

Nov 7th

Dear Ray Harves:

Enclosed I offer a portion of my own log that covers the period from commissioning to after the return from Normandy.

You will notice that my dates differ in some cases from the log you sent. I do not know why the disparity and I hope if you show this log to anyone you will solicit corrections or additions.

The other day I witnessed an accident with three others. All four of our reports differed to the point of being useless even though we described the same event.

I was seventeen when I wrote the original log which I copied here. I seemed to have found it difficult, then as now, to give an adequate description on how I felt, what I saw and did. To embellish this record in the light of nostalgia or history would make it untrue.

Normandy lasted a long time and a lot of our days were repetitive also there was little opportunity to find a place and time to write anything down. I carried a small note book in my pocket.

Being on a repair party by day, I had time, now and then, to record something, but most of the time the show was so awesome, as you know battles can be, that it would take a trained mind to get it all down.

Nowhere have I found anyone who has covered the Naval side of Normandy in the detail that the land war was covered. Nowhere have I found a record of our fracas on June 24th. And believe me, it was a fracas!

To see those geysers rising long side and the rapid salvo fire was a sight to behold. History tends to be a bit skimpy on the Navy side both in word and pictures.

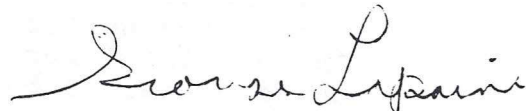
Please feel free to use this material in any way you wish. I am sorry for the typos, I had to do it in a hurry. Retirement for me seems to be busier and busier. I love every minute of it.

I re-affirm my invitation to you to use our home as a base if ever you come this way. I appreciate your efforts on the part of the Association and I wish I could attend some of the reunions, but the finances are not there.

I have visited with John Young and John MacPhearson, and Rick Nelson calls me from time to time. I have written

to many others and have only received answers from a few.

My best wishes for a good Thanksgiving to you and yours-



July 31,1993

Dear Grandchildren:

This is a log or record, sort of, of my experience in the Navy during World War II. I served with thousands of other sailors and my service is not unique or outstanding.

I wrote down what I saw and felt as an observant 17 years old who up to that time had never been more than 35 miles from home. It is not possible to put every down on paper, what seems important to be may seem dane to you now.

And I cannot portray for you now the entire picture of the sights, smells and the horror and fear of combat. No one knows how one will react in extreme danger.

I didn't think about courage then, but now, fifty years later, I am unashamedly proud that I was able to take it. There were times when

I was afraid. I am not a hero in any sense of the word. I was just one among many who did the same things under the same conditions. There was not one case of cowardice aboard the whole time I served.

Many others of my shipmates did more and suffered more. Their stories are in records and in their memories.

This record is just what happened to me.

My ship the USS Walke,DD723, was one destroyer among hundreds of others that served in the war. We were not an outstanding ship but we had our share of action. Some of the things we did are in books and records. It is impossible for history to chronicle every action of every ship. We participated in actions alone and with detached task forces that are recorded only in the ship's log and in our memories.

War is a terrible thing. I thank God that none of my family had to pass through that crucible. Long after I am gone, I hope, as you read this that you will remember that your Gram pa passed on to you a legacy and a pride and you will know that within yourself you have the strength and courage to lead prosperous, purposeful and moral lives which you will be proud to hand down to your children.

The Walke sailed with fleets that filled the sea from horizon to horizon. We fought with guns and weapons that are all obsolete now.

In that war we saw our enemy and he saw us. None of those great ships are left now. Not all of our battles were fought with guns. The sea Was a harsh taskmaster and often proved to be as vicious and unforgiving as any enemy.

We fought through countless storms, typhoons, ice and winds in as great a peril as battle. It was possible to live in terror with no enemy in sight.

The ship went on to fight other wars after I left her. The only fight she lost was with age and she was scrapped in 1974. I left her on a cold foggy day in March 1946. I watched from the pier as

she sailed for the Bikini A Bomb tests. She was underway for the first time since her commissioning, without me on board. As she disappeared in the mist, I must admit a big piece of me went with her. I was very proud of her. I had seen her hurt, I had felt her fight for her life in bad storms, I had seen her vent her rage at those who sought to destroy her. She was my home and I loved her. I still do.

Long ago and far away

Part two written below.

Part of the crew of the Walke assembled in Norfolk, VA in November of 1943. We lived in a cold drafty quonset huts with only a small stinky oil stove for heat. Our clothes stank of kerosene.

During that time we attended various service schools, fire school and from time to time we were taken out into Chesapeake Bay on other destroyers for training. All I learned on those trips was that I got very seasick.

We met Captain Zahm there. We were impressed with him as he told us the Walke would be a new class of destroyer and he expected us to be a sharp crew.

We left Norfolk for Boston on January 3rd and this is where my log begins.

Jan 3rd 1944 Left Norfolk for Boston. Train very crowded, not enough seats for everyone. There must be more than our crew on board.

Jan 4th Arrived in Boston, miserable train ride, cold, food lousy. A snafu here, no buses, we had to walk through the snow to the Fargo Building which looks like a converted factory. A lot of snow and very cold. We have a corner on the 4th deck.

Jan 5th We are to live out of seabags. The ship is not in yet. Boston is a great liberty town. Went to see where the Massacre took place, had a good chow and went to a movie.

Jan 8th Am assigned to the spud locker every morning. We peel about 3~ tons of potatoes with machines. Met an older sailor who writes down every thing he does every day. Distler and I decided to do the same.

Jan 10th A new sea draft came on our deck today, mostly rated men. I did not see any electricians. I hope there are more electricians than me and Distler.

Jan 12th Still in Fargo Building. Don't know where the ship is. We have liberty every night. Snowed hard today but went on liberty anyway.

Jan 13th Crew moved to Boston Navy yard Barracks today. Doomsday for me, I am a mess cook. I hope I don't have this duty on the ship. I can see myself getting seasick in the chow line.

Jan 14th Found the Silver Dollar Bar on Scolly Square. We could'nt get a drink there. There was a civilian sitting at the bar with a pair of girl's pants around his neck. An old bag came over to talk to us but we got out of there in a hurry.

Jan 18th Learned today that these barracks were built before the Civil War. I thought of all the sailors that have lived here and all the swabs that have passed over these decks. The chow here is pretty good but not as good as at Fargo.

Jan 19th Went to the Old Howard to see a burlesque show, Lousy dancers, terrible music. A real skinny thing came out and took off some feathers. In the lobby on the way out some guy tried to fix us up with some real fun girls. One of them looked older than my mother and the other kept

scratching herself.

Jan 20th Got the word today that we would see the ship tomorrow and move aboard the next day.

Jan 21st Commissioning ceremony today. The commissioning pennant was run up, speeches were made, a prayer was said and all kinds of officers saluted all kinds of officers. The crew was lined up on the dock.

The ship is painted black and has two guns per turret. After a while we went on board. There was cake and coffee on the mess deck. The ship is bigger than the ones we went out on in Norfolk.

Jan 22nd Moved ~board today. My bunk is in the last compartment aft on the port side. I met with the Elect gang in the shop.

Stayed aboard tonight to look around. Snowing outside anyhow.

Jan 23rd Loaded stores ~all day. There are a lot of civilians on board. I have the duty tonight but I have no idea what I am supposed to be watching. There was a call for the duty electrician to report to the quarter deck. I didn't think they meant me and I am not sure where the quarter deck is. Anyway they didn't call again and nobody came after me so I am going to turn in.

Jan 24th After muster this morning the Elect gang met in the shop. Gracy, one of the 1st Class gave out assignments. I was assigned to Ed Hammer, a 3rd, and we had to locate every motor and controller from the after fire room aft. We did not find the aft emergency fire pump.

Jan 25th Gracy showed us how to light off a main board and how to run it in parallel with the board in the other engine room. We loaded stores in the afternoon. Still a lot of yard people on board.

Jan 26th Worked with Carey, a 3rd, locating lighting circuit panels. I have been all over the ship, even in the Captain's cabin. He has two, one forward by the chart room and a sea cabin by the bridge.

I have been in the gun turrets, in the paint locker and back aft in the after steering compartment. Electricians are the only rate on the ship that have the right to go everywhere.

Jan 27th Met two lovely girls at a church last night. I have discovered that this is the best place to go to find dates. We loaded stores all day. Very cold.

Jan 28th Went to sea for the first time today. Almost collided with the Carrier Ranger. Everybody blew whistles. Came back in before dark. Got sea sick but ate lunch anyway.

Jan 29th Spent all day loading stores and ammunition and learning the ship. I am standing watches now on the after board with Carey. Each generator is run by a steam turbine. We also have two emergency diesel generators.

(2)

Jan 30th Met a cute girl at the Unitarian Church last night. Took her to eat and a movie. I find I can do better alone. On the trolley home I saw one of our radiomen with a tugboat annie. Good Lord! They were both drunk.

Feb 2nd Got underway this morning and went out to sea to test fire the five inch guns. They are very loud and throw a huge ball of fire. I learned two things and both were to stay away from those guns when they fire. We came in before dark. Too sea sick to eat.

Feb 6th Drills began today. GQ stations are assigned. I am a first loader on the quad 40mm aft on the port side. We spent the day loading and unloading. We put ready ammunition in the racks around the gun tub. My watch station now is on either of the main boards.

Feb 7th Spent the day with Boatwright and the IC gang putting telephone head sets in boxes around the ship and checking phone circuits. There is a big master gyro compass in the IC room. Had two GQ drills.

Feb 10th Had a good time at a USO dance. I will catch- it from the guys tomorrow because I didn't, "make Out". It is funny how most of the conversations around here are about women and only one part. Nobody can "make out" as much as they say they do and live. Word is that we will go to Washington, DC, to show off this class of ship. FDR may come on board.

Jan 11th Today was Sunday and John Young and I rode all over Boston and some of the towns around all day. We just got a transfer for one car to another. We ate lunch at Revere, where ever that was and had a cup of joe and pie in Allston. Went to the end of the lines and had a chat with the motormen. One guy had been driving trolleys for 34yrs, twice my age. John is from my home town, Vineland, New Jersey. We were in High School together.

Jan 12th Left for DC this morning. Seas very rough. Many walking around with buckets and cans. Am very sea sick, had bad time on watch. Supposed to get sea legs after a while. I hope I die first.

Feb 14th Arrived in Chesapeake Bay early this morning. All hands to turn to on field day. Puke every where. Ship had to be clean by the time we arrived at the Washington Navy yard at 1600. I shall never forget that trip as long as I live. Saw Mt Vernon.

Feb 15th Brass all over the ship. Many women too. Went ashore with MacPherson. It was raining so we just had a good chow and went to a movie. Restaurant had fake port holes with an ocean scene going up and down in back of them. Almost got sick.

Feb 17th Left DC today. Captain had a hard time turning the ship around. This is the biggest ship that has ever come in here. We are now underway down the Potomac on the way to Bermuda. My special sea detail is in After Steering. We are supposed to steer from there if the wheel on the bridge fails.

Feb 20th Arrived in Bermuda this morning. It was an awful trip. Seas were rough. I have never been so sick. I tried to eat a few times but could not keep it down. We came into the harbor over a mine field. Went up in forward 40mm with Meguet. It was good to see land again.

Feb 21th Field day and watch all day.

Feb 22nd Brass aboard to look over ship. Checked batteries with Fortunato and Kalb. Fueled from a barge.

Feb 23rd Left Hamilton harbor for shakedown. Was not as sick and I ate some.

Feb 25th Have been drilling hard day and night. First GQ at night took 10 min., Capt wants time cut to 2 min. Takes me that long to tie my shoes. Have learned how to darken ship.

Feb 26th No GQ drills today(yet). Engine and steering drills, high speed turns, crash back, low to high speeds, steaming on one engine, steaming astern. Practiced shifting load from one board to the other. Ran the load from the diesels.

Feb 28th Fired guns at sleeves today. Did not hit it once. My gun jams, got off four shots. Capt unhappy with performance.

Mar 3rd Am learning to operate the movie projector with Kalb. The movies come aboard in cans, 9 to ten reels per movie. The reels have to be changed during the show and after a while *you* get used to it. Movies are held on the mess deck. The projector is a heavy monster and threading it is complicated. Capt loves to pull GQ during movies.

Mar 6th Can't seem to find time to write in this log every day. Fired at sleeves and surface targets the last few days. My gun still jams, got off two shots.

Held damage control, firefighting, man overboard and silent running drills. Am very tired. Capt is working us hard. Seldom get a full nights sleep.

Mar 8th Have been in port to fuel and take on stores. High winds made us drag anchor. Saw a lot of destroyers and what looks like a foreign submarine.

Mar 8th Went ashore to a firing range. Rode in back of a truck. Very pretty country. Roads very narrow. Beaches have pink sand. Got off only four shots all day

Mar 11th Drills day and night for the past few days .. Came along side other DD's and they us. Practiced towing another DD. Seas rough to day but I am not seasick. Don't remember when I stopped. I am not seasick at all. In fact when we were at GQ this morning I thought the sea was beautiful with the white caps and all. If this keeps up I might become a sailor.

Mar 12 We raced another DD today to rescue a downed pilot. Our navigator laid a wrong course and we got there after the other ship had rescued the pilot. We got to rescue his raft. Understand the Capt had some words to say on the bridge.

Mar 13 Am now a fireman 1st class. I stand watch alone now, the first striker to qualify. We chased subs today. We drop' a grenade and they release a green dye if we hit. We did fire a real salvo of depth charges. They make a real bang below decks. Concussion breaks the filaments of light bulbs. Had to lamp ship.

Mar 14th In port today. Went ashore on liberty. Curb to curb sailors. Best places are for officers. Bought some gee-gaws and sat down on some grass. Solid ground feels funny at first. When on the ship you are always in motion, sitting, standing or moving. You are always swaying with the ship.

Mar 15th Have been studying the manual for 3rd class with Boatwright and Stevenson. I wish I was better at memorizing and math. Behrens has undertaken to teach me about women. I listen. He dose not have to know what I know. Because I know what I know, I don't think he knows as much as I do.

March 16th Leave for Boston tomorrow. Feel real salty now. Took out my dress blues and washed them. They stink from being stored.

Strong smell of new paint everywhere. We taste it in bread and crackers.

Mar 17th Underway for Boston. No rest for the weary. Drills, drills and more drills. I suppose it is for our own good. Checked batteries with Kalb. You can always tell the battery electrician by the holes in his clothes.

Mar 18th Expect to arrive in Boston tomorrow. Spent a couple hours with Chief Lynch. He showed me how circuits are wired and how the two voltages in controllers are wired. He is always willing to train.

I have first liberty in port. Plan to find a place that doesn't move and walk. And eat.

Mar20th Came into port yesterday. Yard birds allover the ship. Word is we will be here two weeks.

Mar 22nd Have had a great time at USO dances. I have met some very nice people and have danced with some pretty girls. You can always get a free meal somewhere. John Young and I were invited to dinner several times after church. Each time there were pretty girls to' walk around with afterward.

Mar-26th have the duty tonight. Good thing because I am broke. Will wash some clothes and write some letters.

Mar 28th Loaded ammunition all day. The 5" shells are covered with grease and since our foul weather gear has not come aboard yet We wore our peacoats. 200 peacoats are going ashore to be cleaned. 40mm cans are too heavy for one man and not heavy enough for two. Under-stand we took on a war load.

Apr 1st Discovered that I drink about eight cups of coffee a day. We have a coffee pot in the shop. There must be fifty around the ship. You can't talk, think or write a letter without a cup of joe in your hand.

Apr 2nd Lt Prost our engineering officer sent me ashore to the elect shop to get a big switch fixed. We also have an Asisting Off., Lt(jg) Dolahan. Both are nice guys and easy to work for. Make *you* want to do things right. Word is we leave for Norfolk tomorrow.

Apr 3rd Underway for Norfolk. Had generator failure on my watch.

Switched load to forward board. Something wrong with over speed cut out. This is a pleasure cruise next to the last time we made this trip. Worked with Richardson and Stevenson learning the steering engines. Selsen motors transmit from the wheel on the bridge to hug~motors in after steering. Hydraulic rams move the twin rudders.

April 4th Arrived Norfolk just after dawn when they opened the nets. went ashore to swap movies. After Boston this is still a lousy liberty town.

Apr 7th Have been out to sea practicing a new fueling system. We chase a tanker at high speed. They drop a float on a line that we grapple and haul aboard over the bow. From this line they pass over a heavier line and then the fuel hose that we haul over with the anchor winch. Millish the bosun in charge said it was a stupid way of doing it. Only one hose can come aboard at a time and only one can, can fuel per tanker. Anyhow it was a great day for fooling around in a calm sea.

Apr 8th Left for Key West for Torpedo training. Glad to get out of Norfolk.

Apr 9th
Carolina
from the
PC and a
him.

Apr 10th Arrived at Key West. Sonar men went ashore for training on new sonar gear. Made liberty with MacPhearson. Just walked around. He was attacked by a cat that jumped at him from a wall. Bought a hero bar with one star.

Apr 13th Have been in and out of the base for torpedo training. We fired dummy torpedo's at other ships and they at us. We were also target ship for planes. There is a leak in the bilge of the forward engine room. We may have sprung a plate during the depth charge attack.

Apr 14th Worked with Chief Lynch and Gracie on the magnetic controllls for the powder hoist of MT #2. Learned a lot. Also have put forward and after emergency fire pumps on the line.

April 17th Left Key West for Norfolk. Word is we will go into dry dock at Newport News to check leak in the bilge.

April 18th Drills all day. I have a new GQ station. I am off that damn gun and now man the starboard 36" searchlight at night and am on Repair Two by day. Stevenson has the port light.

April 19th Arrived Norfolk and went into dry dock. Went down into the dry dock with Thomas. Funny feeling to be walking around under the ship. Yard birds chased us out. Twin screws are huge.~

Apr 20 Left dry dock, not sure what they did to us. Will go to on the base. Walked up and down the piers looking at carriers battleships. The Wyoming is just a gunnery training ship. The imac is supposed to have sunk somewhere around here.

Apr 30 Have been going in and out of port the last week or so taking new crews out. 7 new 2200 ton cans.

We go out in the morning and in at night. We are training ship for new sonar gear.

May 1st Doomsday. I am a mess cook again. My job is to serve the line. Today I stabbed a pat of butter with a bent fork and tried to get it into every body's coffee as they came by. I have to wear whites. I rate liberty every night but what good is that in Norfolk.

May 5th Still going in and out of Norfolk. Some days we did high speed maneuvering with other cans. We still have other crews on board training on the new sonar. I am really studying hard for my 3rd class rate so I can get off this detail.

May 11th Relieved as a mess cook. I believe in prayer! A seaman screwed up somehow and has taken my place. I stand watch again. Word is we leave tomorrow for New York and maybe convoy work. We will be so glad to get out of Norfolk.

May 2th- Left for New York. I am trying to find out how long we will be there. Maybe I can get home.

May 13th Arrived at Brooklyn yesterday and only had 4 hours of liberty. Went to a high class restaurant and had a big spaghetti chow with wine. It was the only thing I could afford but I was not given a bill. So I wrote a big thank you. Everybody is back on board now waiting for the word to shove off.

May 14th Left port in early AM. We are in a convoy of 18 ships and six cans. The ships are in three lines of six each. We are standing 4 on 4 off watches for some reason. Convoy is quite a sight. PBY's over head.

May 20th Fueled from a Navy tanker today-still on the way to Europe. Word is we will drop this convoy off at Scotland. No sound contacts. Very tired. Still on 4 on 4 off watch.

May 25th Arrived in Firth of Clyde yesterday afternoon. Very heavy fog, couldn't see a thing. Left same night with other cans for England.

May 26th Anchored in Plymouth Harbor on the east coast of England. Harbor is very crowded with landing ships of all kinds. Cruiser Vincennes, CL-64 is here and a lot of cans. Heard an air-raid siren go off ashore but nobody did anything.

May 28th Distler and I went down into the port shaft alley to drink a can of pineapple juice we stole and hid down there. It was quite warm and very sweet. With the smell of the shaft alley bilge and all we started to get sick so we went topside in a hurry. The ship was steaming at high speed, line abreast with for other cans. We were just off the White Cliffs of Dover. We came about and headed for Plymouth.

May 30th Took on fuel and stores. Capt and some of the officers are ashore. Something big is in the air. Went ashore for 2hrs. Streets lined with tanks and army stuff. City has a lot of bomb damage.

June 4th Got underway with a convoy of LCI's for Normandy, France. Seas very rough, Capt had a hard time keeping convoy together.

June 5th Convoy turned back during the night because of heavy seas then it was on again. Expect to hit the beach at dawn tomorrow.

June 6th D-Day. The invasion began at dawn. We went to GQ at 0300. It was very dark as we went in. Battleships and-cruisers opened fire and we could see flashes from the beach of Germans shooting back. We are between the BBs and the beach and can hear their shells passing over. We are barely underway. Can see cans nearer to the beach blast-in away.

1000 The beaches on the left seem to be having a hard time.' We are close enough to see soldiers on the beach and they are not moving. A lot of towed gliders passed overhead. P 47 fighters are strafing. Constant noise, invasion craft passing us on the way in.

1800 Begining to get dark, will go up to my searchlight. Many flight of B 25s and B 26s passed over during the day. Word is that Omaha beach is in trouble. Air raid by one plane that dropped a bomb or mine. Hardly anybody shot at him. We didn't. Word passed that DD Corry hit a mine and sank. Expect to be at GQ all night.

June 7th Moved closer to the beach and began firing at the beach this morning. Most of it is call fire and the beach party says we are right on target. Picked up and stacked powder cases during lolls in the firing. Passed out beans and sandwiches to gun stations, relieved crews on 40s and 20s to go to the head.

1300 Heavy constant firing at beach targets

June 8th Been firing all day. So much going on it is hard to take it all in. Heard Meredith and DE Rich were sunk by mines. Word passed that Omaha beach is very bad. E boats are around but didn't see any.

June 10th Still answering call fire. Sometimes it is a single salvo, sometimes it is rapid salvo fire. Heard Glennon hit by shell fire.

June 12th As before. Crew very tired. Went to Condition two twice and had hot chow. Can see the light houses on Pt Bar Fleur. Came back to Plymouth with convoy of LCIs and LSTs. Fueled and took on ammunition all day. After that all hands hit the sack.

June 16th Back at Utah beach. Word is Hitler pulled in all his submarines to hit invasion fleet.

June 18th Patrolling in Channel between Plymouth and Normandy. At Condition two, only some of the guns are manned. Have had a chance to wash clothes and eat hot chow. While on the bridge to check a light, they said the glass is falling. Sky is overcast and looks stormy.

June 19th Still patrolling, very heavy seas, high wind.

June 20th Still patrolling, very bad storm but seems to be abating. Word is there is a lot of damage at the beach head.

June 22nd Storm abating somewhat. Cold with high winds. Much damage ashore. Conducted midnight small store raid on storeroom next to lamp locker. Got a case of peaches and some crackers.

June 23rd Back at outer edge of Utah beach off Pt Bar Fleur. Word is most land targets are now too far inland for naval gunfire. Troops ashore are moving toward Cherbourg.

June 24th Were in heavy action today. This morning, with the Forest,

we escorted Limey minesweepers into the harbor of Cherbourg. We followed them to seaward back and forth. from shore to shore closer to the city with each pass. The operation was almost done when shore batteries opened up. Suddenly there was a blast alongside and water shot up mast high.

We went to flank speed and began shooting back. We were straddled about 19 times. We and the Forest laid a smoke to screen the sweepers then went back through to blast the shore. Saw fires and one explosion ashore. Lt Prost and I tried to dig a hole in the deck under the forward torpedo tubes. Action lasted about 20 minutes then we got out of there.

June 25th Back in port. Place is almost empty. No big ships. Word is we will go back to the states because land targets are too far in for us to reach with 5". Washed some clothes and will run a movie on the mess deck.

June 26th Fleet back in today. Word is they went to Dombard Cherbourg and every ship took a hit. Obrien was hit in Mt 41. We are proud that the quick action of our Capt got us out of there without damage.

June 27th Watched a soldier trying to make out on a hill above the harbor. It looked like every glass, director and, even some gun mounts were aimed at them. She noticed it first. She waved and 2000 hands waved back. They picked up their gear and went away.

June 29th In port routine the last two days. Repaired the big projector with Kalb. Find it is good duty to go ashore or to other ships to exchange movies. Can often get out of working parties.

June 30th Underway for Belfast Ireland. Cold and rainey. Have 8-12 watch. Worked on phone circuits with IC gang. Ironed my blues for liberty tomorrow.

July 1st Arrived in Belfast. Long whaleboat ride to a DD who took us in, then a barge ride to the pier. Almost got killed by a bus going down the wrong side of the street.

Talked to ladies at a kind of USO. Both had lost husbands and one a son too. they faced a hard life ahead.

City not badly bombed. They serve their beer warm. Tastes funny. Not like US beer. Went to a stage show. They laugh at. the dumbest things. Miserable cold trip back to ship.

July 6th Left Belfast on my 8-12 watch for the states. Seas very rough Division steaming line abreast hoping to find a sub. I'm glad I don't have the movie tonight

July 5th Seas very rough. Plate sprung on main deck forward of Mt 1. Forward chief's quarters flooded. Repair parties shored up the deck but we have had to change course and slowdown.

July 7th Steaming as before

July 9th Arrived at Boston Navy Yard at Charleston. Word is we will be here for three weeks. I go on leave tomorrow.

Note: I note in my log that the ship left Boston for Casco Bay in Maine on August 19th. The ship now has a new bridge. Both 24- signal lights have been removed. One 36" light is gone and the other is mounted high on # 2 stack. there were quite a few other changes made throughout the ship. Some of the rated men left for new construction and many new men came on board.

