CAPT KITT when he leaves.

The underway watch bill is out. I finally get to stand watches on the bridge again. I will be JOOD under LT WARDELL.

MON 16 APR 62 SUBIC BAY

Our sonar has been inop since 1500 yesterday. The yard men worked on it all night and have not found the difficulty. At 0700, we moved out in the bay & then when the SWENSON left we took their place at pier 9. After the sonar is fixed we will go out & join the others.

At 1000, we had an officers meeting in the wardroom and Bill Brooks explained the op order for SEATO Exercise SEA DEVIL.

I broke two crypto messages in the afternoon. My division is cleaning the ship’s sides while waiting for the sonar to be fixed.

At the meeting this morning, it was clarified that ENS ALBERS is the new Bull Ensign and ENS RAMBO is “George.”

TUE 17 APR 62 SUBIC BAY/AT SEA

I had 04-08 quarterdeck watch. We got underway at 0700. I had the conn as JOOD. LT WARDELL was OOD. I got the stern out springing on #2 line with full right rudder, stbd engine back 1/3, port engine ahead 1/3. CAPT KITT showed me how to determine direction of engines by twisting

my shoulders. The rudder amidships, all engines back 2/3. I had conn until we got past Grande Island then Bill Wardell took the conn while I went down and ate breakfast and shaved. Bill and I had 08-12 watch.

GQ at 0945 for AA coordination exercise. I was GLO. GQ lasted an hour and a half. We joined BENNINGTON and formed a four-ship circular screen.

In afternoon, I wrote up the morning log and got a sun line. GMs & FTs got horizon check. SOs got performance figure and source level.

Bill Wardell and I had 18-20 watch – ASW search exercise. The Australians are difficult to understand at first, but I'm catching on.

WED 18 APR 62 AT SEA

I had 04-08 underway JOOD watch. We are steaming independently. I shot 2 morning stars – got Vega & planet Jupiter. At about 0630 we joined the BENNINGTON & HMAS MELBOURNE (CLV-R21) and other DD types for practice demonstration for next Mon. This practice lasted most of morning. I got an LAN 2 minutes late.

In afternoon, we had two AA coordination & tracking exercises. Bill Wardell was director operator, I was GLO in combat, & John Holas in plot. I had 16-18 watch, but Mike Spahn stood it so I could be GLO for gunnery tracking & designation exercises.

At eve twilight I shot three stars & moon, but they didn't plot right.

I got one hour of sleep before refueling at 2100. For refueling, I was at fwd station. Pete Mootz had conn. Good job. Spilled oil at after station – vented from trunk to stbd side main deck. Got another hour of sleep before midwatch.

THU 19 APR 62 AT SEA/MANILA

Bill Wardell and I had midwatch. Steaming ISE with radar off due to casualty control drills for engineers. Collision course with merchant freighter, but we were privileged & he turned to pass astern.

At 0900 had target acquisition exercise – director crew did a very good job.

Bill Wardell and I had 12-16 watch. Bill had the conn as we entered Manila Bay about 1200 & moored stbd side to SHELTON who was anchored. DESDIV 92 in nest. We run LCM (Mike boat) every hour to Manila. I made up boat sked. I received a letter from home that was delivered this morning by one of BENN's helos.

Eight of us went into Manila, exchanged money (I exchanged \$5 MPC for 16 pesos), and we made the rounds of some bars, drinking San Miguels. There were some Aussies at the next table who were roaring drunk & on the verge of trouble. We left.

We took a jeepney to what the driver called the "Americano." It turned out to be "The Ugly American." We had another round of San Miguels, and then on to check out a couple more bars.

Bill Brooks and I left the others at 2200 to catch the 2300 boat. We found ENS RAMBO as the Shore Patrol Officer at the Fleet Landing. There were many drunks, late boats, a cut wrist & other bloody sailors. Generally, Rex Rambo had his hands full.

FRI 20 APR 62 MANILA

I have duty today. I made up a watch bill & submitted it to the CDO, Pete Mootz, who approved it. I took it to the quarterdeck where Chief CORREIA was OOD, but he didn't like it. I listened to his argument & went back to Pete & changed the bill so I thought Correia would be satisfied, but he wasn't. We must furnish a boat officer or CPO tonight – this caused all the fuss. Correia thought the officers (Art Horsch & I) were screwing the Chiefs & First Classes. Ended up Correia getting his way.

Chief Correia and I have a history together. He was a BM1 when I reported aboard in 1960, right out of OCS. I was assigned as Division Officer for his division. He took me down to the ship's store and had me buy a Case knife, for which he made a leather sheath for my belt. [I still have it over 50 years later.] He also took me on a "midnight requisition party" to get some supplies in the Long Beach Naval

Shipyard. Fortunately, we didn't get caught or I would've been the one responsible. I guess both of us have won some & lost some over the years.

ASW Officer on SHELTON came over and wanted to swap a man for one of our GMM (missiles), which he needs for their ASROC. Bill Wardell will talk to XO about it.

Broke a crypto message in the afternoon. I have the midwatch. Art Horsch will be boat officer.

SAT 21 APR 62 MANILA

I had the midwatch. RD2 HAKES was POOW. Art Horsch boat officer. When I relieved the watch, Chief Correia was at the quarterdeck writing up a report chit on WALLACE (messcook from first division) for disrespect to a PO when Correia was boat officer. I had the duty MAA standing by for each boat that arrived. No trouble.

In the morning, after quarters, I broke a couple more crypto messages. Then Bill Wardell had me plot sine curves of the last horizon check on gun mounts. While I was doing this, Chief Correia came to my room & said a man had come over from the BLUE wanting to borrow a bow hook. Correia told him no & wanted me to know about it. While we were talking, the BLUE's First Lieutenant came over and said they wanted to borrow a boat hook. This we loaned them.

The movie tonight was "Strawberry Blonde" with James Cagney, Olivia DeHaviland, & Rita Hayworth.

SUN 22 APR 62 MANILA

Today is Easter Sunday. Holiday routine. I slept in until 0900, shaved, and ate brunch.

At 1130, the CO, XO, Joe Davis, Bill Brooks, and I went to HMS ALERT in our motor whale boat – tropical whites. Officers were invited from all the ships. They had a cocktail hour from 1200-1330. The ALERT is similar to our DE but made up like a pleasure yacht. The after end is a flat wooden deck with a canopy over it & they served drinks there. The ALERT is a British ship homeported at Singapore & serves as a floating cocktail lounge & conference ship. Bill, Joe, and I talked mostly with the Sr. Engineer from the VENDETTA, whom we had met at Subic. The QUEENSBOROUGH, the next ship in the nest, had black smoke coming out of her stack and he said this was caused by her diesels, which are burning fuel oil vice diesel oil due to their being out of diesel oil.

We left at 1330, took CO, XO, Brooks, and Davis to the Embassy landing so they could go into town and look around. I went back to the ship and, on the way, took four New Zealand pilots and one Australian newsman to the Australian carrier MELBOURNE.

Evening movie was "South Pacific" with John Kerr, Mitzi Gaynor, and France Nuyen.

MON 23 APR 62 MANILA

Underway at 7:20 for the SEATO demonstration. SWENSON caught a stanchion on the SHELTON's forecastle with her bow while backing out. Bill Brooks had the conn for us – backed out 2/3 no sweat.

All personnel, including officers, had to wear whites when topside during demonstration. When outside the bay, S2F fired rockets, other planes dropped depth bombs, DD's fired hedge hogs, weapon alfas, & limbo.

At 1300, Joe Davis gave excellent lecture to officers on engineering for OODs.

We got back to our anchorage off Manila about 1600. We have our port anchor dropped with other ships moored alongside. Pete Mootz brought the ship in and anchored. SHELTON locked anchors with us when she came alongside, but no damage.

Had our commodore, COMDESDIV 92 CAPT BROWNLOW, over for supper.

TUE 24 APR 62 MANILA/AT SEA

Underway at 0800. I had conn. Went to GQ to check out equipment. I was GLO in combat. TDS checked out satisfactorily. Secured from GQ & then proceeded to our crossover barrier patrol at mouth of Manila Bay.

Some ships had sonar contacts. When carrier BENNINGTON came out we formed screen on her. We got two helos which Pete Mootz took under control. After lunch I went up and took control of one remaining helo. Helo went back to BENNINGTON about 1330. Formation zig-zagging toward Singapore.

In afternoon, I broke a crypto message and read routed correspondence (mostly pertaining to replenishment at sea). Went to flight quarters. Received guard mail from helo. Figured sunrise and sunset.

When I sat down for supper tonight I got a sudden feeling I should get out of the Navy. This feeling comes once in a while and passes quickly. [I already had three years of enlisted service before going to college on the GI bill & getting my commission, so I intended to stay in and put in my twenty.]

Bill Wardell & I had 18-20 watch. Stars beautiful tonight, especially the Milky Way.

WED 25 APR 62 AT SEA

Bill Wardell & I had 04-08 watch. Steaming in plane guard station #2 on BENNINGTON then to station 1 of bent-line screen.

I gave lecture to 1st division this morning on man overboard recovery. GQ at 1000 for atomic defense training. I was GLO in combat. We tracked some air targets using rangefinder. MK25 fire control radar cannot be energized as that is the same frequency band as submarine radar and we are under threat of submarine attack.

We received mail by helo. I received letter from home and letter of completion of correspondence course in Naval Shiphandling.

In afternoon, I took azimuth of the sun & determined gyro error to be 0.4°W.

Bill Wardell and I had 16-18 watch. After supper I wrote up deck logs and wrote letters home.

THU 26 APR 62 AT SEA

Bill Wardell & I had midwatch. Steaming in a bent-line screen in front of BENNINGTON. Turned occasionally to flight corpen to launch & recover S2Fs.

In morning after quarters, I got a haircut and then CAPT KITT showed me what he wanted done about cleaning up ECM deck. I arranged for that to be done in the afternoon.

At 0930, we had ceremony of HOCKENSMITH, BM1, shipping over. All officers, gunnery dept chiefs, first division present on flight deck. I took pictures.

At 1000, ship went to GQ. Combat & plot practiced shore bombardment. I am learning job of GLO for SHBOM.

Bill Wardell & I had 12-16 watch. We got sonar contact about 1300 and investigated about one and a half hours. Sent SODATRANS & conducted VECTACS. BLUE streamed her VDS. Final eval non-sub.

After supper, made copies of pictures taken at HOCKs shipping over. Had 20-24 watch.

FRI 27 APR 62 AT SEA

Bill Wardell & I had 08-12 watch. I had conn as we refueled from USS HASSAYAMPA (AO-145).

In afternoon, did routine work. Talked with Chief CORREIA about duties of BMs in care of lines, improvements needed at after fueling station, etc. Had GQ and went over SHBOM procedures as GLO.

About 1645, the BENNINGTON sighted a torpedo wake coming towards her. Sub most likely penetrated our side of screen. COLLETT & BLUE were ordered on search assisted by helos & S2Fs, but after getting contact, classified it as non-sub. The real sub got away. (In the reconstruction afterwards we got credit for sinking this sub.) We rejoined during Bill Wardell's & my 18-20 watch.

After we got off watch we watched short film in wardroom on Polaris submarines.

I will start standing CIC watches in the morning.

SAT 28 APR 62 AT SEA

I had the 04-08 watch in CIC, Bill Wardell OOD & John Holas JOOD. We left plane guard station and took station 5 in bent-line screen.

After quarters, I held petty officer leadership interviews with BMCA CORREIA, BM1 HOCKENSMITH, and BM1 BOVE. Manned SHBOM stations at 0900 and ran simple indirect and defilade fire missions. After lunch, I held PO leadership interviews with BM2 COOPER and prospective BM2 (16 May) HOOVER. The XO interviewed me. All officers and petty officers had filled in self-evaluation forms on leadership.

I had 16-18 watch in CIC. Our carrier group ALFA joined with carrier group BRAVO to form one formation – BENNINGTON, MELBOURNE, & HASSAYAMPA in triangular formation with twelve ship DD circular screen. Tomorrow we rendezvous with group coming up from Singapore.

SUN 29 APR 62 AT SEA

I had midwatch in CIC. At about 0400, carrier groups ALFA & BRAVO parted. Rendezvoused with British carrier ARK ROYAL & convoy at 0700. We are now part of ARK ROYAL Air Defense Group.

I slept in until 1045 – holiday routine. I had 12-16 watch in CIC. We refueled from British AO WAVE MASTER and replenished from British AF FORT CHARLOTTE. We traded 15 paperback books to them. In all, we sent over 30 books, they sent back 50. The difference in their rigs caused some confusion on our part.

A photographer (PH3) and chaplain were flown over by helo. PH3 took pictures for the cruise book. SOG3 GANSTEAD was transferred to go back to MK105 UBFCS school in San Diego.

MON 30 APR 62 AT SEA

COLLETT, PLYMOUTH (British), VOYAGER (Australian), BADR (Pakistani), and EPPERSON (US) are screening HMS ARK ROYAL. HMS LINCOLN is 40 miles ahead as radar picket. We are heading towards Manila with BENNINGTON & screen & convoy under threat of both air and submarine attack in Phase II of Exercise Sea Devil.

I had 08-12 watch as CIC watch officer & then after a quick lunch took over as air controller. ARK ROYAL has ASW helos in front of screen which we control. Bill Wardell & Bill Brooks are on port & stbd as OOD. Pete Mootz & RD1 MADDEN are port & stbd as air defense officers. I am air controller. I controlled helos all afternoon until 1900. Pete Mootz relieved me for supper.

We have night plane guard duty. ARK ROYAL transferred a doctor over for the night. His name is Ken McKensie and it is his first time on an American ship & first time ever he had ice tea.

Payday. I got \$109.

TUE 1 MAY 62 AT SEA

Got up at 0645 and ate breakfast. A helo came for the British doctor about 0700 but he was just shaving so CAPT sent the helo on and asked him to come back later. The doctor ate breakfast and then left.

I have the air control watch. Only air controlling today was about 1030 when we got sonar contact. I had one helo from ARK ROYAL that I controlled from the bridge. Contact classified non-sub after a half hour, although one time SOC HOAGLAND was willing to bet CAPT KITT \$5 it was a sub.

Practiced illumination shore bombardment 1000-1130 & 1400-1530.

Ken Albers and I shot evening stars. Together we got three stars. Wardroom movie was “The Flying Fontaines.”

We refuel in the morning from USS HASSAYAMPA at 0500.

WED 2 MAY 62 AT SEA/MANILA

A Sea Vixen, British jet fighter, went down about midnight. USS CALIENTE (AO-53) was in the area and picked up two men. They said they thought they had been involved in a midair collision.

The MELBOURNE thought they had a plane missing, so a search line of destroyers, including COLLETT, was set up, but nothing found. It is now believed that only the one plane went down.

The UNREP was cancelled. When the HASSAYAMPA anchored in Manila Bay we moored alongside and took on fuel. At 1300 we got underway again and moored starboard side to other DESDIV92 ships at commercial pier #5 Manila.

I had the duty and 20-24 watch. Received letters from home.

THU 3 MAY 62 MANILA

After quarters this morning, Bill Wardell, John Holas, and I got together to discuss our coming shore bombardment exercises. At 0900 we manned our stations and practiced D-day problem. In afternoon, we wrote firing plans.

Our motor whale boat has a bad leak so we took it out of the water and my men are working on it.

I did not go ashore this time in Manila. I'm waiting until next week in Hong Kong. Watched double feature in wardroom tonight. "The World of Suzie Wong" with William Holden & Nancy Kwan and "The Millionaire" with Sophia Loren & Peter Sellers. Wrote a letter home.

FRI 4 MAY 62 MANILA/AT SEA

In morning, did various first lieutenant & gunnery dept. jobs & read up on air control compet for afternoon. We ate lunch at 1100 and got underway from Pier 5 at 1230.

Bill Wardell, as senior watch officer, had assigned me to take the ship out, but at the last minute, after I had completed all preparations for getting underway, the CAPT said he wanted Bill Brooks to take it out. It was a very close squeeze backing out and twisting around. Bill said it was the tightest he'd ever had.

We steamed independently out of Manila Bay to hold various competitive exercises for the next two days.

From 1630 to 1800 I ran the air control competitive exercises for the ship. I conducted four intercepts with FJ4B aircraft. I was rusty at first, but then it came back to me and my last intercept was excellent. Bill Brooks coached me from the sidelines. The chief observer was ENS Tom Johnson from USS SWENSON. We flew out here together from SFRAN. He did not have the score figured by the time he left.

I was put on the OOD watch bill because Pete Mootz is on USS BLUE observing exercises. I had the 18-20 OOD watch with Ken Albers as JOOD. At 1930 I anchored the ship (with much coaching from the Captain) in the waters off Tabone Island Shore Bombardment Area just north of Subic Bay.

We sent the motor whale boat out with TERCENIO (a Philippine steward, recently married) to chase the fishing boats out of the firing range.

I hit the rack about 2100 to catch some sleep as we have an illumination shore bombardment exercise coming in the middle of the night.

SAT 5 MAY 62 AT SEA

Reveille at midnight – soup & bug juice served. General Quarters at 0030 for night illumination shore bombardment exercise. I was in combat as GLO. We shot the exercise twice (non-compet). We got 76 on the first run (our shooting was excellent but procedures on modified illum exercise were poor). On second run we got 82.5 (procedures good, but shooting not so good). After securing at 0230 I laid down for 45 minutes but couldn't sleep.

I had 04-08 watch as OOD. We were steaming north at five knots to rendezvous with BLUE & SWENSON for exchange of observers. I had two ships closing with simultaneous CPAs of less than a mile, so I woke the Captain and asked if he wanted to be on the bridge. He came out and the maneuver was completed no sweat.

At 0600 we conducted surprise air shoot. Target comes within 30° of bow and is disclosed at 15000 yards for night run and 5000 yards for day run. Ship must maneuver to unmask all mounts. The

TDS was acting up, but was good enough to use. This exercise was for compet. We got no hits on the sleeve for day run, but got six hits on night run. Don't know score yet.

After this shoot, the director, CIC, & plot teams stayed on station for another hour to conduct target acquisition exercise for compet. In this exercise, target is disclosed at 50,000 yards and time is taken to see how long it takes to lock on and track with FC radar. Score not yet known.

We ate breakfast at 1000, transferred observers, and anchored for our D-day shore bombardment exercise for compet. This lasted about two hours. We got a score of 77. Ate lunch at 1400.

We received word that all off-base liberty had been cancelled in Yokosuka. A seaman apprentice under influence of narcotics had attacked a Japanese policeman, knocked him down and shot him in the head. He then shot at some witnesses and was finally wounded in the leg and head by SPs and captured. Off-base liberty was cancelled to try and track down two companions.

While we were weighing anchor, CORREIA told me about a ship that was weighing anchor with two men in the chain locker tying the anchor chain so it would be free for running. The word was suddenly received from the bridge to let go the anchor, so the anchor detail did, forgetting about the men in the chain locker. One was critically injured with guts torn out. We have safety precautions to make sure the men are out of the chain locker before letting go the anchor.

In afternoon, Bill Wardell had me make out a four-section underway watch bill, with him, myself, Brooks, and Mootz as OODs. This is the first four-section watch I've stood as OOD underway.

I was OOD on 18-20 watch with Rex Rambo as JOOD. We rendezvoused with replenishment group at about 1830. I had computed sunset to be at 051822H and it set just about 20 seconds after that. We went alongside USS BELLATRIX (AF-62) at about 1900. I had the conn. This was my first night UNREP. It was dark with stars out as we came alongside. I kept station for awhile by keeping the three stars in Orion's belt line up with the forward king post on BELLATRIX. Red lights were used on the distance line and I stayed 60 to 100 feet apart. We were alongside for about one hour and 15 minutes. Took 18 loads of stores forward and 14 aft. Orion had almost set by the time we broke away.

Bill Brooks took the conn as we broke away. At 2200 we went alongside USS MAUNA KEA (AE-22) and received ammunition.

SUN 6 MAY 62 AT SEA

I had 08-12 watch as OOD. We were in line abreast on way to Hong Kong. BENNINGTON was in middle, DESDIV 92 on left, DESDIV 252 on right. HASSAYAMPA was 5 miles ahead of BENN. We were on course 330 speed 16 knots. DDs in line abreast to take soundings and bathythermograph readings.

I slept in afternoon and at 1730 we refueled from HASSAYAMPA. Art Horsch had the conn, I was at forward fueling station.

At 1800, we moved the clocks ahead one hour to conform with -9 time zone.

I had 20-24 watch as OOD. At about 2300, we all formed in a column heading 325 for Hong Kong.

MON 7 MAY 62 AT SEA/HONG KONG

Arrived at Hong Kong and moored to buoy for a week's port visit.

MON 14 MAY 62 HONG KONG/AT SEA

Received word this morning that Viet Nam had ceased resistance to the communist guerillas. At a secret briefing in the morning for all officers by the Captain we were informed that our Hunter-Killer group was to proceed south to the northern coast of Viet Nam to provide ASW support to the attack carrier HANCOCK. Communist Chinese jet bases will be within 100 miles of us.

It doesn't look like we'll get to Japan on 25 May as scheduled. We may not get there until late June.

I was on the forecastle as we left the buoy about 1430. The Captain announced our change of plans to the crew as soon as we cleared the harbor.

I am standing CIC watches with John Holas under instruction. We had 18-20 watch. Refueled from HASSAYAMPA at 1800. Set clocks back one hour at 2000 to conform to Hotel time zone. Showered and was in bunk by 2130.

TUE 15 MAY 62 AT SEA

I had 04-08 watch in CIC with John Holas. We were proceeding south from Hong Kong into the South China Sea. There was one skunk and two bogeys on this watch that we tracked and investigated, but apparently none were Communist. I should think they would have many aircraft out here to see what our Seventh Fleet units are doing. They may be scouting us with submarines.

In the daily press that BENNINGTON sent this morning by helo it said that it was the Laotians who had given up. It said nothing about Viet Nam giving up.

I was informed at quarters this morning that I was to be the trial counsel for a special court martial. John Holas will be defense counsel. I served the charges this morning. Court-martial will probably be on Friday.

I was notified that I got an 80 (good) on the competitive air control exercise on 4 May.

WED 16 MAY 62 AT SEA

John Holas and I had midwatch in CIC. In circular screen around BENNINGTON near Paracel Islands. We were headed toward coast of Viet Nam.

I spent most of morning preparing for the court-martial. The defendant is charged with violating a ship's regulation by causing a disturbance in the R div compartment by going through other men's clothes and also having another man's clothing in his locker. I am having trouble proving that he knew of the regulation because the pertinent plan of the day in which it was published is not held by the ship's office.

On 12-16 watch we were detached to proceed with the RENSHAW as SAU BRAVO and patrol in a five-mile area. S2Fs fill in between SAUs and form a line around BENNINGTON and HANCOCK. The aircraft investigate each surface ship that enters. RENSHAW and COLLETT take turns controlling the aircraft on southern boundary between us and the beach. We are off coast of northern part of South Viet Nam. CHICOM land is to the north.

John Holas and I had 20-24 watch in combat.

THU 17 MAY 62 AT SEA

I controlled S2F on the 08-12 watch. Aircraft sighted a Russian freighter 10 miles off Viet Nam heading north with heavy construction machinery on board. The second aircraft I had was flown by one of the Hansen brothers.

Worked on preparation for court-martial in the afternoon.

Had 18-20 watch in combat. We received word that our HUKGRU can leave Viet Nam and proceed as originally scheduled to Yokosuka to arrive on 25 May.

FRI 18 MAY 62 AT SEA

Departed our SAU station at 0001 to join BENNINGTON and head for Japan. Rendezvoused with BENN at 0300.

I had 04-08 CIC watch with John Holas and completed qualifying him as CIC watch officer.

I worked on court-martial all day. A material inspection was held in afternoon in preparation for our coming administrative inspection. The Captain called a halt to the inspection after inspecting a few spaces because he said there was much work to be done.

In the course of John Holas's and my investigations we found our ship's regulations were not valid. The charge against the defendant was changed and the court-martial postponed until Wed.

I started standing JOOD watches with Bill Wardell on the bridge again. John Holas is CICWO.

SAT 19 MAY 62 AT SEA

Art Horsch has been taken off the watch bill to begin relieving Joe Davis as Engineering Officer. Joe will relieve Pete Mootz as CIC Officer when Pete leaves the ship in Yokosuka.

We refueled from HASSAYAMPA at about 0820 this morning. I was at the forward station with Art Horsch. Bill Brooks had the conn.

Played bingo in evening. Jackpot is \$80 for blackout in 56 numbers or less. No winners. XO had two numbers left.

I received letter from home by high line from HASSAYAMPA saying they had heard that President Kennedy had sent the Seventh Fleet to Viet Nam & Laos & wanted to know if this included us. It did.

SUN 20 MAY 82 AT SEA

Bill Wardell and I had the midwatch on the bridge. Our HUKGRU steaming east past the southern tip of Formosa. Tropical Storm HOPE is to the south. The seas are beginning to increase.

Slept in until 1030, then ate brunch. Bill and I had 12-16 watch.

The court-martial will be held tomorrow. I did some work on it after supper.

I won \$10 on bingo. The jackpot still has not been won. Tomorrow it will be \$85 for a blackout in 58 numbers or less. The proceeds go to charity.

Bill and I had 20-24 watch. When I got off watch at midnight I wrote up my opening statement and closing argument for court-martial. Wrote a letter home.

MON 21 MAY 62 AT SEA

Bill Wardell and I had 08-12 watch. A personnel inspection that was scheduled for this morning was postponed due to inclement weather.

Held court-martial today. Defendant was found not guilty on first specification and pleaded guilty on the second. He was sentenced to two weeks hard labor without confinement and two weeks restriction to the ship. Joe Davis was president of the court. Other members were Pete Mootz, Ken Albers, Hank Morgan, and Rex Rambo.

Had GQ 1200-1430 for damage control drills. At 1500 we commenced war game with USS REDFISH (AGSS). USS HASSAYAMPA is simulated attack carrier. COLLETT & PHILLIPS are her screen. REDFISH declared out of action for one hour and then resumed.

TUE 22 MAY 62 AT SEA

Bill Wardell and I had 04-08 and 16-18 watches today. The war game is still going on. REDFISH has been declared out of action three times so far. No surface ships out that I know of.

We refueled from HASSAYAMPA at 0800 this morning. Good unrep. Then we proceeded out with EPPERSON as SAU ALFA. We were SAU Commander.

GQ at 1000 this morning. Loading drills for gun crews. Damage control exercises were held. I worked with Chief CORREIA on preparation for our coming admin inspection.

WED 23 MAY 62 AT SEA

Bill Wardell and I had the midwatch. COLLETT & EPPERSON were SAU ALFA and patrolled to the north of the carrier group. No sign of sub.

The war game ended at 0800 this morning. I worked with Chief CORREIA preparing for admin inspection. GQ at 0945 for damage control exercises in preparation for possible compet tomorrow.

Bill and I had afternoon watch. We refueled from HASSAYAMPA at 1300. I was relieved as JOOD and took the after station. After that I took the conn, and when we got the word, took it alongside to transfer observers FFT to SWENSON for their full power run.

DESDIV 92 was detached at 1600 to head for Yokosuka. We are now in the East China Sea. Rex Rambo won the bingo jackpot - \$100.

THU 24 MAY 62 AT SEA/YOKOSUKA

Arrived at our homeport, Yokosuka, for eight-day stay.

FRI 1 JUN 62 YOKOSUKA/AT SEA

Pete Mootz left the ship this morning at 0550. All officers on quarterdeck. I got some pictures of him checking out.

We got underway at 0645. I was CICWO. Joe Davis was OOD, Mike Spahn JOOD. We ate breakfast after we got underway.

We had pre-firing briefing on our long range surface shoot at 0800. The shoot took place at 1000. Bill Wardell was in charge of this shoot. Mount 51 had a misfire and we only got 40 rounds off out of 48.

I was in charge of the short range local surface shoot. I had briefing at 1130 and fired it at about 1300. We shot an officers' string first. John Holas was pointer and I was trainer. In the competitive part of the exercise, there was only one hit.

SAT 2 JUN 62 AT SEA

I had the midwatch in CIC. Steaming independently on southern boundary of AREA CHARLIE. Nothing much to do but keep checking our position and track radar contacts. Listened mostly to the Radarmen (Hines, Hakes, Bailey, etc.) talking about their Yokosuka liberty.

We were at GQ 0900-1100 for damage control competitive exercise. I had 12-16 watch. We put a peanut buoy in the water with sonar & radar reflectors & calibrated sonar range and bearing. Then we conducted hedge hog attacks on it.

In the evening we conducted a full power run. We made just a few RPM under 33 knots.

SUN 3 JUN 62 AT SEA

I had the 08-12 watch in CIC. We conducted a CIC tactical maneuvering exercise for compet. In afternoon I watched movie in the wardroom "Anatomy of a Murder" with Jimmy Stewart.

We are headed for a rendezvous with BENNINGTON & DESDIV 252 at 2400 tonight. Exercise Power Dive starts at that time.

MON 4 JUN 62 AT SEA

I had 04-08 watch in CIC. An aircraft had sighted a sub on the surface and COLLETT & BLUE were sent to investigate. When we got near, the sub had gone down & was being tracked by the S2F's sonobuoys. We had to stand clear because noise of our ships interfered with the buoys.

At 0700 we were ordered to refuel with HASSAYAMPA. One of the fittings in the after hose was loose and oil squirted all over the after end of the ship. Our new white snaking looked ruined. Chief CORREIA is trying to bleach it again by soaking it in gamlin.

We spent the rest of the day steaming around trying to find the BENNINGTON.

I received letters from home by helo.

TUE 5 JUN 62 AT SEA

I had the midwatch in CIC. The BLUE & COLLETT are SAU ALFA patrolling a sector southeast of the BENNINGTON.

In the morning, I got caught up on some of my work. I filled in a Statement of Personal History to go with my request for augmentation to USN.

It's raining out and the sea state is about 1.5. The weather is not expected to improve before we get back to Yokosuka on Friday or Saturday.

WED 6 JUN 62 AT SEA

I had the 08-12 watch in CIC. The COLLETT, SHELTON, MARSH, and WISEMAN are screening USS MAUNA KEA (AE-22). We are using deception to keep the simulated enemy aircraft and subs from finding USS HANCOCK (CVA-19). We screen the MAUNA KEA as if she were a carrier,

with two ships assuming plane guard station at night. There is a beach jumper unit on the MAUNA KEA that sends out false typical carrier type radio transmissions.

In the afternoon, we replenished ammo from the MAUNA KEA. Rex Rambo took it alongside for the first time and did very well.

I heard the Radarmen talking about a sport they had in Hong Kong. They would race rickshaws, with the loser paying for the rickshaws. Each would pick a rickshaw boy he considered the youngest and strongest.

Our HUK Group Song:

You Stayed Too Long
(Tune: On the Banks of the Wabash)

When the ice is on the rice in southern Honshu
And the saki in the cellar starts to freeze
And you whisper "Sweet O-Jo-San, I adore you"
Then you're getting just a sukoshi Japanese.

When you're dancing to the strains of Tanko-Bushi
And you're always saying "dozo" 'stead of "please"
And you answer telephone with "mushi-mushi"
I think maybe you are getting Nipponese.

When you're squatting on tatamis sipping saki
And the winter wind is whipping 'round your knees
And you're munching on some gohan mixed with kaki
Then I think that you are takusan Japanese.

When you start dispensing yen like it was money
'Stead of flinging it like paper on the breeze
And you sink that everyting you say is funny
Then, my friend, you are rearry Japanese.

THU 7 JUN 62 AT SEA

I had the 04-08 watch. Steaming as before with MAUNA KEA imitating HANCOCK.

During the day, we sighted an exercise ship which is simulating a Russian trawler. We checked out a couple sonar contacts – both non-sub. Intelligence says there are three subs in the area, but we haven't seen them.

We are steaming around in a 30 mile circular area 300 miles southwest of Yokosuka. The exercise is scheduled to end at 2400 tomorrow night, but we hope it will end before that so we can get back to Yokosuka sooner.

Our new bingo jackpot was not won tonight. Tomorrow it's blackout in 61 numbers for \$100. We donated our hull number (\$730) to Navy Relief. We are waiting to see if SHELTON donates her hull number (\$790). If she does, we'll up ours to \$791, which is the hull number of the SEAMAN, whose bow we now have since the collision when we lost ours.

The WISEMAN's surface search radar is out, so we give them ranges & bearings to the guide over the radio during maneuvers.

FRI 8 JUN 62 AT SEA

I had the midwatch in CIC. We were on course 270 when we got a radar contact closing us from the east. We increased speed and sent the SHELTON out to investigate. When she approached, the

contact fired 3 green flares signifying the launching of torpedoes, and then submerged. We assisted SHELTON looking for the sub on sonar, but no joy. Later in the day, SHELTON put the REDFISH out of action with ASROC, and REDFISH said she was the sub we had before, using World War II tactic of surface approach.

Exercise Power Dive ended at 1600. We are on way back to Yokosuka.
The bingo jackpot went tonight for \$100 to TM3 SCHULTZ.

[I herewith came to the end of the notebook in which I kept my journal. It was a chore to make the entries every day, and I was glad to be able to give it a rest. The following article from the January 1962 issue of *All Hands* magazine was transcribed earlier into my journal. DBM]

“I am sitting here, my last night on board my ship, and thinking back over some of the things I have loved about this Navy and what it meant to me. I am writing it down because I never seem to be able to say what I mean about it to anyone, without feeling that I’m being sort of armchair-admiralish about it – you know, over a drink, late at night – far from the whole atmosphere of it. It seems so much easier here in the silence of the ship – the silence that is filled with the gurgle of the water under the hull, the thump of the pumps in the engine rooms, the hum of myriad blowers, the sudden slamming of watertight doors and the babble of voices in passageways – this is the silence that I know – the silence of the ship. At sea it was much the same – only louder – with the added rush of the waves and the occasional thunder when a big roller washed against the deckhouse – a louder silence.

“I think back to the friends I have known here in the ship – almost all of them having one thing in common – the ship. It’s funny how these people have come and gone, and yet left very little change in the personality of the ship itself. The captains have made a difference, of course, but not too much when you come right down to it. The ship will continue to operate when the turnover is complete; the guns will fire, the great propellers will push it through the water, the radios and signal lights will convey essentially the same messages – some urgent, some routine, some very official and cold, some very soft and sad. She will not notice my passing any more than she has noted any other’s passing. And yet the ship has wrought a change in me, I suppose, and I wonder what it is. Is it a feeling, a new feeling, of self-confidence? Is it a quality of leadership that has been added? Is it a great host of experiences in living and dealing with men? Is it the increase in worldliness because of a few thousand miles of ocean and foreign soil – is that enough to make a man worldly? I wonder if it wasn’t the feeling of adventure – the roll and heave of the deck, the added responsibility of guiding a ship of war through complicated maneuvers, the exhilaration of shooting down a sleeve, or the feeling of “Thank God that’s over,” when long hours on the forward fueling station were over and a hot cup of coffee awaited.

“Some of the great opportunities were absorbed, the seaports; the museums’ the sights of the Mediterranean world; I saw some and missed some. The great sea itself – calm and profound one minute, tumultuous, roaring, destructive the next – always beautiful, always mysterious – sometimes an enemy more real than sunlight, sometimes a friend, a shoulder to lean on and think – I know I will miss all of the things I’ve grown used to, but I hope not for long.

“I now leave the ship for good. I’ll miss a lot. I’ll miss leaning over the bullnose and watching the bow cut smoothly through the water. I’ll miss the ship – I don’t know if you understand what I feel, but maybe when we get together I’ll be able to tell you more.”