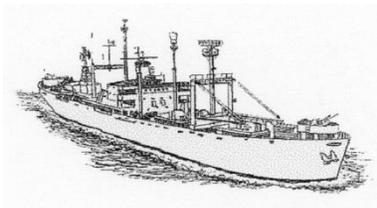


See Stories

send your sea stories to
mel.harder@snet.net



On Jan 31, 2017, at 4:54 PM, Lawrence Mason Arrington, Sr <6to4to3doubleplay@gmail.com> wrote:

My name is Lawrence M. Arrington EN2, known to most of the crew as "skin". I was on the USS Interpreter AGR14 from Dec. 1959 until Aug. 1963.

I forgot the year, I think it was 1961. The Interpreter was due for a total overhaul, but before we could go into dry dock we had to unload all the ammunition we had onboard at Port Chicago, in the upper San Francisco bay. We docked in Port Chicago late in the afternoon, but had to wait until the next day to unload. After unloading the ammo, due to bad weather and high tide we had to wait for morning to return to Treasure Island. The luck of the Irish, the next day was solid fog all day. Next day just as bad, solid fog you couldn't see bow to stern. On day three I guess the skipper had had enough of the fog, so as soon as the sun peaked through the fog we got word to cast off and head for T.I. We couldn't have been more than a 1/4 mile from the dock when the fog returned twice as bad as before, and for some reason we continued to head for Treasure Island, when all of a sudden, WHAM! Our screw picked up a buoy chain and killed us dead in the water. We began to drift with the tide out to sea.

There is a bridge in the San Francisco Bay called the Richmond San Rafael Bridge. Now this bridge had only been hit by a ship one time and now thanks to the BIG EYE FROM T.I. it had been hit twice. We bounced off that thing and when the buoy chain reached it's end there we were just sitting there.

Now we couldn't call A.A.A., so who do we have to call? - the dreaded Coast Guard. When they arrived the divers went down and unhooked the buoy chain and checked the hull for damage. After making their inspection our Captain was told that everything was O.K. and that all three blades of the screw were in good shape. To this the Captain informed them our screw had four blades. Well due to muddy water and fast moving tide the divers couldn't recheck, so they towed us back to Treasure Island where they checked and found that sure enough we did have four blades.



The next morning the Captain and the X.O. left the ship in their dress blues. I don't know what happened next, but I don't recall seeing them again.

John Schaffer (AGR-8, 1959-62)

USS Interceptor AGR-8 on a port call to Portland, OR on Armed Forces day 1960 handed out a booklet with the below listed information:

- (1) The ship uses about 3,000 gallons of fuel a day.
- (2) It carries enough fuel for three round trips from San Francisco to Japan.
- (3) Electrical power generated will supply power for a small rural community.
- (4) The ship's laundrymen will wash and dry 2,500 pounds of clothes a week.
- (5) They will press 55 shirts and 40 pairs of trousers per week.
- (6) The ship's Corpsman disperses about 20 aspirin and 12 bandaids a day.
- (7) We use about 20 pounds of coffee a day and break almost one cup a day.
- (8) We serve 9 gallons of ice cream per meal.
- (9) To paint the ship, it requires 60 gallons to paint the main deck and about 75 gallons to paint the hull. This is done 4 times a year.

sea stories cont.

Anthony Guglielmo (AGR-4, 1955-56)

While I was on the Searcher, we had a fellow, whose name was Haws. He was a career guy and was a BM1. He was a salty dude and really knew his business. He was very serious and real Navy.

When we would get new personnel assigned to the ship, we would be required to show them around. When we were at sea we would do the following

1. Advise them which was windward, and which was leeward.
2. Provide them with a bucket and instruct them to carry same at all times.

3. Part of the tour was to take them to the fore castle. While there we would show them the "HAWSE PIPES" indicating the following:

These are HAWSE PIPES, through which the anchor chain travels. Write this down and remember it. Every ship in the United States Navy has these pipes. They are named for the senior Boatswain Mate First Class on each ship. We have Boatswain Mate First Class Haws so they are called "HAWSE PIPES" on the Searcher.