

Radar Picket Ships



YAGR'S Association

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Armand Lamarche, Treasurer - arlamarche@aol.com
Mel Harder, Secretary - mel.harder@snet.net

YAGRGRAM #72 - SUMMER 2015

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view & print this YAGRGRAM in color at yagrs.org

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Men's Business Meeting - Saturday , May 2, 2015 - Charleston Plaza Hotel, Charleston S.C.



Chair Lee Doyel opened the meeting at 9:00 am. Attendance at the reunion was 165, 90 crewmen and 75 wives/guests. 90 rooms were booked at the hotel for YAGR members. Lee stressed the importance of registering for the reunion and hotel early as possible in order to expedite negotiations and contracts for the group tours and hotel services. He

reiterated the YAGR policy for registration cancellations which is - if YAGRS does not incur a cost refunds will be made. Once group tours have been negotiated and paid for by YAGRS, no refund can be made.

YAGRS maintains a fund so widow's of crew members can maintain membership and receive the YAGRGRAMS. The YAGRGRAMS include forms for dues payment.

USS Massachusetts Report - Roland Cote

The YAGR exhibit is in good shape, and needs only minimal maintenance. Our fund for the exhibit is currently at \$1200.



YAGR Website - Frank Pulaski

Frank has established a YAGR group facebook page. Members can add photos, videos, stories etc. This Facebook page currently has 46 friends.

YAGR reunion info is now listed on 9 other military reunion websites.

The guest log on the YAGR website has 500+ entries. Frank has been contacting, by email, crew members who have signed onto the guest log encouraging them to become members.

The YAGR Book - Joe Maurer

Joe works with a printer who disassembled one of the original books and can print new books as needed. He did this several years ago and to date has sold 195 books. They can be purchased at cost plus postage using the order form included in this YAGRGRAM.

Secretary's Report - Mel Harder

Current dues paying membership is 450. Mel reviewed the maintenance of the active member list and ship's crew lists, which are covered in some detail later in this YAGRGRAM. YAGRGRAMS are mailed out three time a year, generally in summer shortly after a reunion, then in the fall with registration and hotel details for the upcoming reunion, and again in the spring with a repeat of registration and hotel details and a description of reunion and pre-reunion tours. YAGRGRAMS are composed using Microsoft Word, then send it out to Staples for printing, stapling and folding. The envelopes are printed on a home computer.

Treasurer's Report - Armand Lamarche

For 2014 YAGRS received \$6000+ in dues, \$1637 from ship's store purchases, and \$275 in donations. Our finances are running in the black, and Armand maintains records for all transactions. Any crew member who has questions regarding finances can email Armand at arlamarche@aol.com.



**Frank Horn - USS Outpost CO
1960-63**

At this point Lee introduced CO Frank Horn, CO of the USS Outpost from 1960-63. CO Horn related several sea stories re a visit to Cuba and operations on the northern picket station. He received a standing ovation from all crew members present.

Chair Lee Doyel conducted a raffle for several items (books, reunion pins, etc.) and for a free hotel night. He then reviewed ship's coordinator duties and the

benefits of being listed on your ship's coordinator's email list. He is still looking for coordinators for the USS Picket and the USS Interdictor.

Lee reviewed some of the planning details involved in organizing a reunion and introduced Brian Forrester, our military reunion consultant. Brian discussed planning to date for the 2016 reunion in Branson MO. Then the floor was opened for discussion of locations for the 2017 reunion. Brian fielded questions on a number of locations, including Myrtle Beach SC; Chesapeake VA; Jacksonville FL; Newport News VA; New Orleans LA; and Columbus GA. A vote by raised hand was conducted and Chesapeake VA will be the location of our 2017 reunion.



**Brian Forrester
YAGR Reunion
planner**

dies, the Ship's Coordinator for that ship send a condolence message/card to the widow with a note that says, "To honor your husband's service you have been gifted a paid membership to the YAGRS Association for the upcoming year." We hope you will continue to remain a member in the future and always consider yourself a member of the YAGRS family. If in future years, if you find you cannot afford to keep the membership fee current, please contact Armand Lamarche at 978-807-2546 or arlamarche@aol.com.

MEMBER PHONE NUMBER UPDATES

There are two places your phone number is kept by the YAGRS Association. One is a master membership list that only I, the Secretary (Mel) and Treasurer (Armand) have access to. The other is the individual ship's crew list that is sent to members of that particular ship if the member wants it there. Organizing this past reunion it disclosed that the phone listings on the master list were not all up to date, primarily due to individuals leaving land lines and using only cell phones. Please contact Mel with a CORRECT phone number so he can update the master list, and if you wish, the crew list. Numbers on the crew lists are optional. Correct numbers on the master list can be very helpful in planning and coordinating reunion efforts. Please give serious consideration to giving a current phone number (and address) to Mel at mel.harder@snet.net or 860-653-2444.

CRUISE BOOK FOR CHARLESTON REUNION

I will be soliciting/putting out information via the coordinators. Should be ready for the fall YAGRGRAM.

REQUEST FOR YR-23 & YR-65 PICS

Frank Pulaski, our web master, is looking for anyone that may have pictures (inside and/or outside) of the repair barges YR-23 and YR-65. If so contact Frank at webmaster@yagrs.org

REQUESTS FOR SHIP'S CREW LISTS

Ship's crew lists will only be given to Association members in good standing. They pay for it and is one of the few benefits of membership. Other benefits are the newsletter (YAGRGRAM) and a discount on reunion registration costs. However if anyone comes across or knows of some former crew member that is not on a ship's list, that person can be added to the ship's crew list whether or not that person is a member. Once a name is added to the list it will not be removed for any reason. Changes in status (death, moved, unknown address, etc.) will be noted on the list. An exception is if a widow notifies us that her husband was on a particular ship and not on the ship's list, he will be added and a current list will be sent to the widow.

WIDOW'S FUND

The widows seem reluctant to apply for the paid membership and benefit. The announcement is made at the ladies breakfast every year but gets little or no response. I think it would be appropriate that the first year the member

THE OTHER LIBERTY SHIPS



For several years I had thought that we were the only Liberty Ships the Navy had in commission at the time. However several years ago a computer repairman I had working on my computer stated he was retired Navy and was on an AGTR which was a liberty ship and he was

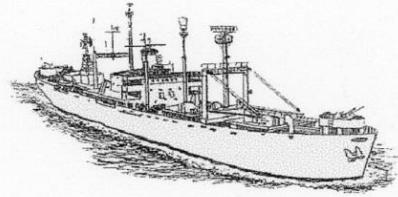
stationed off Vietnam. Research disclosed these ships were stationed around the world at various times for communication intercepts and intelligence gathering. Apparently the Navy discovered with our ships that they were stable platforms and economical to operate. They were in commission from 1963 to 1970. There were 5 AGTR ships with 3 being Liberty and 2 were Victory. AGTR 1, 2, & 3 were Liberties. AGTR 4 & 5 were Victories. You may recall the USS Liberty (ATGR-5) was attacked by Israel in the Mediterranean Sea.

Sea Stories

email your sea stories to mel.harder@snet.net
submitted by Don Judy, BM3, USS Skywatcher, 1959-62

Mel asked that I recall the time when myself and 4 others were washed overboard at sea while attempting to transfer critical engine parts to a disabled freighter. Keep in mind that it has been nearly fifty five years since the incident . Others may remember it differently .

The freighter could barely make headway in a powerful storm. There was great fear that she could founder in the high seas and sink. The U.S.S. Skywatcher had attempted two separate highlines during the early morning darkness . Both attempts proved futile in the heavy seas. After the second highline failure the Captain called several of us to the bridge and asked if we thought we could launch the motor whale boat in these heavy seas. It required a five man crew in the whaler and multiple men on deck. I stood with those men because of training I had received in Key West where I learned the operation of motor whale boats. I was unofficially designated the ships motor whale boat coxswain from the time I came aboard.



The wind was blowing so hard you could yell at the top of your voice but only see lips move. We had to rely on hand signals. That became our downfall, because in the rolling seas and the heavy wind the communication somehow failed between the deck and the boat. As we climbed aboard and settled into the whaler we knew we were about to go on one hell of a ride. I don't remember if I waved to the deck crew or if the whaler's officer began lowering us, but it became clear almost immediately that they were lowering us in a level position. This is where it all started to come apart. I began waving frantically to the deck crew to hold the bow up high as we were being lowered. The first swell hit us pushing the boat back to a sudden stop at the end of the blocks. Everything and everyone was slammed back- making a terrible commotion. The full force of the water hit the whaler and ripped steel boat hooks and all from the ship.

I was pushed deep underwater. I felt the barnacles on the side of the ship and began using them to pull myself up. I opened my eyes. Thousands of bubbles surrounded me. My fingers scraped the side of the ship as I pulled myself upward. My lungs burned as never before in my life. When I broke the surface I was amazed that I was alive. I was looking at the side of the ship. I also remember a strange vibration and a heavy thump that shook my entire body. I rode the swell back up. Low and behold, there was a man standing there on deck at the gunnel. I reached out to him. I knew he could reach me, but he was totally dumbfounded. He stared at me. His mouth dropped. His hands gripped the gunnel. Suddenly, I dropped to the bottom and awaited the next swell. Again I felt the bone shaking thump, thump, thump and turned to look at the fantail. The blades of the prop were hitting the water and causing the terrifying vibration. I knew that I had been saved from drowning only to be crushed in the blades of the prop. I curled my hands behind my head and pulled my knees up to my chest, tightening into a ball, and waited for the blow. I trembled inside and braced myself, but soon realized that the ship had passed. My eyes opened and I



There was debate on the bridge whether to go or not, right up until the time of launch. The seas remained heavy at

about ten to fifteen feet with an occasional twenty foot swell. You could tell how big the high ones were because the water would come just below the scuppers at the gunwale. We talked amongst ourselves about lowering the whaler. Keeping the bow high so it would ride the front side of the swells seemed the only way. We would lower until the whaler could hold itself off of the blocks and release. BM3 Tate was in control of the deck crew.

was looking at the fantail of the Skywatcher as it disappeared into the waves. I knew there was no way for them to turn in this weather to take me back aboard .

I don't know how much time passed. Suddenly something jabbed my backside. "Shark! Shark!", my mind screamed! I frantically moved to get away. Terrified, I slipped back into the sea only to find I had been attacked by a seven foot splintered half of a boat hook that had been broken by the prop. It woke me right up. I began to look for the other sailors. I had made it, so some of them must have also. Each time I would rise to the top of swell I would try to spin 360 and try to see as far as I could in all directions. The white caps made it almost impossible. I decided I was alone. I don't know how much time went by, but all of a sudden I saw a black spot on top of a swell a long way off. I began to swim toward whatever was floating out there. Suddenly I could tell it was a man! I began to whistle and wave. He began to swim toward me. It seemed it took forever to come together. Although I knew there was little or no hope, for a little bit as we neared each other, it seemed like we were rescued.

I looked at my new best friend who sported a bad shiner. I smiled as I recalled how he had gotten it. We had been involved in a spat over a girl in port only a few days earlier. My cheek bone still sported a sting. It's funny how life just follows you around. He was the engineman on the whaler. We spoke of many things- none of which amounted to much. We spoke of God a couple of times. He was able to quote a verse or two, but mainly we made jokes. Thirst began to settle in pretty hard. The joke of the day became, "You know how they told us in boot camp that you could drink urine in a bad situation?"

Our May West jackets began to fill with water after about eight or nine hours. We took them off and tied them to the boat hook, which seemed to give us better flotation. We decided to try the trick they teach you in training- you know, to take your pants off and tie a knot in each leg. All you have to do is throw them over your shoulders to capture air. We were too exhausted to lift them. We found though, that one guy could hold the pant legs on the boat hook and the other could drop under and exhale a couple of times. It would fill them up pretty good and add a little more flotation. We both knew we would not live through the night. We did not really speak of it. I guess we thought it would just come silently.

Some time later, we saw a light way off on the horizon. We could tell it was a ship! It looked to be far, far away but we yelled and waved our arms with everything we had. We waved until we could not raise our arms any longer. As the great grey ship came at us, we realized that it was going to run us over. We swam with all

the strength we had to get out of its way. As we came around, it pulled up to us and stopped. Suddenly a sailor looked over the side and waved at us. Several more came, but no one was looking like they were going to help us. Finally an officer appeared but just stood looking at us. I yelled up at him, "Throw us a line you dumb S.O.B!" He turned out to be the X.O. WOOPS...

I found out later that they had not seen us at all. They had spotted the half sunken motor whale boat. It was floating only one hundred and fifty yards off of their fantail with three sailors perched on top. They had lowered a motor whale boat to rescue them and discovered the two of us in the process. Finally a Jacob's Ladder came over the side. I reached for the ladder, but my hand would not close. I asked them to come down to help. They replied that they could not. I asked them to drop a line down. I began to yell again. The X.O. said very calmly, "Take it easy son. We're doing best we can." Finally the rope arrived. They dropped it down but I could not tie a loop. They pulled it back up and tied a noose in it. We managed to get it around my buddy. Then he got one of his legs into the ladder and away he went- ladder and all. I waited. The ladder and rope came back down and I set myself up to be rescued.

I came over the bulwark into the arms of several sailors. I could not move my arms or legs. Someone sat me up. It was the ships corpsman. He reached into a little box and pulled out a mini bottle of whiskey. He pushed it to my face and said drink this. I said, "I do not drink." He said, "DO IT!" I drank it down. He handed me another, and another, until five had gone down in quick succession. Then it began. I started to upchuck with projectile force. Over and over again, each time I thought was finished it would start again. I must have had two gallons of salt water in me. I know I never drank a drop, yet there it was. They carried me to sick bay.

A little over twenty four hours later, someone woke me up. It was the ship's mailman. "Is your name Judy?" he asked. "I have a letter for you. It came aboard with the mail about a month ago. I thought you might have been transferred to the U.S.S Lookout so I hung on to it. "Well, this is one hell of a way to pick up your mail." I thought.

I apologize but over the years my memory has failed me. I can remember events, but I can not remember names. I would be very grateful if someone could tell me the names of the other four sailors that were washed overboard so many years ago. Someone emailed me last year (I cannot find the email) . He said we all grew up a lot on that ship. Boy, is that true! The positive effects of the discipline and the work ethic that I learned from my shipmates, aboard the Skywatcher, have lasted me a lifetime.

ship's coordinators - Ship's coordinators maintain an email list that is used to forward memos from the chair and advance notices of reunion plans to crew members. If you wish to be included, send an email to your ship's coordinator.

| | | | | | |
|-------|--------------------|--|--------|----------------|--|
| AGR-1 | Frank St Mark | smarks117@hotmail.com | AGR-9 | Frank Mahaffey | bnf@att.net |
| AGR-2 | Ralph Rappuhn | rappuhn@aol.com | AGR-10 | Paul Langenus | plangenus@cox.net |
| AGR-3 | Chuck Parker | chuckparker@gmail.com | AGR-11 | George Sleeper | g sleeper@roadrunner.com |
| AGR-4 | Steve Mierzejewski | smjm@bex.net | AGR-12 | Jesse Germany | jgermany31@gmail.com |
| AGR-5 | Bob Werstler | rdwerst@sbcglobal.net | AGR-13 | | |
| AGR-6 | Lee Doolittle | tleedoo@u.washington.edu | AGR-14 | Joe Jackson | jacksonj@pldi.net |
| AGR-7 | | | AGR-15 | Lee Doyel | mldoyel@cox.net |
| AGR-8 | Ron Stasiak | ronstasiak@rocketmail.com | AGR-16 | Frank McNamara | ec2sc1@comcast.net |

Dues Payment - Mel Harder, secretary

dues are \$17/year - make checks out to YAGRS ASSOCIATION

mail to Armand Lamarche, Treasurer, 3 Finnway St., North Billerica MA 01862

The current membership year ends May 31, 2016. The highlighted date on your address label is the date your current membership is good through. If that date is **5/31/15** or earlier, please update your membership by making a dues payment. Upon dues payment, you will receive an updated membership card and crew list. Please complete the information below and send with dues payment. You may pay for more than one year.

If your mailing label is **5/31/13** or earlier, this will be your last YAGRGRAM. So please send a dues payment along to treasurer Armand Lamarche.

Name: _____ Ship: _____

Address: _____

amount enclosed: _____ Phone: _____ email: _____

YAGR Books Available - from Joe Maurer, USS Vigil

YAGR'S BOOK ORDER

Glue Bound Book (\$19.00 each - Tax and Postage Incl.)

No. Ordered _____ Total Amt. Due _____

Name _____

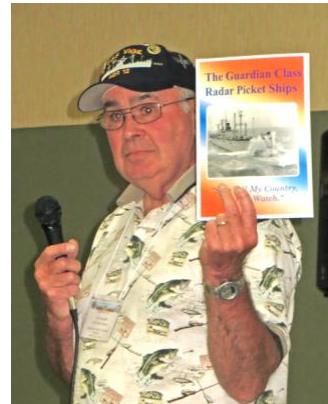
Address _____

Phone _____ email _____

Detach and keep for receipt:

Paid to: Joe Maurer, 2127 S. Bristol Drive, Marblehead, Ohio 43440

E-mail: runinmuck@yahoo.com



Charleston Ladies Breakfast - Pat Reichling

I had a lot of fun at the YAGRS LADIES

BREAKFAST! I think the ladies did too. The Southern Belle winners were Rosemary Ostrowski, Eileen Grange,



and Dorothy Liska. Three of the wait staff participated as judges. I asked the "contestants" some Miss America type questions and the entire thing turned into an impromptu comedy skit. 1st, 2nd & 3rd place trophies were awarded.

Barb Sleeper, Sophie Adams and Dorothy Liska of the PROTECTOR, did a great job overseeing the Penny Auction. Lovely handmade items were there to bid on. Jane Burtchin (SCANNER) handed out some hand crocheted angels. Thank you Jane!!

Vicky Johnson (Who is retired Air Force) of the Charleston VA Hospital came to address the group and to accept the donations the YAGRS Ladies had given.

The women truly showed their love for the Veterans. A total of \$765 in cash , checks and gift cards as well as clothing items, reading glasses, etc. were collected. Tears were in her eyes as she addressed the crowd. BRAVO LADIES!!!

Lourdes St Mark of the GUARDIAN volunteered to head up the Penny Auction in 2016. Thank you Lourdes ,and thank you to everyone who helped at the Charleston Ladies Breakfast.

Lee Doyel approved our choices of another Veterans cause in Branson as the charity in 2016 and the choice of a Country Western theme for the contest in 2016.(More on this later.)

Remember we ladies have a FACEBOOK page now. It is [Yagr's Ladies](#). Suzanne Attig has graciously agreed to post breakfast pictures there. My email address is PAREICHLING@aol.com

21st Annual YAGR's Reunion - 2016 - Branson MO

The 2016 reunion will be at the Radisson Hotel Branson, 120 South Wildwood Dr., Branson, MO 65616. Phone: 417-335-5767 and 888-566-5290. Web: radison.com/bransonmo. The dates are Thursday May 19 - Saturday May 21. The pre-reunion tours will be Tuesday May 17 and Wednesday May 18. The YAGR rate is \$100/night plus 11.6% room tax. The particular tours/shows for Branson have not been decided on yet. Open to suggestions. Email Lee directly or through your ship's coordinator.



(NY14-NOV.14)BURNING NAVY RADAR SHIP--Smoke pours from ventilating stacks as rescue boat approaches the burning "avy radar picket ship, the Searcher, yesterday after explosion ripped the craft southeast of New York City. Most of the blaze appeared confined to ship's engine room section. The Searcher is one of a number of surface craft spotted off the coast to signal the approach of unidentified planes. This picture was made by Coast Guard Warrant Officer W.H. Becker of the cutter Ingham which removed three sailors from the Searcher. (U.S. Coast Guard Photo via AP Wirephoto)(see story)(pr/hrm20810usnog)1955

case of the USS Searcher (YAGR-4)

Chronological list of events from the records of the U.S. Coast Guard Cutter Ingham (WPG-35) concerning assistance rendered to the USS Searcher, a Navy radar guard vessel, on fire at sea in position about 120 miles east of Cape May, NJ., on Sunday, 13 November, 1955. All times plus 5 (EST).

| | |
|-------|--|
| 0000- | INGHAM enroute to ocean station DELTA via Argentia, Nfld. One day out |
| 0630 | Of Norfolk, VA., in 3 rd CG District (New York) area. |
| 0624 | COMEASTAREA asked for our position |
| 0629 | COMEASTAREA directed INGHAM to proceed to assist USS SEARCHER which had reported explosion in engine room. |
| 0630 | Changed course and increased to full speed proceeding towards position of SEARCHER, some 25 miles distant. |
| 0700 | CG Aircraft advised COMEASTAREA that SEARCHER was abandoning ship. This information was passed to Navy commands and CGC TAMARORA, a seagoing tug type vessel, was directed to proceed. |
| 0804 | Arrived on the scene. Heavy black smoke and flames billowing from amidships of the SEARCHER. Much debris in the water—a lifeboat overturned, empty foam cans which looked like men in lifejackets. Small boats along side the SEARCHER with portable fire pumps playing water on the sides of the ship. A small merchant vessel was standing by and at least two aircraft circling. INGHAM had maintained direct radio communications with the SEARCHER up to this time when they were forced to abandon the station due to heat and smoke. The situation was known to be critical. Vessel not under command with oil fires in the engineroom and fireroom area and danger of diesel oil tanks exploding. Abandoning ship was contemplated but not as yet ordered. Three known serious casualties and two others trapped in fireroom. INGHAM assumed ON SCENE command. |
| 0805 | INGHAM dispatches two motor boats with fire and rescue parties. At this time a motor launch from the SEARCHER came close aboard with the three serious casualties. Boat and all were hoisted aboard. On examination of casualties by Hospital Corpsman, all cases were classified as critical, one with 80% of body burned. The CG Aircraft, circling overhead, had a doctor on board and volunteered to land. The INGHAM stood clear of the debris in the vicinity and began running in a circle at full speed to assist plane in landing. Weather was nearly perfect; only light wind and slight sea. |
| 0830 | Plane landed after dumping extra fuel. Time seemed to drag waiting for the plane to land and knowing that the ship needed more assistance in fighting the fire. A Coast Guard Helicopter arrived on the scene at this time which proved to be of great value. |
| 0840 | Commander 3 rd CG District designated OPCON. |
| 0853 | INGHAM designated ON SCENE COMMANDER. |
| 0909 | A situation report sent by INGHAM to COMEASTAREA summarized the situation at this time. “Helicopter on scene X CGC TAMARORA reporting to assist at 0930 X SEARCHER reports secondary explosion in engineroom X Expect fire to spread to diesel tanks X CG Aircraft landed successfully X Transferring doctor aboard this vessel” |
| 0914 | Helicopter completed transfer of doctor from plane to INGHAM. Ship then proceeded to SEARCHER. |
| 0930 | INGHAM tied up bow to stern of SEARCHER. Passed fire hoses—4 separate fire hoses which seemed hundreds of feet long to reach the fires---and began pumping water. Passed all foam supplies available. Supply of gasoline to run portable fire pump began running short. INGHAM's supply exhausted. |
| 0935 | CGC TAMARORA arrived on the scene and prepared to go alongside the SEARCHER. The USS JOYCE (DER-317) reported she was 4 miles to south and was preparing to furnish damage control parties and equipment. She was informed of the need for gasoline and foam fire fighting equipment. The USS CAPRICORNUS (AKA-57) reported her estimated arrival as 1100. |
| 1003 | Situation report to C3CGD indicates the situation was improving, “Fire under control on 01 and 02 decks X 8 ft. of water in engineroom X Two hours fuel remain for emergency pumps X Relying mainly on all portable fire pumps available”. Helicopter was released because of low fuel supply. |
| 1018 | Commenced transfer of the three casualties to the CG Aircraft which had remained on the water in the vicinity. First boat trip to plane carried two casualties. The third was in bad shape and required more treatment by the doctor. He was transferred separately. Again time seemed to drag getting the patients to the plane. It is no easy job and the boat's crew deserves credit. The CGC TAMAHORA was assigned to assist the plane in take off. |
| 1050 | USS JOYCE on the scene. |
| 1115 | USS CAPRICORNUS on the scene. |
| 1132 | The CG Aircraft took off with the patients. A beautiful JATO take off. The TAMAROHA was now able to return alongside the SEARCHER and run hoses and pumps. The situation report to C3CGD at this time sounds encouraging. “USS CAPRICORNUS arrived X SEARCHER reports fire out X Investigating damage and possible flare ups X SEARCHER main propulsion totally crippled X CG Aircraft departed with injured personnel X One casualty very critical.” The INGHAM continues to maintain fire main pressure to the SEARCHER. More men and equipment is passed directly over the bow. The galley forces comes up with boxes of ham sandwiches and pots of coffee. Much of this is passed over to the crew of the SEARCHER. Food and drink were mighty welcome items as the situation began to improve. |
| 1228 | The situation report to C3CGD indicates the job is still touch and go. “Flare up in SEARCHER starboard diesel tank X TAMAHORA and INGHAM alongside SEARCHER fighting fire X DER 317 and AKA 57 standing by assisting with fire parties X Situation under control X No additional assistance required at present.” |
| 1241 | Navy UF919 aircraft reported. Several other aircraft in the area. |
| 1248 | CG aircraft arrived at CGAS Brooklyn at 1230 with the three patients which were transferred by helicopter to St. Albans Naval Hospital. |
| 1255 | COMEASTSEAFRON assigned the USS CAPRICORNUS duty as Scene of Action Commander. HAILEY (DD 556) expected to arrive at 1400. NIPMUC (ATF 157) expected to arrive at 1430 to assist tow SEARCHER to New York. |
| 1319 | Situation report to C3CGD. “SEARCHER fire out X Continuing investigation of damage and dewatering”. |
| 1333 | INGHAM informed C3CGD of relief of Scene of Action command by USS CAPRICORNUS. Both INGHAM and TAMARORA continued to assist SEARCHER. |
| 1400 | Transferred the doctor to the SEARCHER. The USS CAPRICORNUS came alongside the SEARCHER and took charge of the situation. |
| 1415 | Stop pumping. Disconnected and took aboard fire hoses from the SEARCHER. Cast off mooring lines and drifted close aboard. INGHAM's fire and rescue parties remaining on board the SEARCHER. |
| 1645 | INGHAM's fire and rescue parties returned on board. CGC TAMARORA departed the scene. |
| 1707 | USS CAPRICORNUS requested concurrence of COMEASTSEAFRON to release INGHAM. |
| 1743 | Released and proceeded on duty assigned. INGHAM sustained no personnel casualties. The uniforms—dungarees, shoes, shirts, etc. – of a few men in the fire and rescue parties were a total loss. Damage to the vessel was minor. Some bent plates at the bow. Boat #4, the motor self-bailer, broke her rudder. The clutch in boat #3, motor Launch, was slipping badly and will have to be replaced. Renewed our supply of gasoline from the CAPRICORNUS but completely out of foam. Very few canisters for oxygen breathing apparatus remain. The cleaning up and stowage of fire fighting equipment is a job yet to be done. |
| 2000 | In spite of the hectic day many attended the movie “Moulin Rouge” in the Wardroom. |

Monday, 14 November, 1955

At 1333 INGHAM received this message from Commander, 3rd Coast Guard District:

“From D X District Commander notes with pleasure the efficient performance of duty
of each unit participating in the recent incident involving USS SEARCHER and extends
a very well done to all hands.”

Data on this page submitted by Jim Bruder Ltjg – USS Searcher Plankowner



OCEAN GOING RADAR PICKET SHIPS DISTANT EARLY WARNING NETWORK - NORAD 1955-1965

