

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

A witness called by the counsel for the court entered, was duly sworn, and was informed of the subject matter of the inquiry.

Examined by the counsel for the court:

1. Q. State your name, rate, service number, branch of service, and present duty station.

A. B-6, SN.

2. Q. Present duty station.

A. USS WASP.

3. Q. Branch of service?

A. Naval Reserve.

4. Q. And your service number?

A. B-6.

5. Q. And were you aboard the WASP and attached to the WASP on the night of 26 April 1952?

A. Yes, sir.

6. Q. How long have you been--what active duty have you had with the Navy?

A. One year of active duty, longevity six years.

7. Q. You have only had one year of active duty with the Navy, is that correct?

A. Yes, sir.

8. Q. How much of that time has been spent at sea?

A. It's going on nine months now, sir.

9. Q. Did you have a watch aboard the WASP on the night of 26 April 1952?

A. Yes, sir.

10. Q. What was that watch and what time did you assume the duties?

A. Surface and air lookout.

11. Q. Surface and air lookout?

A. Yes, sir.

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SECURITY INFORMATION

12. Q. And what time did you go on watch?

A. From 20 to 2400.

13. Q. You had the 20 to 2400 watch?

A. Yes, sir.

14. Q. Were you stationed in the forward part of the ship or in the after part of the ship?

A. Forward part of the ship.

15. Q. Now, directing your attention to approximately 2200 that night, will you describe everything you saw and did up to the time of collision?

A. Well, before we started our turn, we were watching surface craft. We started our turn and we were told to watch for aircraft. I was watching the aircraft at 360 relative when the truck light of the HOBSON had come into my lens about 355.

16. Q. You were on the starboard side?

A. Port side, sir.

17. Q. You saw the light of the HOBSON?

A. 355.

18. Q. Relative?

A. Relative, sir. And I yelled "collision" to the man on the phones.

19. Q. The first time you saw the HOBSON was when she was 355 relative to the WASP and you yelled "collision?"

A. Yes, sir.

20. Q. Was that before or after collision quarters had been sounded aboard the WASP?

A. Sir?

21. Q. Did you hear collision quarters on the WASP?

A. No, sir.

22. Q. You say that somebody told you to observe aircraft rather than surface craft during their turn?

A. Yes, sir.

23. Q. Who gave you that order?

A. B-6 boatswain's mate third.

24. Q. What was his duty?

A. Supervisor.

25. Q. Supervisor of the lookouts?

A. Yes, sir.

26. Q. And did you see or hear anything else up to the time of collision?

A. No, sir.

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SECURITY INFORMATION
DECLASSIFIED
DATE 10/19/92

27. Q. What other lookouts were stationed on the forward part of the WASP on that night?

A. There were three other lookouts besides myself.

28. Q. In the forward part of the WASP?

A. Yes, sir.

29. Q. Do you know their names?

A.

B-6

Cross-examined by Captain B-6, a party:

30. Q. How long an estimate was it between the time you called "collision" and the time of the actual impact?

A. I would say around thirty to forty seconds.

31. Q. Did you when you talked to the man on the phones, did you hear the man on the phones repeat that over his phones?

A. Yes, sir.

32. Q. And then the impact was just how many seconds after, in your estimation?

A. About thirty to forty seconds.

33. Q. Well, that was after you said it, but I am talking about after he said it over the phones?

A. I couldn't give no estimate on that.

Re-examined by the counsel for the court:

34. Q. Who was on the circuit of those phones--do you know what station it was?

A. Conn and combat.

35. Q. The bridge and combat?

A. Yes, sir.

Examined by the court:

36. Q. When you saw the HOBSON, did you see one red light or two red lights or what lights did you see?

A. One truck light, sir.

37. Q. And the color?

A. Red.

Neither counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

393

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

A witness called by the counsel for the court entered, was duly sworn, and was informed of the subject matter of the inquiry.

Examined by the counsel for the court:

1. Q. Will you please state your name, rank, branch of service, and present duty station.

A. ^{B-6} Rear Admiral, U. S. Navy; file number, ^{B-6}
Commander, New York Naval Shipyard.

2. Q. Would you state your naval and marine experience?

A. I have been a commissioned officer since the 7th of June 1916. My specialty is engineering duties having first been a naval constructor, and I consider myself fully experienced in design, repair and alteration of naval vessels.

3. Q. Now, have you prepared, sir, an assessment of the amount and extent of damage done the WASP in this collision?

A. I have, sir.

4. Q. Have you got that in documentary form, sir?

A. I have it in the form of a marked-up booklet of plans to show the damage of the various levels which is self-explanatory, and with that marked-up set of plans, I have corresponding photographs which are indexed to show the individual damage photographically. This exhibit, however, does not show the repairs found necessary to number two reduction gear but it shows the major damage in connection with the collision. In addition to that, I am prepared to give an estimate of cost to repair the damage resulting from the collision.

5. Q. And what is your estimate of the cost, sir, of the damage resulting from the collision?

A. The total estimate to repair the damage is broken down into two parts. The work on the WASP totals as follows: Total labor: Three hundred and ten thousand, four hundred and eighty dollars; the indirect: Two hundred and twenty-three thousand, five hundred and forty-six dollars. The NSA material: Thirty-seven thousand, eight hundred. Combined total of five hundred and seventy-one thousand, eight hundred and twenty-six dollars. That does not include APA material. In addition to that estimate, the following is the estimated cost to replace that portion of the HORNET's bow which has been removed for installation in the WASP. The estimate is as follows: Labor: One hundred and seventy-six thousand, four hundred dollars. Overhead or indirect: One hundred and twenty-seven thousand and eight dollars. Material: That's NSA material: Twenty-three thousand, four hundred and eight dollars. The total: Three hundred and twenty-six thousand, four hundred and eight dollars; the total of the two amounts to about nine hundred thousand dollars. This estimate is, however, exclusive of the cost to replace lost stores and equipage. I under-

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SECURITY INFORMATION
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(continued.) stand that the total for those two items is about one hundred and seven thousand dollars. The total of the three estimates would be about a million dollars.

At this point, the marked-up booklet of plans and corresponding photographs were marked Exhibits 84 and 85 for identification.

Exhibits 84 and 85 for identification were submitted to the court and the parties, and by the counsel for the court offered in evidence.

There being no objection, they were so received and are appended marked Exhibit 84 and 85, respectively.

6. Q. Admiral, do you have any other information or document that would shed any more light on the damage done the WASP other than these documents that have been introduced in your testimony in connection therewith?

A. Yes, sir; I do. While not directly connected with the collision, but incident thereto, the ship's force found it necessary to secure the number two reduction gear due to the high speed pinions heating up, and came into the yard with number two shaft locked; however, we have subsequently opened that reduction gear and the repairs necessary were quite minor and have been successfully accomplished.

7. Q. And in your opinion, was that the direct result or indirect result of the collision?

A. Indirect, because of the necessity for operating astern for extended periods. The other item which does not show on the marked-up booklet of plans too clearly is the total damage to the 3-inch 50 mount number 31. That's the one forward on the forecastle deck on the starboard side. As a result of the collision some wreckage striking the barrels of that mount we found the trunion distorted, and in order to expedite the repairs we have removed that mount and replaced it with a new one which was available; however, the estimate of cost I have previously given includes an item for repairing the damaged mount that has been removed.

8. Q. What, sir, is your estimate of the time of completion of repairs to the WASP and when, in your opinion, will she be ready for sea?

At this point the court sat with closed doors.

The press and spectators withdrew from the courtroom.

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SECURITY INFORMATION
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A. As of yesterday afternoon, I advised ComAirLant and all other interested commands that the firm completion date for the WASP is Monday, the 19th of May, and that I expected to undock the WASP in the forenoon of Monday the 19th of May. I hope to undock her in the early morning slack which is between 0500 and 0600. If I fail to meet that, I certainly will be able to undock her between the 1100 and 1200 slack. She will then be readied to proceed immediately or directly to Gravesend Bay where she will receive her ammunition back on board. As the court fully appreciates the RFS period will be as directed by ComAirLant. I do estimate, however, that within two days the ship should be readied for sea, or certainly not later than the third morning. The only work left on undocking will be minor painting work and the dead load shots. That is on both catapults. I do not anticipate, however, any difficulty with either the starboard or port catapult. All of our checks as of today, including no load shots, indicated that there is no damage to either the starboard or port catapults.

Cross-examined by Lieutenant B-6 party:

9. Q. Admiral, do you know whether Commander Mine Force received that information regarding the proposed completion date?

A. I am not sure whether he has or not, but I do know that ComAirLant, Commander in Chief, Atlantic Fleet, CNO, and all of the other interested parties have been notified.

Examined by the court:

10. Q. It is the understanding of the court that you stated the cost of the repairs to the reduction gear was included in your estimate?

A. That's correct, sir.

At this point the court sat with open doors.

Cross-examined by Captain B-6, a party:

11. Q. Admiral, sir, from your investigation, did you conclude that the seamanship used by Captain B-6 in getting the WASP back to port after the collision greatly minimized the possible additional damage which might have resulted from the rough weather and other prevailing conditions in bringing it back?

A. From my personal observation, I can state that the seamanship must have been of the highest order otherwise the further damage to that general area could have been very extensive.

Neither the counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

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The witness made the following statement: I do have one further item which I believe should be made a matter of record. There have been no questions up to this point as to the estimated time to replace that portion of the HORNET's bow which I have--which the yard has removed and installed in the WASP. I estimate that it will take me three months to replace that portion of the HORNET's bow which I have removed, working straight eight hour days. That will be our normal work week; however, that portion could be replaced under accelerated conditions of working shifts and overtime if the emergency required it. To replace that within not less than a month and not over a month and a half. That's all the additional information that I feel should be a matter of record, sir.

The witness was duly warned and withdrew.

A witness called by the counsel for the court entered, was duly sworn, and was informed of the subject matter of the inquiry.

Examined by the counsel for the court:

1. Q. Will you state your name, rate, branch of service, and present duty station.

A. _____, seaman apprentice,

2. Q. To what vessel are you now attached?

A. USS WASP.

3. Q. How long have you been in the Navy?

A. Eight months.

4. Q. And how much of that time has been spent at sea?

A. Three months, sir.

5. Q. And how long have you been aboard the WASP?

A. Three months.

6. Q. Were you aboard the WASP on 26 April 1952?

A. Yes, sir.

7. Q. On the night of 26 April 1952, were you standing the 2000 to 2400 lookout watch?

A. Yes, sir.

8. Q. Where were you standing that watch?

A. On the fourth deck, above the bridge, sir. WSP

9. Q. And what sector watch did you have?

A. From 000 to 040.

10. Q. Did you see the collision between the WASP and the HOBSON?

A. Yes, sir.

11. Q. Approximately how long before this collision occurred did you notice the HOBSON?

A. About fifteen seconds.

CONFIDENTIAL
DECLASSIFIED
SECURITY INFORMATION
397

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12. Q. What did you notice of the HOBSON?

A. Just the red truck lights on the mast.

13. Q. Where was the red light in relation--was it dead ahead of the WASP when you first noticed it?

A. Almost dead ahead. A little bit to port.

14. Q. Was this red light moving at all when you saw it?

A. She was moving from port to starboard.

Examined by the court:

15. Q. Did you have any instructions relating to the matter of whether you should look for surface ships or aircraft or both?

A. Yes, sir; I was told to be more--to look more for aircraft and if the ship was going too far out of range that we should report that.

Neither the counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

A witness called by the counsel for the court entered, was duly sworn, and was informed of the subject matter of the inquiry.

Examined by the counsel for the court:

1. Q. State your name, rate, and your present duty station.

A. B-6, seaman apprentice, lookout.

2. Q. To what vessel are you attached?

A. USS WASP.

3. Q. What is your serial number?

A. B-6.

4. Q. How long have you been in the Navy?

A. Seven months.

5. Q. How much of that time has been spent at sea?

A. One month.

6. Q. Were you attached to the USS WASP on the 26th of April 1952?

A. Yes.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
398

7. Q. Were you standing a 2000 to 2400 lookout watch on the night that the collision occurred?

A. Yes, sir.

8. Q. Where were you standing that watch?

A. Forward on the O10 deck.

9. Q. What sector did you have?

A. Patrol 270 to 300, sir; relative bearing.

10. Q. Did you see the collision between the USS WASP and the USS HOBSON?

A. No, sir.

11. Q. Did you see the HOBSON immediately after the collision occurred?

A. Yes, sir.

12. Q. Did you see the HOBSON at any time during the WASP's maneuvers?

A. No, sir.

Cross-examined by Lieutenant B-6 a party:

13. Q. Did I understand you to say, that you did see the HOBSON after the collision?

A. Yes, sir.

14. Q. Did you see the after portion of the HOBSON?

A. The forward portion.

15. Q. You were on the port side?

A. Yes, sir.

16. Q. You never saw any part of any of the after part of the ship?

A. No, sir.

Neither the counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

A witness called by the counsel for the court entered, was duly sworn, and was informed of the subject matter of the inquiry.

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SECURITY INFORMATION
DECLASSIFIED
399

Examined by the counsel for the court:

1. Q. State your name, rate, and serial number.

A. My name is B-6, BM3.

2. Q. To what vessel are you now attached?

A. USS WASP (CV-18).

3. Q. How long have you been on active duty in the Navy?

A. Close to six years, sir.

4. Q. How much of that time, approximately, has been spent at sea?

A. Two and a half years, sir.

5. Q. How long have you been attached to the USS WASP?

A. About six months, sir.

6. Q. And were you aboard the WASP on 26 April 1952?

A. Yes, sir; I was.

7. Q. Were you standing 2000 to 2400 watch as supervisor of the lookouts on the night of the collision between the WASP and the HOBSON?

A. Yes, I was.

8. Q. What sector were you scanning?

A. Approximately 045 to 090.

9. Q. Did--?

A. (continuing.) Overlapping 5 degrees on each side.

10. Q. Did you see the collision between the WASP and the HOBSON?

A. No, I did not.

11. Q. Did you notice any of the movements of the HOBSON during the maneuver which the WASP made?

A. I do not know whether it was the HOBSON, sir.

12. Q. Did you notice any movements of any vessel or of any lights on the port bow of the WASP shortly before the collision occurred?

A. Yes, sir.

13. Q. What were those movements?

A. Approximately about two minutes before the ship entered into a turn, and also a little after, relative bearing was 340 and range was about a thousand yards.

14. Q. It was approximately how long before the collision occurred?

A. I can't estimate the true time.

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SECURITY INFORMATION
DECLASSIFIED

400

RECORD OF PROCEEDINGS

of a

COURT OF INQUIRY

convened at the

U.S. NAVAL BASE, NEW YORK, N.Y.

COMMANDER IN CHIEF, U.S. ATLANTIC FLEET

1260002

Appointing Order dated 29 April 1952

To inquire into the collision between the
U. S. S. WASP (CV-18) and U. S. S. HOBSON
(DMS-26) which occurred on 26 April 1952.

Commencing on 9 May 1952 through 20 May 1952

Volume III of III Volumes

6069-5

15. Q. What heading was the WISP on at that time?

A. We were on making the turn to starboard.

16. Q. Do you know approximately what the heading was of the WISP at that time?

A. We were on course 10+ when I looked at the compass.

17. Q. When you saw it?

A. Yes, sir; I did. It was reported as that course also.

18. Q. Did you notice the lights of any vessel on the port bow of the WISP during the period just prior to the collision?

A. No, sir.

19. Q. Had you given any instructions to the lookouts on watch as to whether they were to watch primarily for aircraft or surface craft?

A. I was instructed from my telephone talker that word came from combat to pay particular attention to the aircraft.

20. Q. I believe you testified earlier that you were supervisor of the watch?

A. Yes, sir; I was, sir.

21. Q. Did you instruct the lookouts to watch primarily for aircraft?

A. Yes, sir.

Cross-examined by Captain B-6, a party:

22. Q. Did you tell them that they were to keep a sharp lookout for aircraft and they were also to observe movements of surface vessels?

A. I told them to pay particular attention to aircraft, but also to glance over and see that the ships were still with us every so often.

Cross-examined by Lieutenant B-6 a party:

23. Q. As I understand it, when you saw this ship at 340 relative, that was before you started to turn to starboard?

A. Yes, sir.

Cross-examined by Lieutenant B-6, a party:

24. Q. B-6 who did you say told you to have the lookouts pay primary attention to aircraft?

A. My telephone talker.

CONFIDENTIAL
DECLASSIFIED 401
SECURITY INFORMATION

25. Q. And where did your telephone talker get that?

A. From combat, sir. That's CIC.

26. Q. Now, when was that?

A. The last, sir--the report that I gave them was about two minutes before we entered our turn.

27. Q. But when did he tell you that--was that before the turn or after?

A. Before the turn.

28. Q. How long before the turn?

A. About two minutes, sir.

Neither the counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry, that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

A witness called by the counsel for the court entered, was duly sworn, and was informed of the subject matter of the inquiry.

1. Q. State your name, rank, file number, branch of service, and present duty station.

A. My name is B. G., Ensign, U. S. Naval Reserve, USS WASP, B. G., designator, 1105.

2. Q. State your naval and marine experience.

A. My total naval experience began 1945 when I enlisted in the U. S. Naval Reserve. I was discharged thirteen months later with the rate of aerographer, third class. I then joined the organized reserve and have been on active and inactive drill status until the time of my commissioning which was August 18th of 1951. I came on active duty October 23rd aboard the USS WASP, and have been on board ever since.

3. Q. On the night of 26 April 1952, did you have a watch aboard the WASP?

A. Yes, sir; I did.

4. Q. And what was that watch and what time did you assume that watch?

A. I had the CIC. I was CIC watch officer and assumed it at 1945.

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5. Q. Now, while you were on watch, did you prepare the entries in ^{the} SG radar log of the USS WASP? WJ

A. No, sir.

6. Q. Were they prepared under your direction?

A. No, sir.

At this point the SG radar log, CIC watch officer's log, was marked Exhibit 86A for identification.

7. Q. I ask you if you recognize this book?

A. Yes, sir; I do.

8. Q. As what, sir?

A. It's the SG 6B radar log.

9. Q. Kept on board the WASP during your watch on 26 April 1952?

A. Yes, sir; that's right.

10. Q. Were the entries therein pertaining to your watch made under your direction?

A. My section leader or crew chief made the first part of the entries.

11. Q. Did you supervise the making of those entries?

A. No, sir; I didn't.

CONFIDENTIAL
SECURITY INFORMATION
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403

3-6, yeoman, third class, U. S. Naval Reserve, entered as reporter.

12. Q. Directing your attention to about 2200 on the evening of 26 April, will you describe the sequence of events you saw and what you did leading up to the collision between the HOBSON and the WASP?

A. May I refer to notes so I can be sure that I am right?

13. Q. Certainly.

A. Starting at time 2155 I made a search for Task Group 88.1. The navigator was unable to locate it on his radar and asked me to do so. At 2205 I finished the search and was unable to find the Task Group. I then went over to my VF radar operator and looked into his scope to see that he was tracking. He had the HOBSON in his scope at a range of 2780 yards. At 2207 I called Radio Electrician 3-6 over to see the scope to make sure it was calibrated. He said that it was and he explained some of the limitations of the SG radar tuning. At 2211 I went over to my VG-2 radar operator to check his work and I noticed that the HOBSON was bearing between 240 and 245, 2900 yards. At 2213 I made another search for the Task Group on the AEW radar and this time I was able to locate it, so at 2216 I went back to my VF operator. I looked in his "B" scope, as I always do, to check. He had the HOBSON 3040 yards bearing 245. I showed my operator where the Task Group was in relationship to us and told him that on our watch he could probably expect it to come into our scope. At 2217 I went over to my VG-2 operator to tell him where the Task Group was. At 2219 I received a call from the bridge to recommend a course for 32 knots of wind 5° off our port bow. I figured that out on the VG-2 plotting head and checked it with my operator. At 2221 I sent that up. At 2222 --

14. Q. What course did you recommend?

A. I recommended 262, 25 knots. At time 2222 we changed course. At time 2223 I was notified that there was trouble with the radar in Captain's plot.

15. Q. And where is Captain's plot located?

A. The same compartment that the navigator does his work in. It is just aft of the bridge.

16. Q. In the chart house?

A. Yes, sir. When I learned of the difficulty with the radar in Captain's plot, I told them I would call an ET. I went over to the phone and dialed the ETs but before anyone answered my operator told me he was having trouble with his scope. I went over to his scope and looked into it and saw the scope was growing dark. As I looked into it I tried to make up my mind as to the nature of the difficulty. I went back to the phone and called the ETs. Just as the ETs answered the collision occurred.

17. Q. Now what was the last range and bearing that you took on the HOBSON?

A. The last one that I can personally say I have knowledge of was time 2218.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
404

18. Q. And the ship bearing 245°T at that time?
A. Yes, sir, 3040 yards.

19. Q. And then the order came to change course after the change of course?
A. Would you restate that?

20. Q. That bearing you just referred to, was that taken before or after combat was aware of the change of course?
A. That was taken before.

21. Q. Did you take on any radar any -- or supervise the taking of any ranges and bearings after the WASP went into her turn?
A. No, sir, I did not.

22. Q. Did you think it incumbent upon you as CIC watch officer to be assured that the two plane guards were properly executing the maneuver?
A. Yes, sir, I did.

23. Q. And did you take any steps to see that they were?
A. My thinking at that time was I wanted to be sure which way we were turning so I could figure out relative motion right, how it would affect us.

24. Q. And did you find out which way you were turning?
A. Yes, sir, I saw the compass rose on the VG-2 radar head swing right.

25. Q. And did you compute the relative movement line of those two ships, the RODMAN and the HOBSON?
A. I was in the midst of that when I was called from Captain's plot.

26. Q. And advised --
A. They were having trouble with their radar.

27. Q. And how long after that was it that your radar went out?
A. It appears they were affected simultaneously. The cause of the radar failure was loss of radiation. My operator did not notice it as soon as the one in Captain's plot did.

28. Q. Have you any idea or do you know how far the WASP had gone into her turn when she experienced the radar failure?
A. I had seen the compass rose swinging. I would say 10 to 15°.

29. Q. And in your opinion the heading of the WASP was something like 120 or less when the radar failed?
A. Yes, sir.

30. Q. Do you have any other radar other than the one that failed that was practical for use on surface vessels?
A. We have two other type radar that are principally used for aircraft, the SPS and the SX. They are not very good for close maneuvering, close tracking.

CONFIDENTIAL
SECURITY DECLASSIFICATION 405

51. Q. Did you advise the bridge that the radar in combat had also gone out, that the surface search radar in combat had also failed?

A. No, sir, I did not.

32. Q. Did you think it at all incumbent upon you to give the bridge that information?

A. Yes, sir, at that time I was - - I did what I thought - - I did the first thing first. I thought that the important thing would be to notify the ETs of the radar failure. Our talker to the bridge informs the bridge of that and I would, as a matter of routine, check him to see that he called it up.

33. Q. Do you know whether your talker had informed the bridge the surface search radar had failed?

A. No, I don't.

34. Q. And what was your means of communication with the electronics technicians?

A. Over the telephone.

35. Q. Did you direct your talker to inform the bridge that combat could no longer take ranges and bearings on the accompanying surface vessels?

A. No, sir, I did not.

36. Q. Did you or anyone under your direction, upon entering that turn or shortly before entering that turn, advise the lookouts or the supervisor of lookouts to direct the lookouts to pay primary attention to aircraft rather than surface craft at that time?

A. I did not so direct the lookouts and I did not know until subsequently that that had been done.

37. Q. Do you know who had so directed the lookouts?

A. I think it was my IJS talker in combat.

38. Q. And what is his name?

A. His name is B-b.

39. Q. B-b ?

A. Yes, sir.

40. Q. And what station is he connected with?

A. He is the IJS talker. He is connected with the IJS talker on the bridge and the JL talker in the lookout.

41. Q. And you do not know who told B-b to give those directions?

A. I have no idea, sir. I did not know that he sent them up.

42. Q. Are the radio circuits in CIC located so that you can hear signals on ~~it? them?~~ WJ

A. The CI net is located back by the surface picture.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
DECLASSIFICATION 406

43. Q. Is the primary tactical net located there?

A. No, sir, it is located across the compartment. We have a log up there and a man monitoring that circuit.

44. Q. And who was performing that duty?

A. A man named B-G, seaman.

45. Q. Do you know whether any log is kept in CIC of voice radio communications over the secondary tactical unit?

A. Not ordinarily, not unless we have special orders to do so

46. Q. And did you have special orders to keep such a log on this occasion?

A. I neither had instructions to keep a log of that secondary tactical nor was there a log kept.

At this stage of the proceedings the CIC watch officer's log was marked Exhibit 86B for identification.

47. Q. I hand you a book marked CIC watch officer's log which has been marked Exhibit 86B for identification and direct your attention to the 20-2400 watch on 26 April 1952, and ask you if you recognize it?

A. Yes, sir, that is my writing.

48. Q. And that is a log kept of your activities on your watch during that period?

A. Yes, sir, it is.

49. Q. And this is your signature at the bottom ~~and~~ ^{and} your account of events, is that correct?

A. Yes, sir.

That portion of the CIC watch officer's log pertaining to the 2000 to 2400 watch was submitted to the parties and to the court and by the counsel for the court offered in evidence.

There being no objection, it was so received. Permission was granted to substitute a photostatic copy therefor at the conclusion of the inquiry. Such photostatic copy is appended marked Exhibit 86B.

50. Q. Will you read for the record such part of Exhibit 86B as pertains to your watch on the night of 26 April 1952?

The witness read from the said log extracts, copy appended marked Exhibit 86B.

51. Q. Are those times in that log from your personal observation?

A. Yes, sir, and from checking with my log keepers.

52. Q. And are they the correct times as shown by the clocks in combat?

A. Yes, sir.

DECLASSIFIED

CONFIDENTIAL
SECURITY INFORMATION

407

Cross-examined by Lieutenant B-6, a party:

53. Q. What relative position did you expect the HOBSON to have after completion of this turn?

A. I expected it to be 270 to 280, 1000 yards off our port beam.

54. Q. Did you have any idea how the HOBSON expected to arrive at that position?

A. No, sir, I had none. I was working on the VG-2 trying to determine that relative motion when I was called. I didn't know which way we were turning, sir.

55. Q. Had you made any check on your clock in CIC with the bridge during that watch?

A. I don't think so, sir. No, sir.

56. Q. There had been no comparison of time?

A. No, sir.

57. Q. Did I understand the last range you had on the HOBSON just before the turn was 3040 yards?

A. Yes, sir.

Cross-examined by Lieutenant B-6, a party:

58. Q. Your radar was put back into operation shortly after it went out, was it not?

A. That's right, sir.

59. Q. When was it put back into operation?

A. The picture was coming on the scope at the time of the collision, yes, sir.

60. Q. Did you have orders from the CIC officer aboard the WASP to inform the bridge of any dangerous situation whenever you recognized one?

A. The CIC officer has never informed me of such but that is our duty.

61. Q. That is your duty, is that correct?

A. Yes, sir.

Re-examined by the counsel for the court:

62. Q. Did I understand you to say you were working on the Victor George 2 radar to determine the relative movement of the HOBSON in this turn?

A. Yes, sir. I was standing by the radar and watching the compass rose to see which way it swung. Then I was trying to calculate which way the relative motion would be.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
ON 408

63. Q. And your attention was diverted from that radar to take care of information that you had received that the radar in Captain's plot had gone out, is that correct?

A. Yes, sir.

64. Q. And what radar was it that had gone out?

A. Well, it was the VF repeater which is connected to the SG radar.

65. Q. And it was the Sugar George in combat that went out, is that correct?

A. The VF repeater of the SG radar in combat also.

66. Q. Did the Victor George 2 radar ever go out?

A. Yes, sir, it went out along with the -- it is -- the VG-2 radar is a repeater of the SG radar.

Examined by the court:

67. Q. Do you know whether it is customary when planes are returning to a formation to instruct the lookouts to pay particular attention or primary attention to the planes?

A. Sir, I hate to say primary attention. The lookout is supposed to pay every attention to everything in his vision. However, it was a dark night and I don't know. I would not say they had primary duty to pay attention to the planes.

68. Q. The court didn't ask that question. Do you know whether it is customary when planes are returning to a formation to instruct the lookouts to pay particular or primary attention to returning aircraft?

A. I am trying to think. I do not know, sir. I think it varies with the situation.

69. Q. You said you did not know, is that right?

A. Yes, sir.

Neither counsel for the court, the court, nor the parties desired to further examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
400

A witness called by the counsel for the court entered, was duly sworn, and was informed of the subject matter of the inquiry.

Examined by the counsel for the court:

1. Q. State your name, rate, service number, branch of service and present duty station.

A. *B-6*, seaman apprentice, *B-6*, U. S. Navy.

2. Q. And you are attached to what ship?

A. USS WASP, CV-18.

3. Q. And were you attached to the WASP on 26 April 1952?

A. Yes, sir.

4. Q. Did you have a watch on the evening of 26 April 1952?

A. Yes, sir.

5. Q. And what was that?

A. The watch was P.T.M. & W.

6. Q. What was that?

A. P.T.M. & W., primary, tactical, maneuvering and warning.

7. Q. You refer to the radio circuit known as the primary, tactical, maneuvering and warning circuit, is that correct?

A. Yes, sir.

8. Q. And you were manning that radio?

A. Yes, sir.

9. Q. And where were you manning that radio?

A. In CIC.

10. Q. How long have you been in the Navy?

A. 10 months, sir.

11. Q. And how much of that time has been spent at sea?

A. I came aboard ship in September.

12. Q. 1951?

A. Yes, sir.

13. Q. You had the 20 to 2400 watch, is that correct?

A. Sir, I came on the watch at approximately 1900. I came on during flight quarters.

14. Q. During flight quarters?

A. Yes, sir.

15. Q. And at what time was that?

A. Approximately 1645.

16. Q. 1645?

A. About quarter to seven - 1845.

CONFIDENTIAL
SECURITY DECLASSIFICATION

17. Q. And did you stay on that watch up until the time of collision?

A. Yes, sir.

18. Q. I hand you a document that has been marked Exhibit 73 and has been introduced in evidence, the primary, tactical, maneuvering and warning log of 26 April 1952 and direct your attention to the entries after 1755 on that date and ask you whether or not those entries were made by you?

A. Yes, sir, these here are entered by me.

19. Q. The first entry you made was at what time?

A. 2125.

20. Q. And what was the last entry you made?

A. Time 2127.

21. Q. And when did you go off watch?

A. At approximately 2300, sir.

22. Q. Approximately 2300?

A. Yes, sir, or thereafter.

23. Q. I notice several entries made from 2125 to 2127 and then no further entries until a time which is described as 2450. Can you explain the lack of those entries after 2127?

A. There was no message that came over my phones.

24. Q. There were no transmissions?

A. No, sir.

25. Q. Or any message from other ships that came over the primary tactical circuit after 2127?

A. No, sir. A message came over but as I was recording it we had the collision.

COUNSEL FOR THE COURT: I would like to ask this witness the verbiage of some messages that I am led to believe that he received, and the verbiage is classified. I request that the court be closed.

At this point the court sat with closed doors.

The members of the press and the spectators withdrew from the courtroom.

26. Q. Were there any messages sent by the WASP or received by you over that circuit from your last entry of 2127 until you went off watch at 2300?

A. Yes, sir. Just before we had the collision a message came over and hearing was very bad on the phones, and I got part of the message and Lieutenant B. e was sitting next to me. He probably heard the reception was poor because it comes over the squawk-box, and he asked me if I had the whole message and I told him, no, sir, and as he was giving me the message himself we had the collision.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
411

27. Q. What part of that message did you hear?

A. CORPEN 260.

28. Q. You heard CORPEN 260?

A. I believe that was it.

29. Q. And you say Lieutenant ^B6 gave you the full message?

A. Yes, sir.

30. Q. And what was that message?

A. I don't remember.

31. Q. You don't remember?

A. No, sir.

32. Q. Can you explain why you didn't enter that message as he gave it to you in your log?

A. I remember copying it but I don't see it there. It must have been on another piece of paper.

33. Q. Do you know whether any ship in company with the WASP receipted for that message?

A. No, sir. I heard no acknowledgment.

34. Q. You heard no acknowledgment whatever?

A. No, sir.

35. Q. Are you positive there was no acknowledgment?

A. Yes, sir.

36. Q. You are positive there was no acknowledgment from any ship?

A. Yes, sir.

37. Q. To refresh your memory could that message you referred to that you heard, the CORPEN part, and that Lieutenant ^B6 gave you the full text of the message -- could it have been MIKE CORPEN 250?

A. It may have been, sir, I couldn't say.

38. Q. You still can't say?

A. No, sir.

39. Q. In any event, you made a note of that message?

A. Yes, sir.

40. Q. Can you explain why you didn't enter it on the log?

A. I remember copying down on a piece of paper, but I don't see the paper.

41. Q. Could it have been you were ^{so} excited after the collision that you forgot to do it?

A. No, sir, I remember copying it. I was copying it as we had the collision.

CONFIDENTIAL
SECURITY DECLASSIFICATION

42. Q. You were copying it as you had the collision but you weren't copying it in that log?

A. It must have been a separate piece of paper.

43. Q. It must have been a separate piece of paper?

A. Yes, sir.

44. Q. And that is the only message you heard from 2127 to the time you went off watch?

A. Right after collision we had "man in the water, our present heading is 245," I believe.

45. Q. That went out over the PTM&W?

A. Yes, sir, that was right after collision.

46. Q. What was that?

A. Yes, sir, that was right after collision.

47. Q. Can you explain why that message is not in the log?

A. That was entered on the same piece of paper, the one I entered the other message on.

48. Q. That message you referred to was sent by the WASP - - the first message CORPEN something was sent by the WASP?

A. Yes, sir.

49. Q. Was the message garbled or was it just that radio reception was poor?

A. I would say it was both. It was poor and garbled.

50. Q. Can you estimate the length of time that lapsed from the time you heard that message CORPEN something to collision?

A. It couldn't have been much more than a minute, no more than a minute.

Cross-examined by Lieutenant *B-6*, a party:

51. Q. Do you remember hearing the HOBSON roger for a message at about 2210, FOX CORPEN 265?

A. No, sir.

Re-examined by the counsel for the court:

52. Q. You were not in a position to hear the secondary tactical, were you?

A. No, sir.

Neither counsel for the court, the court nor the parties desired to further examine this witness.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

413

The court informed the witness that he was privileged to make any further statement covering anything relating to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

The court then, at 1100, took a recess until 1110, at which time it reconvened.

At this point the court sat with open doors.

PRESENT: All the members, counsel for the court, all the parties and their counsel, and the reporter.

No witnesses not otherwise connected with the inquiry were present.

Commander ^{B-6} U. S. Navy, was recalled as a witness by the counsel for the court, and was warned that the oath previously taken by him was still binding.

Examined by the counsel for the court:

1. Q. You are the same Commander ^{B-6} that previously testified in this matter?

A. I am.

2. Q. In your testimony the other day we referred to an official biography you had of Lieutenant Commander Tierney or a biography you had received through official channels. Do you have that biography with you now, sir?

A. I have.

3. Q. Would you produce it?

A. Here it is.

At this point the document was marked Exhibit 87 for identification.

4. Q. This document marked Exhibit 87 for identification contains a mimeographed biography of the Commanding Officer of the U. S. S. HOBSON, Lieutenant Commander William J. Tierney, and what purports to be a carbon copy of his original letter of transmittal, and what purports to be a copy of your endorsement thereon, is that correct, sir?

A. That is correct.

CONFIDENTIAL
DECLASSIFIED
SECURITY INFORMATION

5. Q. And you forwarded the original of his letter together with the original of your endorsement to Commander, SIXTH Fleet, is that correct, sir?

A. That is correct.

6. Q. And are these true copies of the documents which you forwarded to Commander, SIXTH Fleet?

A. Correct.

Exhibit 87 for identification was submitted to the parties and to the court, and by the counsel for the court offered in evidence.

There being no objection, it was so received and is appended marked Exhibit 87.

7. Q. In your previous testimony you spoke of a dispatch by which you assigned the RODMAN, on the occasion under consideration, plane guard station 1 and the HOBSON plane guard station 2. Do you have a true copy of that dispatch, sir?

A. I do.

8. Q. Would you produce it?

The witness produced the document.

At this point the dispatch referred to was marked Exhibit 88 for identification.

The dispatch was submitted to the parties and to the court, and by the counsel for the court offered in evidence.

There being no objection, it was so received and is appended marked Exhibit 88.

9. Q. Would you read that dispatch?

The witness read the dispatch marked Exhibit 88.

10. Q. And you sent that dispatch in compliance with another dispatch you received, sir, from the WASP?

A. I did.

11. Q. Do you have a true copy of that dispatch?

A. I do.

At this point the dispatch referred to was marked Exhibit 89 for identification.

The dispatch marked Exhibit 89 for identification was submitted to the parties and to the court, and by the counsel for the court offered in evidence.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

There being no objection, it was so received and is appended marked Exhibit 89.

12. Q. Would you read that dispatch, please?

The witness read the dispatch, copy appended marked Exhibit 89.

Cross-examined by Lieutenant *B-6*, a party:

13. Q. Do you know why the HOBSON might have had to inquire as to whether or not they would assume plane guard station 2 that night?

A. No, I don't.

Examined by the court:

14. Q. Commander, having sent your signals stationing them as plane guards, was it your understanding that thereafter they operated directly under control of OTC Captain *B-6*, carrier commander?

A. Yes, sir, complying with the standard publications.

Neither the counsel for the court, the court nor the parties desired to further examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

The court announced that it would adjourn to the bridge of the U. S. S. WASP.

All the members, counsel for the court, parties and their counsel, and the reporter assembled on the bridge of the U. S. S. WASP and inspected the general area of the bridge.

The court then at 1145 took a recess until 1330, at which time it reconvened at the regular meeting place.

CONFIDENTIAL
DECLASSIFIED
SECURITY INFORMATION
416

B-6, yeoman, first class, U.S. Navy, entered as reporter, was duly sworn, and took seat as such.

Present: all the members, counsel for the court, all the parties and their counsel, and the reporter.

No witnesses not otherwise connected with the inquiry were present.

Commander B-6, U.S. Navy, was recalled as a witness by the counsel for the court, and was warned that the oath previously taken by him was still binding.

Examined by the counsel for the court:

1. Q. Do you have in your possession an official copy of the last inspection and survey report that was made of the HOBSON?
A. I have.

2. Q. Would you produce it, sir?
A. The report itself?

3. Q. Yes, sir.
A. (The witness produced a paper.)

4. Q. And this was made to the Chief of Naval Operations, is that correct?
A. That is correct.

5. Q. By the Board of Inspection and Survey?
A. Yes, sir.

At this point the report referred to was marked Exhibit 90 for Identification.

Exhibit 90 for Identification was submitted to the court and to the parties, and by the counsel for the court, offered in evidence as Exhibit 90.

There being no objection, it was so received, and is appended marked Exhibit 90.

6. Q. Referring to Exhibit 90, is it a complete report?
A. It is a partial report. This is a report of all unsatisfactory items which were considered urgent.

7. Q. Items that urgently needed correcting, is that correct?
A. Yes, sir.

8. Q. That is not the whole report, is it?
A. That is the only report that I have.

9. Q. Now do you have in your possession the commanding officer report of the steps and measures he took to correct those deficiencies?

A. Yes, sir, I do. "Deficiencies as reported by the Board of Inspection and Survey, preliminary report of action on."

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
EXEMPTION 417

10. Q. To whom is that report addressed?

A. Commander Mine Force, U.S. Atlantic Fleet, via the Commander Mine Division ONE, and Commander Mine Squadron SIX.

11. Q. And does this copy have your endorsements thereon, sir?

A. It does.

At this point the report was marked Exhibit 91 for Identification.

Exhibit 91 for Identification was submitted to the parties, and to the court, and by the counsel for the court offered in evidence.

There being no objection, it was so received, and is appended marked Exhibit 91.

12. Q. Is Exhibit 90 what is known as the preliminary report of the Naval Board of Inspection and Survey?

A. Yes.

13. Q. Do you know whether the final report or complete report was issued by the board other than the exhibit numbered 90?

A. I have received no copy.

14. Q. If it had been issued would you not ordinarily, in the course of events, have received a copy?

A. I presume so, because I am listed for a copy of preliminary reports.

Neither the counsel for the court, the court nor the parties desired to further examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

B-6, seaman, U.S. Navy, was recalled as a witness by the counsel for the court, and was warned that the oath previously taken by him was still binding.

Examined by the counsel for the court:

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
418

1. Q. During your previous testimony concerning Exhibit number 73, which was the primary tactical maneuvering and warning log, you referred to a piece of paper on which you had written other messages that did not appear on the first sheet of this package of several sheets? (referring to Exhibit 73).

A. Yes, sir.

2. Q. I again hand you Exhibit 73 and ask you if any page in Exhibit 73 is out of order. In this (indicating) the piece of paper on which you made this memorandum?

A. Yes, sir. This is the piece of paper that I referred to in my first testimony.

3. Q. And it appears as a part of Exhibit 73?

A. Yes, sir.

Cross-examined by the counsel representing Lieutenant Commander Tierney:

4. Q. Did you customarily receive messages - tactical messages over the primary tactical circuit that night?

A. Most of the messages were mostly radio tactical messages from different ships - most of the messages that I received that night while on watch were mostly radio tactical messages from different ships.

5. Q. Then that (indicating on Exhibit 73) is the only signal you received over that circuit that evening?

A. Yes, sir.

6. Q. It was?

A. Yes, sir.

7. Q. You testified earlier this morning that you figure that signal might have been 250 rather than 260; do you still think it could be 250?

A. Yes, sir. It possibly could, sir.

8. Q. I notice on the entry in the log that the time has been changed; did you record that time at the moment you made the entry in your - on that piece of paper?

A. Yes, sir. Taken from the time on my watch, sir.

9. Q. With your watch?

A. Yes, sir.

10. Q. Wasn't there a clock there?

A. It was not visible to me, sir. I checked my watch with the clock in CIC.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
419

11. Q. After you received that message, what did you do?
A. Was that the first one, sir?

12. Q. Referring to the message that has 260 in it, what did you do?
A. Copied it when we had the collision.

13. Q. Was the time very long between that message and the time of the collision?
A. No, sir.

14. Q. Do you know what time the collision was?
A. Yes, sir. 10:25 - 2225.

15. Q. Do you know what time you recorded as having received that message?
A. 2225, sir.

WITNESS: It has 2220 here, sir (observing Exhibit 73.)

16. Q. Now does that help refresh your recollection?
A. I think it must have been a misprint on my own, sir.

17. Q. And you are not certain whether the message was 250 or 260?
A. No, sir.

Neither the counsel for the court, the court nor the parties desired to further examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

Lieutenant (junior grade) B-6, U.S. Naval Reserve, was called as a witness by the counsel for the court, entered, was duly sworn, and was informed of the subject matter of the inquiry.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
420

Examined by the counsel for the court:

1. Q. State your name, rank, and serial number?

A. ^{B-6} Lieutenant; file number ^{B-6}.

2. Q. U.S.N. ? or U.S.N.R.?

A. U.S.N.R.

3. Q. And to what vessel are you now attached?

A. U.S.S. WASP.

4. Q. How long have you been on active duty in the Navy?

A. Since February 9, 1951 - recalled to active duty. Prior to that I was called to active duty on January 9, 1943 and was discharged to the inactive reserve June 30, 1950.

5. Q. Approximately how much of that time has been on sea duty?

A. Approximately two years.

6. Q. You have been attached to the WASP for how long?

A. Approximately eight months.

7. Q. You were on the WASP on the night of 26 April 1952?

A. Yes, sir.

8. Q. Were you standing a watch at the time of collision occurred?

A. Well, I was in the capacity of standby air-controller which was not a watch listed as a definite watch where you stand there four hours. Just for requirements during flight operations and as soon as the flight quarters are all over you are secured.

9. Q. Without stating what the particular signal was while the WASP was completing those turns just prior to the collision, did you hear any signal given over the primary tactical maneuvering or warning circuit as to an actual change.

A. I was sitting - - I heard the signal MIKE CORPEN - - -

COUNSEL FOR THE COURT: I request that the court be closed while this witness testifies on this subject.

At this point the court sat with closed doors. The press and spectators withdrew from the courtroom.

11. Q. Will you state, please, what this signal was which you heard?

A. I heard the signal MIKE CORPEN come over the speaker - number one primary tactical maneuvering and warning circuit. I don't know the exact figures of the course.

(Question number 11 numbered 11 in error (omitting the number 10). No questions or answers are omitted from the record.)

CONFIDENTIAL
SECURITY INFORMATION

A. (continued.) I knew there was a course change coming about and I called to the log keeper whether he had gotten the course change and he said, "No." And then the events were coming along so rapid when we got the word from the IJS talker of collision I went over to the D.R.T. to ask whether they had marked the log as to the spot of the collision and next thing that happened was the IJS talker mentioned fact of a "man overboard." I requested him to make sure he send ranges and bearings to the bridge.

12. Q. How long before the collision occurred did you hear the MIKE CORPEN signal?

A. I can't actually say that.

13. Q. Just very roughly.

A. Within a minute.

14. Q. Do you know who sent that particular message?

A. I can't actually identify the voice. I wasn't paying particular attention to it. We have four speakers in combat and merely keep an ear open in case we have to relay a message back.

15. Q. How clear did the message come through?

A. Rather a clear, good audible sound. I understood it. As I said, with the four speakers and we try to keep our ears open and especially the officers. I was merely sitting there and I noticed that the boy that was keeping the log didn't write any thing, and I wondered why. I was not too sure either what there was, but I heard some sort of signal put out as to a course change.

16. Q. So you can't state exactly what that course was?

A. I wouldn't say exactly. All it was I noticed, a course change came about that I heard over the speaker.

17. Q. Was it receipted for?

A. As I said, I don't recall the sequence of what happened after that. I took on the relay to relay any change of course to the watch officer. I was merely sitting there and I knew when I heard the collision and started back to help out the watch officer with anything I could do in CIC controlling the aircraft.

18. Q. And you can't tell whether or not it was receipted for?

A. I can't.

19. Q. Tell us, please, is there a log kept in CIC of secondary tactical circuit?

A. It is kept by the same log keeper. For instance, the primary tactical maneuvering circuit, if they are working normally the bridge will use that. If it is out of commission they naturally use the secondary. We have a watch down there and if the man copies that information he has no control over that. We have to go over to another room in plot where that is done. There is a secondary tactical log kept in the event that the main circuit goes out.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

Cross-examined by counsel representing Lieutenant Commander Tierney:

20. Q. Have you been down in CIC for very long?

A. You mean over in --

21. Q. Are you familiar with the operations in CIC?

A. Yes, sir. I am one of the CIC officers on the MASP. Been in the capacity ever since reporting aboard ship.

22. Q. Does CIC make frequent determinations as to the direction of the wind?

A. Yes, sir.

23. Q. And after that do you make recommendations for course changes to the bridge?

A. At times.

24. Q. What happens if the bridge is going to change course?

A. They will ask for the True Wind and we send it up through the IJS talker and normally the O.D., will say, "We would like the wind 10° off port bow."

25. Q. How do you go about determining what the wind is?

A. We have a relative wind compass in combat and the operator merely puts the course down and speed factor and direction of True Wind and computes. It is whatever he lists.

26. Q. Do you observe that operation being performed?

A. If I am the watch officer I would normally watch it and make sure that it is correct and send it up to the bridge or make them myself and have the man list them.

27. Q. You did not observe the operation being performed that evening?

A. No, I did not. I was in combat as a stand-by air-controller and was observing the AEW gear, on SPS9, at the moment and they said set their course 260. Lieutenant (junior grade) B. C., one of the men in air plot, I remember distinctly, came in there and asked what the recovery course was and at the moment we were turning into the wind. The ASW pilot said that he was going topside to watch the recovery of the planes. I mentioned the fact that I would like to go but didn't have a jacket.

At this point, the court sat with open doors.

A. (continued.) So I was in position here. I was merely sitting there -- waiting actually. I wasn't doing a darn thing -- merely sitting there just occupying time and when I heard this message come over, that is when I took off.

28. Q. On the night in question, who was the officer to make that wind determination, do you recall?

A. Yes, sir; Ensign B. C. was the CIC watch officer at the moment; he was responsible for making the determination.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED #23

Cross-examined by Lieutenant B-6, a party:

29. Q. Do you remember hearing any intention signal about ten minutes before the turn was executed?

A. Of what nature?

30. Q. An intention to turn to course 285?

A. I can't say for sure.

31. Q. You can't - you don't remember that?

A. I don't remember that far. Like I said, with the four speakers up there and I was monitoring those speakers that night. I don't actually recall the messages that were sent over or received.

Recross-examined by counsel representing Lieutenant Commander Tierney.

32. Q. Have you discussed this case we are now considering prior to this time - have you discussed this case with any officer on the WASP?

A. Not too extensively. It merely is a matter of opinion. The only person I discussed it with was the junior officer of the deck, my roommate - naturally, after he explained what he thought had happened. That was about the only discussion we had. We started making some ideas similar to that on the blackboard.

33. Q. You discussed the case with the junior officer of the watch?

A. No, not exactly. He did all the talking and I did the listening.

Neither the counsel for the court, the court nor the parties desired to further examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

B-6, chief radarman, U.S. Navy, was called as a witness by the counsel for the court, entered, was duly sworn, and was informed of the subject matter of the inquiry.

Examined by the counsel for the court:

1. Q. State your name, your rate, and your service number.

A. B-6 chief radarman, B-6.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
424

2. Q. U.S. Navy, or U.S.N.R.?

A. U.S. Navy.

3. Q. And you are presently attached to the WASP?

A. Correct.

4. Q. How long have you been on active duty in the Navy?

A. A little over twelve years.

5. Q. How much of that time has been sea duty?

A. All except two years.

6. Q. How long have you been attached to the WASP?

A. Since the day it went in commission. Prior to that I was assigned for further transfer - was on board when she was commissioned.

7. Q. Were you attached to and on board the WASP on 26 April 1952?

A. Yes.

8. Q. Were you standing any watch on the evening of the collision?

A. Yes, sir.

9. Q. What was that?

A. Assistant to CIC watch officer in CIC.

10. Q. I now show you the SG-6B radar log which has been marked Exhibit 86A for identification and ask you if you recognize the writing therein pertaining to your watch?

A. Yes, sir. I entered that writing there. I made this entry at time 2224 radiation out on SG; time 2226 SG back in operation.

11. Q. And those entries were made on the evening of 26 April?

A. Yes, sir.

12. Q. Shortly before the time of the collision, is that correct?

A. No, they weren't made until after.

13. Q. You actually made the entries at what time?

A. I would say at least two hours after the collision.

14. Q. Are these entries correct to the best of your knowledge?

A. To the best of my knowledge.

Exhibit 86A for identification was submitted to the parties and to the court, and by the counsel for the court offered in evidence.

There being no objection, it was so received and permission was granted to substitute a photostatic copy therefor at the conclusion of the inquiry. Such photostatic copy is appended marked Exhibit 86A.

Cross-examined by counsel representing Lieutenant Commander Tierney:

15. Q. Was there any IC power failure on board the WASP about this time that caused the radar to go out?

A. Not to my knowledge, No Sir.

Cross-examined by Lieutenant *B-6* a party:

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
#25

16. Q. Those times you have were based on the clock in CIC?

A. Yes, sir. Those times were based on the CIC watch officer's notation. In other words, I asked him when I noted that no entry has been made in the SG log - I asked him what time the SG went out.

Neither the counsel for the court, the court, nor the parties desired to further examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

^{B-6} [redacted], LML3, U.S. Naval Reserve, was called as a witness by the counsel for the court, entered, was duly sworn, and was informed of the subject matter of the inquiry.

Examined by the counsel for the court:

1. Q. State your name, rate, and serial number.

A. ^{B-6} [redacted], LML3, [redacted].

2. Q. U.S. Navy or Reserve?

A. U.S.N.R.

3. Q. What vessel are you presently attached to?

A. U.S.S. WASP (CV-18).

4. Q. How long have you been on active duty?

A. Since May 7th, 1951.

5. Q. How much of that time, approximately, has been sea duty?

A. Ever since the WASP went in commission; September 10, 1951.

6. Q. You have been attached to the WASP ever since that time?

A. That is correct.

7. Q. Were you aboard the WASP on 26 April 1952?

A. Yes, sir.

8. Q. On the evening that the collision occurred were you standing watch from 20 to 2400?

A. Yes, sir. I was on number ONE throttle.

9. Q. Number ONE throttle watch?

A. That is right.

10. Q. I now show you what has been marked Exhibit 70, and ask you if you recognize it?

A. Yes, sir. That is my bell sheet - my log sheet.

11. Q. Are there any errors in those entries which you made?

A. There are two errors. I received the emergency back bell at 2225 before the stop bell which I have logged in ahead of that and the stop bell which I have logged is incorrect.

12. Q. Just how much afterward?

A. I cannot state - several minutes. I know for sure the back bell was at 2225 and called all the throttles and I logged it in and I think all four came in together at 2225.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED 426

13. Q. Are there any other errors in that particular entry?
A. No; nothing pertinent.

14. Q. During that 20 - 2400 watch you were the throttleman?
A. Yes, sir.

15. Q. During that period did you receive an order over the engine room telegraph "ALL ENGINES BACK EMERGENCY?"

A. The only thing that I can correctly state is when the engine room telegraph ringing up emergency astern. I don't recall if an order came over the ship's JV circuit, but an order did come over the telegraph itself.

16. Q. You were on the throttle at that time?
A. Yes, sir.

17. Q. Did you answer the bell?
A. Immediately.

18. Q. Did you answer promptly or was there any delay?
A. There was no delay because my by-pass was open and as soon as I received the emergency astern I immediately grabbed the by-pass throttle and started opening it and with the other hand, I opened the astern throttle.

Cross-examined by Lieutenant *B.6*, a party:

19. Q. From your position could you have seen a tachometer for the other shafts?

A. Yes, sir. There is one, sir.

20. Q. Did you have an opportunity to observe what the tachometers on other shafts were doing?

A. No, sir. I didn't because I was too busy watching my steam pressure and my own throttle.

Neither the counsel for the court, the court, nor the parties desired to further examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

B.6 FN, U.S. Navy, was called as a witness by the counsel for the court, entered, was duly sworn, and was informed of the subject matter of the inquiry.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

Examined by the counsel for the court:

1. Q. State your name, rate, and serial number.
A. *B. W.*, FN, *R. V.*
2. Q. And did you state your rate?
A. FN.
3. Q. U. S. Navy, or USNR?
A. U. S. Navy.
4. Q. What vessel are you presently attached to?
A. USS WASP (CV-18).
5. Q. How long have you been on active duty in the Navy?
A. I came on active duty on May 4th.
6. Q. Of which year?
A. Of 1951.
7. Q. And approximately how much of that time has been on sea duty?
A. Well, I was attached to the WASP in Philadelphia as soon as I came back.
8. Q. And your total sea duty has been aboard the WASP?
A. Yes, sir.
9. Q. Were you aboard 26 April 1952?
A. I was.
10. Q. During that evening, did you stand the 20 - 2400 watch?
A. I did.
11. Q. What was that watch?
A. Throttleman watch.
12. Q. In what engine room?
A. After engine room; number THREE throttle.
13. Q. I now show you Exhibit 70 and ask you if you recognize it?
A. Yes.
14. Q. What is that?
A. The bell sheet.
15. Q. Made by whom?
A. Myself.
16. Q. I ask you to glance over those entries and tell us if there are any errors in those entries?
A. There is one there--RPM's.
17. Q. What should it be?
A. I don't remember what it should be, but I remember at "Emergency Back," the RPM's are not correct.
18. Q. Are there any other errors?
A. Not that I can see.

The following question is numbered 20 in error. No question or answer is omitted from the record.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
429

20. Q. Were you actually on the throttle during that particular watch?

A. That is right.

21. Q. During that watch and shortly before the collision occurred, did you receive any signal over the engine order telegraph ordering emergency astern?

A. Well, we had one bell to go up to 208 RPM's and shortly after that, we got the emergency back.

22. Q. And you were on the watch at that time? Did you answer that order promptly or did you delay?

A. No, sir. We try to answer as soon as possible.

Cross-examined by Lieutenant *B-6*'s party:

23. Q. Was your by-pass valve open?

A. The by-pass valve is always open during steaming watches.

24. Q. Always open?

A. Yes, sir.

Neither the counsel for the court, the court, nor the parties desired to further examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

B-6, fireman, U. S. Navy, was called as a witness. The counsel for the court, entered, was duly sworn, and was informed of the subject matter of the inquiry.

Examined by the counsel for the court:

1. Q. State your name, rate, and service number.

A. *B-6*, FN, *B-6*.

2. Q. U. S. Navy, or USNR?

A. U. S. Navy.

3. Q. Are you presently attached to the WASP?

A. Yes, sir.

4. Q. How long have you been on active duty in the Navy?

A. 4 years and 9 months.

5. Q. How much of that time has been at sea?

A. 4 years and 5 months.

6. Q. How long have you been attached to the WASP?

A. Since September 10, 1951.

7. Q. Were you aboard the WASP on the evening of 26 April 1952 the night that the collision occurred between the WASP and HOBSON?

A. Yes, sir.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

8. Q. Were you standing the 20-2400 watch at that time?
A. Yes, sir.

9. Q. Which engine room?
A. Number one.

10. Q. I now show you Exhibit 70, and ask you if you recognize it?
A. Yes, sir.

11. Q. What is that entry?
A. That is the entry log of the watch I had.

12. Q. You made those entries?
A. Yes, sir.

13. Q. You made those entries for the 20 to 2400 watch on 26 April 1952, is that correct?
A. Yes, sir.

14. Q. I ask you to examine those entries and tell me if there are any errors?
A. No, sir.

15. Q. There are no errors in that?
A. No, sir.

16. Q. During that watch, B C did you receive over the engine order telegraph an order emergency astern - ALL ENGINES EMERGENCY ASTERN?
A. Yes, sir.

17. Q. Were you on the throttle at that time?
A. Yes, sir.

18. Q. How promptly was that order answered? Was there any delay?
A. Immediately.

Neither the counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

The court then, at 1437, took a recess until 1440, at which time it reconvened.

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SECURITY INFORMATION
DECLASSIFIED

Present: All the members, counsel for the court, assistant counsel for the court, all the parties and their counsel, and the reporter.

Captain *B-6*, U.S. Navy, was recalled as a witness by the counsel for the court and was warned that the oath previously taken by him was still binding, and was reminded of his rights as a party, as a witness and against self incrimination.

Examined by the counsel for the court:

1. Q. Did you, sir, at the request of the counsel for the court prepare a statement showing the nature of the flooding of the WASP?

A. I have it right here.

2. Q. Would you produce it?

A. (The witness produced the statement.)

The statement, showing the nature of the flooding of the U.S.S. WASP, was marked Exhibit 92 for identification.

3. Q. Are the facts and figures contained in Exhibit 92 for identification true and correct as therein written.

A. To the best of my knowledge and belief.

The statement was submitted to the court and to the parties and by the counsel for the court offered into evidence.

There being no objection, it was so received and is appended marked Exhibit 92.

4. Q. Have you prepared a diagram showing the bridge of the WASP and the location of personnel thereon during the short interval intervening ^{between} your turn signal and the collision?

A. It is being completed now.

5. Q. You do not have it with you?

A. No, I do not.

Cross-examined by counsel representing Lieutenant Commander Tierney:

6. Q. Captain, I believe you testified that you organized the ships of your tactical command.

This question was objected to by Captain *B-6* a party, on the ground that it was beyond the scope of direct examination.

COUNSEL FOR THE COURT: Counsel for the court will advise the court that this examination is not germane and counsel for Lieutenant Commander Tierney can recall Captain *B-6* ^{as} his witness in his case in chief.

Counsel representing Lieutenant Commander Tierney: I will withdraw my question. I have no questions to ask.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

Neither the counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness resumed his seat as a party.

Lieutenant ^{B-6} , U.S. Navy, a party, was recalled as a witness by the counsel for the court and was warned that the oath previously taken by him was still binding, and was reminded of his rights as a party, as a witness and against self incrimination.

Examined by the counsel for the court:

1. Q. At the request by counsel for this court, have you reproduced, to the best of your recollection, the maneuvering board solution worked out by the Commanding Officer of the HOBSON showing his intended course and speed to arrive on station after the turn signal 260 was given by the WASP?

A. I have, sir.

2. Q. Would you produce it?

A. Here it is.

The chart was marked Exhibit 93 for identification.

Examination continued by counsel for the court:

3. Q. Did you have any conversation with Lieutenant Commander Tierney regarding the meaning of these remarks that you have placed on here?

A. Yes, sir, I did.

4. Q. What was that conversation?

A. When I first saw the maneuvering board it had the 102°, speed 25.

5. Q. Was that indicated by this arrow (indicating)?

A. Yes, sir. WJ

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

6. Q. Course 102 at about what circle?

A. 8.3

7. Q. The line and arrow to 265 at circle 9 indicating a course of 265, speed of 27 knots; they represent the speed of what ship?

A. Of the presumed recovery course. At that time there had been no recovery course indicated due to the fact that their planes were launched on 265 and recovery course 265 was presumed approximately that course.

8. Q. Course 102, speed 25 - the arrow that you refer to as being at circle 8 at 102, does that represent the course, and speed vector of the WASP when she was on course 102, speed 25 knots?

A. Yes, sir.

9. Q. Then will you continue as to the meaning of the other marks on it?

A. Another mark which was on the maneuvering board was at bearing 245 from the guide on the three ring. Another mark at 175 from the guide on the 2.2 ring. There was no line drawn from the mark at 245 showing a course 130 - - - those were the marks on the board when I first saw it.

10. Q. Now, does a - - ?

A. There was a mark on the 9 circle at 130 degrees which was the solution to the course to be steered at 27 knots.

11. Q. There is also on that maneuvering board a pencil line drawn in a semicircle from a bearing 190 to a point on circle 2.2, bearing 175, could you tell me what this mark represents?

A. This rough semicircle was placed on the chart after I saw it the first time. It was the maneuver the commanding officer intended to use to get on station. When the guide bore 010° True, we would come left with full rudder and be approximately on station. This rough semicircle was a rough line I drew to indicate what he intended to do.

12. Q. And that semicircle began - - -

A. At a point 190 True on the chart on the 3 point 2 circle and to a point bearing 175° from the guide on the 2 point 2 circle.

13. Q. Now the small circle on circle 3 at 255 - 245, does that represent the position or bearing of the HOBSON from the guide at the start of the movement?

A. It does, sir.

14. Q. And the small circle in pencil on circle 2 point 2 bearing 175 from the guide, does that represent the position of the HOBSON at the completion of the intended maneuver?

A. It does, sir.

Cross-examined by counsel representing Lieutenant Commander Tierney:

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

15. Q. From your knowledge of the facts as they have been brought out in this inquiry, could you state whether or not the HOBSON and the WASP had ever arrived in a position relative to each other where the WASP bore 010 true from the HOBSON?

A. Did you say "true"?

16. Q. Yes, "true."

A. Had we arrived there actually on the maneuver?

17. Q. That is correct.

A. I do not believe so, sir.

18. Q. You know what the plot entered of the problem introduced in evidence as Exhibit 66 shows as the approximate true bearing of the WASP from the HOBSON when the HOBSON turned left?

A. Was your question, sir: "Do I know what the approximate true bearing from the WASP was when the HOBSON turned left"?

19. Q. From that diagram, that left turn; was that the point?

A. Roughly, yes, sir.

20. Q. Would you state it; please state it?

A. Approximately 070 True, sir. The WASP bore from the HOBSON.

21. Q. You have placed a mark on the chart on the maneuvering board bearing 175 degrees true distance on the 2 point 2 circle?

A. That is correct, sir.

22. Q. Why did you put that mark at 2 point 2?

A. That is where I saw it on the original sheet to the best of my knowledge.

23. Q. To the best of your knowledge?

A. Yes, sir.

24. Q. Quite certain that it was not up to 2 point 5?

A. No, sir. The reason I say "No, sir," to that is due to the fact that a 1200 yard turning circle was brought out in our discussion of a 1200 yard fix in position on the WASP.

25. Q. Was the HOBSON using a 1200 yard turning circle on the night of the maneuvering?

A. Theoretically, we were supposed to be using one; actually, we used nothing less than standard rudder which is not a 1200 yard turning circle.

26. Q. What turning circle would standard rudder give you?

A. As well as I can recall the data it was 895 yards.

27. Q. You recall then that the tactical diameter employed by the HOBSON on the evening of the collision was 895 yards?

A. For standard rudder, yes.

28. Q. Do you know what standard rudder was?

A. $16\frac{1}{2}$ degrees. I might answer that these figures came from a Ship's Characteristics Card. I do not know whether they came from any publication made for this particular type of ship.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

29. Q. There has been mention made of a piece of paper posted on the chart over the table, does the figure $16\frac{1}{2}$ degrees appear thereon.

A. No, sir.

Cross-examined by Lieutenant *B-6* party

30. Q. Mr. *B-6*, does that solution show what the range of the HOBSON and the WASP should be when the WASP bore 010 from the HOBSON?

A. Actually, no. It shows a range from the center of the board to where the HOBSON would be when the WASP bore 010.

31. Q. You mean there is no way to compute from the center of the chart?

A. It was not taking into consideration that the guide ever moved from the center of the board.

Re-examined by the counsel for the counsel for the court:

32. Q. Can you prepare a diagram of the bridge of the HOBSON showing the location of the enlisted personnel thereon during the interval between the time the WASP gave her signal - to turn to 260 degrees up to the time of the collision.

A. I can prepare a diagram of the bridge, sir, and I can place personnel on the diagram but I would like to remind you that the distance from one side of the bridge inside ^{of} the pilot house to the other was some 12 to 15 feet and it is pretty hard to pinpoint such a thing.

33. Q. Would you make such a diagram to the best of your recollection and present it to the court?

A. Yes, sir.

Cross-examined by Captain *B-6* party:

34. Q. Did you say that the maneuvering board solution worked out made no allowance for the tactical diameter of the WASP in making its turn?

A. No, sir, I don't believe I said that exactly. Our position on the board is on the two point two circle which allows - supposedly allows 1200 yards from the center for the WASP to move out and another 1000 yards on the port beam for the HOBSON to take position from the 010 degree bearing. I said that there was no other allowance for the WASP to maneuver from the center of the board.

Recross-examined by Lieutenant *B-6*, party:

35. Q. Was the primary tactical transmitter on the after bulkhead in the wheel house on the starboard side about five feet off of the deck and was the receiver on the starboard side about six feet off the deck? You have testified previously that the Captain was taking a bearing from the starboard side.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
435

A. To the best of my knowledge, he took most of his bearings - spent most of his time on the starboard wing. In that position he was closer to primary tactical than anyone else when we got hit .

Recross-examined by counsel representing Lieutenant Commander Tierney:

36. Q. I show you Tactical and Operational Instructions Mine Force 1948 and refer to the diameter on turning circles. From looking at those diagrams, can you tell me what amount of rudder would be necessary to give a diameter of 1500 yards at 25 knots?

A. Tactical diameter of 1500 yards at 25 knots? Is that correct? I am afraid I don't see it, sir. It may be in here (perusing a book). Maybe I don't know how to read it. I don't see it, sir. I see 1950 and 1310, sir.

The court decided to recess to give the witness an opportunity to refresh his memory.

The court then, at 1515 hours, took a recess until 1517, at which time it reconvened.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
ON 436

Present: All the members of the court, and all the parties and their counsel.

All redactions are B-6

No witnesses not otherwise connected with the inquiry were present.

The counsel for the court introduced _____, Chief Yeoman, U.S. Navy, as reporter.

The reporter was sworn.

Lieutenant _____, junior, U.S. Naval Reserve, the witness under examination at the time the court recessed, resumed the witness stand and was warned that his oath was still binding.

Re-cross examination continued by counsel representing Lieutenant Commander Tierney:

37. Q. Will you please answer the last question.

A. I see two turning circles in here about equal distance on each side of 1500 yards. One using ten degrees rudder, the other fifteen degrees rudder. I will estimate that about twelve and a half degrees rudder would give a 1500 yard turning circle.

Cross-examined by Lieutenant _____, a party:

38. Q. I understand from your testimony that from this publication you are unable to give the data for a turning circle of 1500 yards.

A. No, it is an interpolation on my part. Also, the question which was asked me referred to tactical diameters and these are turning circles.

Neither the counsel for the court, the court, nor the other parties desired further to examine this witness; he resumed his seat as a party.

A witness called by the counsel for the court entered, was duly sworn, and was informed of the subject matter of the inquiry.

Examined by the counsel for the court:

1. Q. State your name, rank and present station.

A. Lieutenant _____, USS WASP, _____, is my serial number.

2. Q. Are you regular Navy?

A. Temporary rank in the regular Navy.

3. Q. How long have you been on active duty in the Navy?

A. Since 1929.

4. Q. How much of this time has been sea duty, roughly?

A. Twenty-two years.

5. Q. How long have you been attached to the WASP?

A. Approximately eight months.

6. Q. And you were aboard the WASP on 26 April 1952?

A. Yes, sir.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
437

7. Q. Where were you at the time the collision occurred between the HOBSON and the WASP?

A. In the Number Two Engine Room, near Number two throttle.

8. Q. Did you see any orders rung up on the engine order telegraph in Number Two Engine Room just prior to and after the collision?

A. Yes, sir.

9. Q. What were those orders?

A. Emergency astern and stop.

10. Q. That was emergency astern, all engines?

A. I can vouch for only that engine.

11. Q. Number Two Engine?

A. Yes, sir.

12. Q. I show you what has been offered in evidence, Exhibit 70, and I ask you if you recognize it?

A. Yes, sir.

13. Q. What is it?

A. Engineer's Bell Book for Number Two throttle.

14. Q. And who made the entries for that?

A. B-6, FN.

15. Q. Have you seen this exhibit before today?

A. Yes, sir.

16. Q. When did you see it?

A. After the stop of that engine. The signal was rung to stop and I looked at the bell book.

17. Q. I now point to the first entry marked 2225 and ask you is that entry correct?

A. The signal in the signal column is incorrect.

18. Q. And what should the correct entry be?

A. Emergency astern, which now reads stop and I believe he was writing an "E" down there and did not get it completed.

19. Q. Can you explain the error that B-6 made in this entry?

A. At the time the bell was rung up, I heard the bell order on the engine order telegraph, and presumably from full ahead, it has to come to stop and then to emergency astern. But, as it was flight quarters and we often get an emergency stop when planes go over the side, I believe the throttle was emergency astern and he put down stop instead of emergency astern.

20. Q. Did you have any conversation with B-6 about that first entry?

A. Yes, sir. When I looked at the bell book, I saw he had an incorrect entry and I did not let him change it. It is illegal to change it. He did answer emergency astern on that time indicated.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
438

21. Q. Who was on the throttle when the emergency back was given?

A. *B-6* had the throttle watch.

22. Q. Did you see the bells answered?

A. I assisted in answering the astern bell by immediately opening the astern throttle upon the receipt of the emergency astern on the engine order telegraph.

23. Q. How promptly were the bells answered?

A. I would say that that emergency astern bell could not be answered any quicker by human hands.

Cross-examined by Captain *B-6*, a party:

24. Q. How many revolutions astern was the propeller making by the time the order came emergency stop?

A. At emergency stop, it was turning 150 revolutions astern when the stop bell rang.

25. Q. And how fast were you backing at the time the collision occurred?

A. At the impact that I felt, the ahead turns had been dropped to 50 and seconds after the crash, it had gone up to 150 revolutions astern.

27. Q. How long a time was it between the emergency back signal and the emergency stop signal?

A. That was a one minute interval.

Neither counsel for the court, the court nor the parties desired to further examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

Lieutenant (junior grade) *B-6*, U. S. Naval Reserve, was recalled as a witness by the counsel for the court, and was warned that the oath previously taken was still binding.

DECLASSIFIED

**CONFIDENTIAL
SECURITY INFORMATION**

439

Examined by the counsel for the court:

1. Q. Are you the same Lieutenant *B-6* who previously testified?

A. Yes, sir.

2. Q. Mr. *B-6*, there is testimony before this court to the effect that shortly before the collision, combat called the bridge of the HOBSON, "What the hell is going on up there? Have you received the signal?" or words to that effect, and your answer was "Yes, we are turning now."

A. That is essentially correct.

3. Q. You either said "We are in our turn," or "We are making our turn now."

A. Yes, sir.

4. Q. Did you pass that query from combat to any other person on the bridge of the HOBSON?

A. No, sir. Shortly after that discussion with Mr. *B-6*, the last orders to the wheel were given by the captain and the collision followed shortly after that.

5. Q. At the time you passed that information to combat, was the HOBSON turning?

A. No, sir.

6. Q. Then, sir, what did you mean when you conveyed that information to combat?

A. What I meant, sir, was that we had left our base course of 102 and were maneuvering to reach our new station.

7. Q. Were you in a position from the time the WASP gave her signal "Turn 260" to hear any transmissions from the WASP over the primary tactical circuit that were received on the bridge of the HOBSON?

A. I was in a position, sir. I was in the pilot house.

8. Q. And did you hear any signals, any tactical signals, answer this question yes or no, after the signal "Turn 260?"

A. No, sir.

Cross-examined by counsel representing Lieutenant Commander Tierney:

9. Q. Do you know what a Williamson Turn is, sir?

A. I know roughly that it is a rescue method for man overboard. I don't know just exactly how it is accomplished.

10. Q. Since Captain Tierney had assumed command of the HOBSON, had you ever rehearsed Williamson Turns?

A. Yes, sir.

11. Q. While under training duty as O.O.D. had you observed these?

A. No, sir. I think we made only two during the period April 21 to the 26th and neither of them were done during my period when I had the watch.

CONFIDENTIAL
SECURITY INFORMATION

12. Q. Do you know the orders to the helm that are given in a Williamson Turn?

A. No, sir.

13. Q. Will you describe in general what the maneuver is?

A. It is a maneuver to come back to the exact spot where the man was lost overboard.

14. Q. In that maneuver, do you first swing left a certain number of degrees?

A. If he goes over on the port side.

15. Q. Then after swinging a certain number of degrees off course, do you reverse your rudder?

A. Yes, sir.

16. Q. And swing all the way around?

A. Yes, sir.

Counsel for Captain ~~B-6~~, a party, objected to this line of questioning on the ground that it was beyond the scope of the direct examination.

Counsel representing Lieutenant Commander Tierney replied.

Counsel for Captain ~~B-6~~ withdrew his objection.

17. Q. I give you a piece of paper. Will you please sketch your conception of a Williamson Turn?

A. (After sketching) That is roughly my conception.

18. Q. Will you label that Williamson Turn by Lieutenant (junior grade) ~~B-6~~?

The witness complied.

19. Q. Will you kindly indicate on that diagram, please, the orders to the helm and what they are approximately?

A. I have drawn a Williamson Turn with the man going over on the port side. The order to the helm is "Left standard rudder." After a certain number of degrees change, the rudder is reversed to "Right standard rudder."

20. Q. Will you please indicate that. Is there anything else you wish to state?

A. No, but at some point, the right standard rudder is eased.

Counsel representing Lieutenant Commander Tierney requested the sketch prepared by the witness be marked as an exhibit for identification. It was marked as Exhibit 94 for identification.

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SECURITY INFORMATION
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Exhibit 94 for identification was submitted to the parties and to the court, and by the counsel representing Lieutenant Commander Tierney offered in evidence.

There being no objection, it was so received and is appended marked Exhibit 94.

Cross-examination continued by counsel representing Lieutenant Commander Tierney:

21. Q. What was the - -if it please the court and counsel, the next question does not pertain to the subject of direct examination but I believe it will relieve the necessity of recalling this witness.

The court directed the counsel representing Lieutenant Commander Tierney to ask the question.

(continued)

Q. What was Lieutenant Commander Tierney wearing on the night of the collision?

A. Wash Khaki, and a full knee length parka and a pair of binoculars.

22. Q. Do you know if Lieutenant Commander Tierney could swim?

A. I have no information on that.

Cross-examined by Lieutenant B-6, a party:

23. Q. Did the HOBSON have anybody overboard in the vicinity of 2200 on 26 April?

A. Not to my knowledge, sir.

Neither the counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything relating to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

A witness called by the counsel for the court, entered, was duly sworn, and was informed of the subject matter of the inquiry

Examined by the counsel for the court:

1. Q. State your name, rank, serial number, branch of service and present duty station.

A. B-6, Ensign, U.S.N., B-6. Damage Control Officer aboard the RODMAN.

2. Q. And how long have you served in the Navy?

A. Fourteen months.

3. Q. And how long have you been at sea?

A. All of it on the RODMAN, sir.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

4. Q. Directing your attention to the night of 26 April 1952 immediately after the collision between WASP and HOBSON were you the boat officer off the RODMAN?

A. Yes, sir.

5. Q. And were you in charge of the small boat put over by the RODMAN which was engaged in picking up survivors?

A. Yes, sir.

6. Q. And how many survivors did you pick up?

A. Nine or ten survivors.

Cross-examined by Lieutenant B-6, a party:

7. Q. How long was your boat in the water?

A. I don't know, sir.

Neither the counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything relating to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

The counsel for the court was called as a witness and was duly sworn.

Examined by the counsel for the court:

1. Q. State your name, rank and present station.

A. B-6, Lieutenant Commander, B-6, U.S. Naval Reserve, counsel for this court.

2. Q. Are you the legal custodian of a photograph taken of the fingerprints of a man found dead in the water after the collision between the WASP and HOBSON?

A. I am.

3. Q. What have you done with the photograph?

A. I sent the photograph of those prints by special messenger to the Navy Department, Bureau of Medicine and Surgery for comparison with the fingerprints of Hubert D. Hopkins, chief boatsman's mate, which were on file in that Bureau. W

4. Q. Have you received a reply?

A. I have. Here it is.

The document was marked Exhibit 95 for identification.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
443

Exhibit 95 for identification was submitted to the parties and to the court, and by the counsel for the court offered in evidence.

There being no objection, it was so received.

5. Q. I ask you to read Exhibit 95.
The witness read Exhibit 95.

Neither the counsel for the court, the court nor the parties desired further to examine this witness; the witness resumed his seat as counsel for the court.

The court then, at 1610, took a recess until 1627, at which time it reconvened.

Present: All the members, counsel for the court, all the parties and their counsel, and the reporter.

No witnesses not otherwise connected with the inquiry were present.

The court then, at 1628, announced that it would adjourn to the U.S.S. RODMAN.

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SECURITY INFORMATION

The court assembled on the bridge of the U.S.S. RODMAN.

Present: All the members, counsel for the court, Captain and his counsel and Lieutenant **B-6** and his counsel.

Lieutenant **B-6** and his counsel and counsel representing Lieutenant Commander Tierney, waived their right to be present.

B-6, yeoman second class, U.S. Navy, entered as reporter.

Lieutenant **B-6**, U.S. Naval Reserve, party, was recalled as a witness by the counsel for the court, again informed of his rights and warned that the oath previously taken by him was still binding, and was reminded of his rights as a party, as a witness and against self-incrimination.

Examined by the counsel for the court:

1. Q. Are you the same Lieutenant **B-6** that previously was on the witness stand in this case?

A. I am.

2. Q. Will you point out to the court the differences between this bridge and the bridge of the HOBSON?

A. Yes, sir, I will try to cover as much as I can. First of all, on the after bulkhead was our TDZ, which was in use as a primary tactical circuit, or was used as a primary tactical circuit was on the after bulkhead, starboard side approximately 5 feet above the deck. The speaker for this was about 6 feet above the deck and just inboard was the transmitter. Directly below the speaker, TDZ, was the transmitter, the TBS. The TBS was normally the secondary tactical circuit, but on this occasion was being used as primary tactical. The speaker for the TBS was located on the after bulkhead about 5 feet in from the port side of the wheel house. The MBF is located about 3 feet inboard on the starboard side about 4 feet off of the deck. The VD repeater was just a little forward of where it is on the RODMAN.

Examined by the court:

3. Q. Will you describe to the court, or will you indicate to the court as well as you can the positions which the personnel on the bridge of the HOBSON were occupying at the time of the collision?

A. The Captain spent most of the time on the starboard wing at the starboard pelorus. However, once or twice he went to the port wing to the port pelorus, and came immediately back to the starboard wing. The first time he went to the port wing was immediately after the execution of the course change or the turn when we came to course 130. He came back to the starboard wing, at which time I asked him if we should call the carrier and ask if they referred to plane guard station 2 as stated in USF-4. He came to the TBS.

4. Q. Where was the TBS on that ship?

A. Just inside of the wheel house on the starboard side - and called the WASP. He then went back to the starboard wing. That about covers what I can say.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
445

5. Q. As far as you know, he was there until - - -

A. I think he stayed right there.

6. Q. The WASP was coming up sharp on his port bow and he could see him, of course?

A. Yes, sir, he was taking bearings across the wheel house.

7. Q. You were on 102?

A. No, sir, on 130. The quartermaster of the watch was right beside the engine order telegraph which is about 3 feet to the starboard from the center of the wheel house. The lee helmsman stood directly behind the engine order telegraph. The helmsman stood directly behind the wheel. The boatswain's mate of the watch spent most of his time, as I recall, in the forward side of the wheel house. The phone talker spent his time inside the wheel house on the side of the bridge the Captain was on. The junior officer of the deck spent most of his time in the wheel house from side to side. Possibly he went outside to the port pelorus. The navigating quartermaster was in the Loran shack which is in the after starboard corner of the pilot house. The messenger of the watch had gone below for water. At the execution of the turn to 130 I was in the center of the wheel house. I went to the starboard wing, walked back to the port wing, watched the WASP visually, took a bearing, came to the chart table on the port side of the wheel house, then to the VD repeater. Back out on the port wing. I then went to the starboard wing at the time he came left with standard rudder from course 090, saw the WASP and turned to go back to the general alarm and LMC. At this point we collided.

8. Q. I would like to have you indicate the location of the aircraft warning lights, red truck lights?

A. (The witness indicated to the court the approximate position as being one forward and one aft.)

Cross-examined by Captain *B-6*, a party:

9. Q. Will you point out the location of those people who were on the port side as you were swept off the ship?

A. Yes, sir. *B-6*, navigating quartermaster, was standing just aft of the port signal light. The Captain was standing just forward of the port signal light. Just forward of the Captain was the port pelorus. Forward of the port pelorus was Lieutenant (junior grade) *B-6*. Forward of him was myself. We were all standing on the port windshield.

Neither the counsel for the court, the court, nor the parties desired further to examine this witness; the witness resumed his seat as a party.

The court then, at 1804, adjourned until 0830 the next day, 16 May 1952.

CONFIDENTIAL
SECURITY INFORMATION

SEVENTH DAY

U. S. Naval Supply Depot
Bayonne Annex
U. S. Naval Base
New York, New York

Friday, 16 May 1952.

The court met at 0830

Present:

Rear Admiral , U. S. Navy,
Rear Admiral U. S. Navy, and
Rear Admiral U. S. Navy, members.

Lieutenant Commander , U. S. Naval Reserve, counsel for the court.

Lieutenant , U. S. Naval Reserve, assistant to counsel for the court.

Commander , U. S. Navy, advisor to the counsel for the court.

Captain , U. S. Navy, party to the inquiry and his counsel.

Commander U. S. Navy, counsel representing Lieutenant Commander William J. Tierney, U. S. Navy.

Lieutenant , U. S. Naval Reserve, party to the inquiry and his counsel.

Lieutenant , U. S. Naval Reserve, a party to the inquiry and his counsel.

, yeoman, first class, U. S. Navy, reporter.

No witnesses not otherwise connected with the inquiry were present.

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Lieutenant Commander ^{B-6}, U. S. Naval Reserve, the counsel for the court, was recalled as a witness, and was warned that the oath previously taken by him was still binding.

Examined by counsel for the court:

1. Q. Are you the legal custodian of certified copies of the fitness reports of Lieutenant Commander William J. Tierney?

A. I am, sir.

2. Q. Do you have them with you?

A. Here they are.

The fitness reports were submitted to the parties and to the court, and by the counsel for the court offered in evidence.

There being no objection, they were so received and are appended and marked Exhibit 96.

Neither the counsel for the court, the court nor the parties desired further to examine this witness; the witness resumed his seat as counsel for the court.

Captain ^{B-6}, U.S. Navy, was recalled as a witness by the counsel for the court and was warned that the oath previously taken by him was still binding, and was reminded of his rights as a party, as a witness and against self incrimination.

Examined by the counsel for the court:

1. Q. Captain, have you prepared a chart or a diagram of the bridge of the USSP that shows the location of personnel thereon?

A. I have.

2. Q. - Immediately up to-prior and up to the time of collision?

A. (The witness indicated in the affirmative.)

The diagram was submitted to the parties and to the court, and by the counsel for the court offered in evidence.

There being no objection, it was so received and is appended and marked Exhibit 97.

3. Q. Captain, as I understand your testimony you sailed from Norfolk in the USSP on 22 April 1952, and rendezvoused at sea with a task group of which the HOBSON was a part under the immediate operational control of Commander Cruiser Division FOUR?

A. That is correct.

4. Q. Under the overall operational control of Commander Second Fleet?

A. That is correct.

DECLASSIFIED
CONFIDENTIAL
SECURITY INFORMATION

5. Q. And operational control had not been changed to Sixth Fleet at the time of collision?

A. That is correct.

6. Q. Now, do you have, sir, a booklet, the standing orders, memorandum and instructions for officers of the deck at sea aboard the WASP?

A. I have, sir.

7. Q. Were all those orders, memorandums, and instructions in effect at the time of collision?

A. They were.

At this point the booklet was marked Exhibit 98 for Identification.

The booklet was submitted to the parties and to the court, and by the counsel for the court offered in evidence.

There being no objection, it was so received and is appended marked Exhibit 98.

Examination by the counsel for the court continued:

8. Q. Do you have also, sir, an officer of the deck check-off list for flight operations?

A. I have.

9. Q. The procedure to be carried out aboard the WASP prior to commencement of actual launching?

A. Yes.

The document was marked Exhibit 99 for Identification.

The document was submitted to the parties and to the court, and by the counsel for the court offered in evidence.

There being no objection, it was so received and is appended marked Exhibit 99.

Cross-examined by Captain *B-6*, a party:

10. Q. In connection with the check-off list, Captain, for flight operations, that the OOD's are to follow, I would like to ask if on the occasion - the evening of April 26, the standard routine procedure so far as time, signals given, was actually followed?

A. That is correct.

CONFIDENTIAL
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SECURITY INFORMATION

Neither the counsel for the court, the court nor the parties desired to further examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness ~~said~~^{stated} that he had nothing further to ~~state~~^{say}.

The witness resumed his seat as a party.

Lieutenant ^{B-6}, U. S. Naval Reserve, a party, was recalled as a witness by the counsel for the court, was warned that the oath previously taken by him was still binding, and was again advised of his rights as a party, a witness, and against self incrimination.

Examined by the counsel for the court:

1. Q. Have you prepared a diagram of the bridge of the HOBSON showing to the best of your recollection the physical location of personnel thereon during the period immediately preceding and up to collision with the WASP?

A. I have prepared an unscaled diagram. I have not shown the location of the personnel on watch on the bridge of the HOBSON in view of the fact the personnel were moving around, which I have stated in testimony. I did not place them on the sketch, sir, due to the fact of the size of the bridge of the HOBSON, and the fact their location has been given in testimony that they moved about.

2. Q. What is the width --. What was the width of the bridge of the HOBSON from pelorus to pelorus - starboard to port - starboard pelorus to port pelorus, approximately?

A. Approximately 20 feet, sir.

3. Q. And what was the depth of the bridge from the forward bulkhead to the aft bulkhead, approximately?

A. About 11 to 12 feet, sir. - 12 feet, sir.

The diagram of the bridge of the U.S.S. HOBSON was submitted to the parties and to the court, and by the counsel for the court offered in evidence.

There being no objection, it was so received and is appended marked Exhibit 100.

4. Q. Mr. ^{B-6}, what were the overall dimensions of the HOBSON?

A. 346 feet, sir, overall length.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

5. Q. And beam?

A. The beam was 35 feet and some inches, close to 36 feet.

6. Q. And gross tonnage?

A. 1630 tons.

7. Q. Draft fore and aft?

A. The draft fore and aft? Do you care for the approximate draft at the time of collision.

8. Q. Normal draft?

A. I couldn't tell the draft at the time of collision.

9. Q. Approximately?

A. Yes, sir, normal full load draft was approximately 13.8' aft and 14.2' forward, down by the ~~hull head~~.

10. Q. Was that the approximate draft at the time of collision?

A. It was, sir. -- I might add there, sir, that is not the propeller draft aft, that is a hull draft.

Neither counsel for the court, the court, nor the parties desired to further examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness resumed his seat as a party.

At this point the court sat with closed doors.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
INFORMATION

³⁻⁶, yeoman, second class, U. S. Navy, entered as reporter.

A witness called by the counsel for the court entered, was duly sworn, and was informed of the subject matter of the inquiry

Examined by the counsel for the court:

1. Q. State your name, rank, serial number, branch of service and present duty station.
A. ^{B-6}, Ensign, U. S. Naval Reserve, ^{B-6}, U.S.S. RODMAN.

2. Q. How long have you been a commissioned officer in the Navy?

A. I was commissioned January 24th, 1952.

3. Q. When did you report to the RODMAN?

A. February 8th.

4. Q. 1952?

A. Yes, sir.

5. Q. You have been aboard the RODMAN ever since?

A. Yes, sir.

6. Q. Directing your attention to the night of 26 April 1952, were you the Junior Officer of the Deck aboard the RODMAN?

A. I was, at the time of the collision.

7. Q. At any time prior to the collision, especially within the few minutes preceding collision, did you hear any signal, message or voice transmission from the WASP, substantially, "MIKE CORPEN 250?"

A. No, sir.

8. Q. If there had been such a transmission, were you in a position to hear it from 2200 to - - -?

A. I cannot say definitely, sir. I was on the starboard wing of the bridge during most of the turn. I could not say definitely that I could have heard it.

Cross-examined by counsel representing LCDR Tierney:

9. Q. Did you hear any signals over that circuit on the course of your watch?

A. I heard the turn 260.

10. Q. Over that circuit?

A. Yes, sir.

COUNSEL FOR THE COURT: May it please the court, I don't think I identified the circuit. I asked him if he heard any signal, and counsel now is referring to - -

COUNSEL REPRESENTING LCDR TIERNEY: I will rephrase the question:

11. Q. Did you hear any signal after the turn had commenced over the primary tactical circuit?

A. ~~After~~ After the turn had commenced, no, sir.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

12. Q. What were you using for voice communications with the WASP at the time the turn had commenced?

A. To the best of my knowledge, we were using the primary tactical to receive on and the secondary tactical to answer on.

13. Q. Then, according to your impression, the turn signal was transmitted over the primary tactical circuit and was received by you on the primary tactical circuit and your acknowledgment went out over the secondary tactical circuit, is that correct?

A. Not me personally if you are referring to myself, but as well as I can remember that was the situation. We had had a little trouble with the radio, and I remember that most of the time we were receiving over the primary and transmitting over the secondary.

14. Q. Had you paid close attention to transmissions over the primary?

A. When I was in the pilot house, yes, sir.

15. Q. Was there a great deal of traffic on the circuit?

A. No, sir, I could not say that.

16. Q. Do you recall any messages about 2130?

A. No, sir.

17. Q. Was a radio check made about 2130?

A. I could not say, sir. At that time I was in CIC. I was not on the bridge.

Cross-examined by Lieutenant *310*, a party:

18. Q. Who on the RODMAN, during the turn, was actually responsible for handling voice communications from the bridge of the RODMAN?

A. That I cannot answer definitely as to who was actually responsible for acknowledging for the signals.

19. Q. Who rogered for the turn signal?

A. To the best of my knowledge, the Officer of the Deck. I cannot say definitely that that was true. As I said before, I was on the starboard wing of the bridge on most of the turn and I couldn't say. I do not remember who acknowledged for it.

20. Q. Where was the primary tactical speaker on the RODMAN in relation to where you were?

A. It was on the port side of the pilot house.

21. Q. Was the secondary speaker over there too?

A. No, on the starboard side just to the right of the door leading into the pilot house.

22. Q. The secondary speaker was near you?

A. Yes, sir.

23. Q. About how far would you say it was from you?

A. Approximately 7 or 8 feet.

24. Q. And you clearly heard everything that came in on the secondary?

A. No, sir. As I said, I was on the outside; the wind was blowing. I could not say that I heard everything that came over that.

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SECURITY INFORMATION

Recross-examined by counsel representing LCDR Tierney:

25. Q. Did you check the volume of any of the receivers on the bridge while you were on watch?

A. No, sir.

26. Q. Could the volume of the receivers ^{have} been turned down and you not know it?

A. It could have been.

Neither the counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

A witness called by the counsel for the court entered, was duly sworn, and was informed of the subject matter of the inquiry.

Examined by the counsel for the court:

1. Q. State your name, rank, serial number, branch of service, and present duty station.

A. B-6, Lieutenant (junior grade), B6, USNR, U.S.S. RODMAN (DMS-21).

2. Q. How long have you been in the Navy?

A. About 13 months this time, Commander.

3. Q. On active duty?

A. Yes, sir.

4. Q. How much of that has been spent at sea?

A. I have been aboard the RODMAN 9 of those 13 months.

5. Q. That is all of your sea duty during your present tour of active duty?

A. Yes, sir.

6. Q. What were your duties aboard the RODMAN on the night of 26 April 1952?

A. I had the 20 - 2400 watch in Combat Information Center.

7. Q. Now, do you recall on this evening a signal from the WASP shortly prior to the collision, "Turn 260?"

A. Yes, sir, I do.

8. Q. Subsequent to that signal, did you hear a transmission from the WASP by voice either over the primary tactical circuit or secondary tactical circuit, regarding "NIKE CORPEN?"

A. No, I did not.

CONFIDENTIAL
DECLASSIFIED
454
SECURITY INFORMATION

9. Q. Were you in a position where you could have heard that signal if it came over either of those two circuits?

A. Yes, sir, I was.

Cross-examined by counsel representing LCDR Tierney:

10. Q. Lieutenant, are you aware that an attempt might have been made by the WASP to transmit "MIKE CORPEN 250?"

CAPTAIN *B-4*, A PARTY: I object to that. If he hadn't heard the signal he would have no knowledge of what it was.

COUNSEL FOR THE COURT: The counsel for the court will state that this is cross-examination and counsel for Lieutenant Commander Tierney merely asked him if he was aware of any attempt that might have been made.

CAPTAIN *B-6*, A PARTY: I object to him asking him what transpired on the WASP. If counsel would clarify his statement of whether he is now aware or was aware at that time, I would have no objection to it.

COUNSEL REPRESENTING LCDR TIERNEY: I will rephrase my question

11. Q. Are you now aware that an attempt was made to transmit the signal "MIKE CORPEN 250" from the WASP shortly before the collision?

A. I have heard some conversation or perhaps read something to that effect.

12. Q. Was the primary tactical circuit the means of receiving tactical signals from the WASP on the night of the collision?

A. Yes, sir, it was the TBS.

13. Q. It was the TBS?

A. I am not sure whether it was the primary or secondary tactical circuit, but it was the TBS equipment.

14. Q. If the TBS was the primary tactical equipment, what was the secondary tactical circuit?

A. I am not sure, sir, but both of them are on the bridge.

15. Q. Was there much traffic coming in over either receiver about 2130?

A. I am afraid I can't answer that. I don't remember.

16. Q. Do you remember a radio check between the WASP and the HOBSON about 2130?

A. No, sir, I do not.

Cross-examined by Lieutenant *B-6* a party:

17. Q. Did your watch keep a log of messages on the primary tactical circuit from 2000 to 2400 at that time?

A. No, sir, we do not keep that log in combat.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

18. Q. Do you know if a log was kept?
A. Yes, sir, I believe it was kept on the bridge.
19. Q. Have you seen that log since the collision?
A. Yes, sir, I have.
20. Q. Have you seen anything in that log about a message "MIKE CORPEN 250" during your watch?
A. To the best of my knowledge, I have not.
21. Q. Do you keep a log on the secondary tactical circuit?
A. Again, on the bridge, yes, sir.
22. Q. Have you seen that log?
A. I believe it is kept in the same book.
23. Q. Is there anything in that log about "MIKE CORPEN 250" during your watch?
A. Not to my knowledge. My watch was stood in combat. The log was kept on the bridge.
24. Q. But you have seen the log?
A. Yes, sir.
25. Q. You haven't seen anything about "MIKE CORPEN 250?"
A. I don't think I have.

Neither the counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

The counsel for the court stated that he had completed the presentation of his evidence.

At this point the court sat with open doors.

A witness called by Captain *B-6*, a party, entered, was duly sworn, and was informed of the subject matter of the inquiry

Examined by the counsel for the court:

1. Q. State your name, rank, serial number, branch of service and present duty station.

A. *B-6*, Commander, U. S. Navy, *B-6* present duty station, Operations Officer, U.S.S. WASP.

CONFIDENTIAL
SECURITY INFORMATION

456

2. Q. And will you state your naval and marine experience?

A. Admitted to the Naval Academy, midshipman, in 1933; graduated in 1937; served on board the U.S.S. LEXINGTON, June '37 to June '39; Flight training, Pensacola, June '39 to June '40; Scouting Squadron 42, July '40 to February '43; VC-36, February '43 until June '45; U.S.S. BUNKER HILL until September 1946; Air Group Commander, Air Group ONE, 1947 until August 1948; Bureau of Aeronautics, Fighter Design Branch, 1948 until January 1951; Armed Forces Staff College, January 1951 until June 1951; U.S.S. WASP July 1951 until the present.

Examined by Captain *RB*, a party:

3. Q. Commander *RB*, as operations officer, you have cognizance of the lookouts aboard the WASP?

A. I do have.

4. Q. Are you familiar with the instructions which are given to lookouts as to their duties?

A. Yes, sir, I am.

5. Q. With particular reference to the time when landing of planes is anticipated and the lookouts are instructed to keep a sharp eye out for planes or words to that effect, can you tell us what additional instructions, if any, are given with regard to surface vessels?

A. The lookouts are instructed to keep a lookout for surface and air contacts at all times. The order "Keep a sharp lookout for planes" merely indicates increased emphasis. It does not mean abandonment of surface lookout duties. That point, in my opinion, is well understood by the lookouts.

6. Q. Who was the supervising lookout on the night of 26 April so far as the forward lookouts are concerned?

A. The supervisor was *RB*, boatswain's mate, third class who was also senior petty officer in charge of all four sections of the lookouts; 16 lookouts.

7. Q. Could you give an indication of what training Mazurek has had in his duties as lookout?

A. *RB* boatswain's mate, third class, has served as lookout during World War II. He has been to two lookout schools: one in Pearl Harbor; one on the East Coast. He was picked particularly and placed in charge of lookouts because of his previous background.

8. Q. Have you had occasion to observe his ability and conduct in instructing and supervising the lookouts under him in the course of the time he has been aboard ship?

A. I have observed him on one occasion only, personally.

9. Q. What was your reaction to his ability at that time?

A. My reaction was that he understood and knew the duties of a lookout. He was well qualified to instruct the men under him.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

457

10. Q. You have indicated previously that the lookouts, after being given instructions to keep a sharp eye out for planes, have the additional duty of observing surface ships or other objects on the surface. I would like to ask what sort of movements, if any, on the part of the plane guards would they be expected to report?

A. I would like to refer to the Standard Lookout Instructions in order to answer your question. I am referring to CIC Instructions, confidential pamphlet - - confidential instructions issued by - -

11. Q. Excuse me, would there be anything of the nature in your testimony which would be classified material?

A. No, there would not.

12. Q. All right, go ahead.

A. "Instructions for lookouts: A skillful lookout spots and identifies objects on the sea and in the air during all conditions of light and weather. He also relates immediately the necessary information to the proper places. Lookouts shall be able to: (a) Report properly. (b) Estimate relative bearings of target. (c) Estimate approximate ranges to objects. (d) Search effectively during day and night. (e) Identify ships and aircraft with which his ship may come in contact. (f) Be able to read flag hoists. (g) Estimate target angle. (h) Estimate position Angle." Paragraph 2, the Contact Report: "It is essential that every object sighted be reported to the proper authority immediately. This report gives two essential facts: (a) What you see; and (b) Where you see it." Then there is the Amplifying Report: "After the contact report has been made, in order to give more complete reference, a second report, the amplifying report is made. This report normally gives five items of information: (a) Station calling. (b) Station reporting. (c) What you see. (d) Where you see it. (e) What it is doing." I will skip paragraphs 4 and 5 and go on to 8: "Lookouts will make continuous reports on raids when they are within minimum radar range. These reports must be accurate and up-to-the-minute." These are standard instructions to the lookouts.

13. Q. Now, directing your attention to the evening flight operations on 26 April, can you tell me whether they were proceeding according to the predetermined schedule prior to the time of collision?

A. Affirmative. Yes.

14. Q. If the collision had not occurred and flight operations, landing of planes, and so forth, had proceeded in the normal course of events, would there have been any particular haste or excessive speed that would have to be made by the Task Unit to meet the rendezvous the following morning?

A. No, there would not.

CONFIDENTIAL
SECURITY INFORMATION

3-6, yeoman, second class, U . S. Navy, entered as reporter.

15. Q. Now, Commander, have you had an opportunity during your career to observe other carriers at sea?

A. Yes, I have.

16. Q. On numerous occasions?

A. Yes.

17. Q. Both during daylight and at night?

A. Yes.

18. Q. Have you ever had the occasion to observe the target angle of a carrier from the bridge of another ship?

A. From the bridge of another carrier, yes.

19. Q. Can you give the court an idea of the accuracy and ease with which such observations, that is, the target angle can be made?

A. I will have to answer that comparatively.

20. Q. Yes?

A. I say that comparatively. I believe it would be more difficult to judge target angle on a carrier than it is on a destroyer or a cruiser.

21. Q. Can you state further as a fact that if the time of the observation was during a dark night when ships were in a darkened situation in accordance with Lighting Measure Green it would affect the ease and ability to estimate the target angle?

A. Darkness would certainly greatly increase the difficulty in determining the target angle accurately. Lighting Measure Green having been set on the carrier would also make it difficult.

22. Q. On the night of 26 April at any time prior to the collision, did you have occasion to observe either of the other ships in company with the WASP - - visually, I mean?

A. No, sir.

Cross-examined by the counsel for the court:

23. Q. Were those written instructions to lookouts from which you read in your direct testimony in full force and effect aboard the WASP at the time of collision?

A. Yes, sir.

24. Q. Do you know of any other written instructions to lookouts in force on the WASP at the time of collision that would be pertinent?

The witness read from page 13 of CIC Instructions, copy appended marked Exhibit 101.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

25. Q. Now, have you read all the pertinent written instructions to lookouts in force on the WASP at the time of collision?

A. I have not read the section regarding recognition training.

26. Q. Do you consider that section pertinent, sir?

A. No, I do not.

27. Q. By whom are the instructions that you have just read signed?

A. The instructions from which I have just read from are signed by me as operations officer and approved by the Commanding Officer, U.S.S. WASP.

28. Q. And do you know what steps were taken aboard the WASP to promulgate those instructions to the personnel performing lookout duties?

A. Yes, sir.

29. Q. And will you describe that?

A. Each officer of the operations department has a copy of these instructions. The division officers have been instructed to inform their division personnel of the pertinent parts of the instructions. I might add the instructions, of course, cover all four divisions of the operations department.

30. Q. And do you know whether the division officers did so comply with their instructions in regard to promulgating those instructions to those personnel performing lookout duties?

A. Yes, I am sure. I know that that has been complied with.

31. Q. And you know that of your own personal knowledge?

A. That's from reports submitted to me by the officers concerned.

32. Q. Of lectures and so forth that have been given?

A. Yes, sir.

33. Q. To the personnel involved?

A. Yes, sir.

34. Q. Are there any written instructions for CIC watch officers?

A. Yes, sir.

35. Q. And are those instructions contained in the same publication to which you referred?

A. Yes, they are.

At this point the court sat with closed doors.

The press and spectators withdrew from the courtroom.

The witness read from said instructions pertaining to CIC watch officers, copy appended marked Exhibit 101.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
460

45. Q. That was before you had received the dispatch to rendezvous?

A. That is not correct. I would like to refer to the dispatch which directed the operation. I do not recall the exact time it was received. The dispatch -- the schedule was made out after our instructions were received.

46. Q. Then the schedule was promulgated to all the ships?

A. The schedule to which I refer as the operation schedule -- it was put out aboard.

47. Q. Do you know if it was promulgated to the ships?

A. The schedule itself -- the piece of paper was not. I believe they were advised by people other than myself regarding our proposed operations.

Cross-examined by Lieutenant *MB*, a party:

48. Q. Commander, did the lookouts have a prescribed method of conducting their search?

A. Yes, they do. They are assigned sectors and the procedure for scanning their --

49. Q. That's what I had in mind. Scanning their sectors?

A. That is standard.

50. Q. What is the standard procedure?

A. They are instructed to scan the sector assigned slowly and carefully using binoculars. They then take their eyes from the binoculars and scan visually and then back to the binoculars and again over the sector.

51. Q. Well, is there any sequence of scanning such as the aircraft from the ships, to the horizon and above or do they attempt to cover the whole area they are scanning?

A. To cover the whole area is impossible.

52. Q. Yes, that's what I thought.

A. They scan by shifting their area of view progressively to cover the entire sector.

Cross-examined by Lieutenant *MB*, a party:

53. Q. Commander, you said that you promulgated an air operation schedule after you received that dispatch?

A. Yes, sir.

54. Q. Is that correct?

A. Yes.

At this point the Night Operations Schedule for the U.S.S. WASP was marked Exhibit 102 for Identification.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
462

55. Q. I hand you Exhibit 102 for Identification purporting to be a night air operations schedule dated 26 April 1952, and ask you if that is the schedule to which you had reference?

A. It is.

56. Q. And that is a mimeographed copy of your signature on this paper?

A. It is.

The Night Air Operations Schedule dated 26 April 1952 was submitted to the parties, the counsel for the court, and to the court, and by Lieutenant *Be*, a party, offered in evidence.

There being no objection, it was so received and is appended marked Exhibit 102.

57. Q. Will you read, Commander, simply the columns under launch and number of aircraft and the figures underlined.

The witness read from the said schedule, copy appended marked Exhibit 102.

Recross-examined by counsel representing LCDR Tierney:

58. Q. When did you say this schedule was made out, Commander?

A. I did not state when it was made out. I said it was promulgated after we received the dispatch.

59. Q. Can you give the approximate time of the day -- the morning or afternoon?

A. I do not recall the exact time. I know that it is dated 26 April.

60. Q. Was it after the aircraft had been launched for that flight -- the 2000 flight?

A. No.

61. Q. Then it was known on board the WASP prior to 2000 that the aircraft were due to launch at 2000?

A. It was.

Neither the counsel for the court, the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness stated that he had nothing further to say.

The witness was duly warned and withdrew.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED 463

Lieutenant ^{B-6} , U. S. Naval Reserve, was recalled as a witness by counsel representing LCDR Tierney, and was warned that the oath previously taken by him was still binding and again advised of his rights as a party, a witness and against self-incrimination.

Examined by the counsel for the court:

1. Q. You are the same Lieutenant ^{B-6} who previously testified?

A. I am, sir.

Examined by counsel representing LCDR Tierney:

2. Q. Lieutenant, at any time during the watch in which the collision occurred while you were on the bridge, did you adjust the volume of the TDZ receiver?

A. I did, sir.

3. Q. Did you increase it or reduce it?

A. I reduced it, sir.

4. Q. Was it still audible?

A. Yes, sir, it was audible.

5. Q. Do you know whether or not it was the custom of the commanding officer to frequently receive and acknowledge and transmit messages over the radio when he was on the bridge?

A. I cannot say whether it was the custom or not, in view of the fact that I had spent so little time on the bridge with him. However, I think it was more or less a policy for whoever was nearest the radio in use, whether it be the commanding officer or the CD, to receipt for messages and to inform the other parties what had been said. The commanding officer normally kept the Officer of the Deck informed and at all times the Officer of the Deck kept the commanding officer informed.

6. Q. Now, I believe you testified that the commanding officer was taking bearings from the beginning of the maneuver until the collision?

A. Yes, sir, almost constantly.

7. Q. Was he taking those bearings from the port pelorus or the starboard pelorus?

A. Most of the bearings were taken from the starboard side, sir, across in front of our wheel house. I believe I said on one and on possibly two occasions he went to the port wing.

8. Q. Why did he take bearings across the bow?

A. The port pelorus was fogged, sir.

9. Q. Was the pelorus fogged or was the telescope fogged, if you know?

A. I correct that. The alidade was fogged. The pelorus was not fogged.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
DECLASSIFICATION

464

10. Q. The telescope on the alidade was fogged?
A. I don't know if it was inside or outside. It was clear when we - -
11. Q. You don't know if it was inside or outside?
A. No, sir. I tried to clean it one time and couldn't.
12. Q. You couldn't clean it?
A. I could not.
13. Q. And then it would be a presumption then that it was inside if you couldn't clean it?
A. If you get all the way into it, sir. You see, the lenses are in a recess or inset.
14. Q. But an attempt was made to clean it and it couldn't be done?
A. I couldn't.
15. Q. With the means immediately at hand?
A. Right.
16. Q. Do you know how far across the port bow you can see with the starboard pelorus?
A. No, sir, not exactly.
17. Q. Looking at the diagram, can you tell whether or not the commanding officer could take bearings of the WASP as he steamed out on course 130?
A. I think possibly within 30 seconds after the commencement of the turn, he would have been able to, yes, sir. He apparently could have. He was at the starboard side most of the time using the bearing circle on the starboard pelorus.
18. Q. Could the commanding officer swim?
A. I did not know at the time, sir. I have, since the collision, inquired and I am informed that he could not swim.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

465

Cross-examined by the counsel for the court:

19. Q. You made an attempt to clean the pelorus. Was that attempt made during your watch in the night in question?

A. Yes, sir; I took a handkerchief out of my pocket and tried to reach up and see. There was still moisture on the outside.

20. Q. There was no --?

A. Either it was moisture or else I did not get to it.

21. Q. This was not a deficiency of long-standing?

A. No, sir. Both alidades had been slightly fogged and that time in Charleston Naval Shipyard, both alidades had been cleared, and they were clear and in good condition when we left Charleston.

Re-examined by counsel representing Lieutenant Commander Tierney:

22. Q. Was the starboard pelorus and alidade or bearing circle in good condition?

A. The alidade on the starboard pelorus used to bind. For that reason the bearing circle was normally placed on the starboard pelorus.

23. Q. So that if the alidade on it was fogged up, then the only alternative would have been--Strike that question.

Cross-examined by Lieutenant ^{3-b} party:

24. Q. Did you yourself from the time that you assumed the 2000 watch on 26 April, ever hear any signal from the WASP to the effect that her course was 250?

A. Not that I can say definitely, sir. I cannot recall ever hearing such a signal.

Neither the counsel for the court; the court, nor the parties desired further to examine this witness.

The court informed the witness that he was privileged to make any further statement covering anything related to the subject matter of the inquiry that he thought should be a matter of record in connection therewith, which had not been fully brought out by the previous questioning.

The witness made the following statement:

Well, one thing--yes, sir. On the matter of the volume on the TDZ being turned down. Apparently the RODMAN was having trouble with their transmitter. Someone was keying a TDZ transmitter which caused considerable clicking and a so-called static in the wheel house of the HOBSON. For that reason and that reason alone, I had turned it down to keep this chatter and noise leveled down in the wheel house. It was still audible. That's all, sir.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED
466

The witness ^{resumed his seat as a party.} ~~was duly warned and withdrew.~~ W

R-6, seaman, U. S. Navy, was recalled as a witness by counsel representing Lieutenant Commander Tierney, and was warned that the oath previously taken by him was still binding.

Examined by the counsel for the court:

1. Q. You are the same R-6 who previously testified in this matter?

A. Yes, sir.

Examined by counsel representing Lieutenant Commander Tierney:

2. Q. R-6, on the night in question when the maneuver was executed, to your best knowledge, did the captain ever state the course to the helm after he commenced a right turn?

A. No, sir; not to my knowledge.

3. Q. Since you previously testified, have you thought of your testimony?

A. Yes, sir.

4. Q. Have you thought of any additional rudder orders or any further details on the sequence of events that occurred at the time the captain gave his first rudder order?

A. No, sir; I believe I told everything I could, sir.

5. Q. Did the captain, after ordering "Right Rudder", then order a left rudder?

A. That wasn't right away. I imagine it was--Oh, I couldn't say how long it was, but we did go left.

6. Q. Did you go left rudder?

A. Yes, sir.

7. Q. And how long did he hold left rudder, approximately?

A. I couldn't say how long. I don't know. They were reversing the rudder from right to left and then back to right again.

8. Q. Would you say that the rudder had sufficient time to arrive at the stops--against the stops, when it was changed from right to left?

A. No, sir; I don't believe it was that long, sir.

9. Q. And then after the left rudder command was the next one the right rudder command?

A. Yes, sir; we were turning when they were reversing the rudder.

10. Q. And after the rudder was put right, do you recall what the next order was?

A. I believe it was when the rudder was amidships.

11. Q. The rudder came amidships?

A. Yes, sir; I believe that was the time I reported the rudder amidships.

CONFIDENTIAL
SECURITY INFORMATION 467

12. Q. And how long was it amidships, approximately?
A. I couldn't say, sir.
13. Q. Well, was it a long time?
A. No, sir; I don't think it was a long time.
14. Q. What was the next order of the commanding officer?
A. The next command, I believe, was the left 15, left full, left hard.
15. Q. What --?
A. He said, "Left 15, Left Full, and Left Hard", sir.
16. Q. Approximately how long was that before the collision, if you know?
A. That was right before the collision; just a matter of seconds.
17. Q. Now, when the captain was giving these successions of rudder orders, do you recall where he was standing?
A. Oh, I believe, sir, he was standing almost out on the wing of the bridge, starboard wing of the bridge.
18. Q. Almost out?
A. Yes, sir.
19. Q. Was he all the way out?
A. No, sir; I don't believe he was all the way out, sir.
20. Q. Do you know where the TDZ transmitter is?
A. Yes, sir; I do.
21. Q. Where is it?
A. It is on the bulkhead, after bulkhead, on the starboard side. Right by that hatch going to the wing of the bridge.
22. Q. Can you think of any other facts that you observed during this interval which might help us in arriving at some findings as to how this accident occurred?
A. No, sir; I don't believe I know anything else, sir.
- Cross-examined by the counsel for the court:
23. Q. You were not the helmsman?
A. No, sir.
24. Q. You were the quartermaster of the watch?
A. Yes, sir.

CONFIDENTIAL
SECURITY INFORMATION

25. Q. Are you sure you have stated all the various rudder orders given by your captain on this occasion?

A. I only know the ones I was paying particular attention to, sir. I don't believe I paid attention more, but I noticed and stated all of them, sir.

26. Q. Well, is it your testimony that you are not at all sure of all of them?

COUNSEL REPRESENTING LIEUTENANT COMMANDER TIERNEY: I object to that question.

COUNSEL FOR THE COURT: I will withdraw the question.

Cross-examined by Lieutenant *B.C.* party:

27. Q. Do you remember talking to me prior to the convening of this court concerning this?

A. Yes, sir.

28. Q. Do you remember on that occasion when I was discussing this with you that you told me that the last course steered prior to the rudder LEFT 15 DEGREES RUDDER, COURSE 090?--was course 090?

A. I said, sir, that it was not a course, sir. That was the ship's head--the captain called his ship's head.

29. Q. And just prior to that, you said that the rudder had been amidships?

A. Yes, sir.

30. Q. Do you know how long the ship's head had been 090?

A. Well, the ship was swinging, sir. It would be just momentarily.

31. Q. Were you watching the repeater all the time?

A. No, sir; I wasn't.

B.C. yeoman, third class, U. S. Naval Reserve, entered as reporter.

32. Q. But when that command LEFT 15° RUDDER was given, the ship's head was 090?

A. No, sir. The rudder was put amidships. The captain said, "ship's head 090," and then there was a pause and then LEFT RUDDER began being put on. 090 was only the ship's head at that moment.

33. Q. Can you remember any other head the ship was under?

A. No, sir; I don't.

CONFIDENTIAL
SECURITY INFORMATION
DECLASSIFIED

34. Q. Did you keep the quartermaster's notebook?
A. Yes, sir.

35. Q. Did you at that time log these orders?
A. No, sir; I did not.

36. Q. As a general proposition when you are man^{eu}vering to reach a station, do you log the short courses which are steered?
A. No, sir; I don't log the various courses and speeds to get on station.

37. Q. You made no notations of the orders to the helm?
A. No, sir; I don't.

Cross-examined by Lieutenant B. C. A PARTY

38. Q. B. C., you said on Monday that you weren't sure whether that course was 090 or 060.
A. Yes, sir.

39. Q. Have you since refreshed your memory?
A. I am going to--I am going by what the course said. My statement was either 060 or 090. I more or less take it for granted it is 090. WE

40. Q. Because that is what you heard?
A. I heard either 060 or 090, and from what I read in the papers and from what I heard it has been derived as 090.

COUNSEL REPRESENTING LIEUTENANT COMMANDER TIERNEY: I object to this cross-examination. This is going back into history now of this court of inquiry. What the witness said before has no bearing.

LIEUTENANT B. C., A PARTY: If it please the court, I think it is extremely pertinent. He is saying now he is not sure about what he may have read in the paper or heard. I want to refresh his recollection as to what he said before any of it was in the paper.

COUNSEL FOR THE COURT: Counsel for the court states that in his opinion, on cross-examination, it is proper for a party to test the accuracy of the witness' testimony and refresh his recollection, and a wide latitude should be allowed.

The court was cleared.

The court was opened. The court announced that the objection was not sustained.

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SECURITY INFORMATION
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