

DECK LOG—ADDITIONAL REMARKS SHEET

UNITED STATES SHIP WISCONSIN (BB-64) Sunday 6 May 1956
(Day) (Date) (Month)

ADDITIONAL REMARKS

12 to 1735 Steaming as before on course 300°, speed 8 knots. WISCONSIN maintaining station 355°, 8,000 yards from formation guide U.S.S. CORAL SEA (CVA-43), steaming in company with U.S.S. DES MOINES and DD's in formation 96G1. 1207 Changed formation speed to 15 knots. 1211 Changed formation speed to 20 knots. 1236 Ceased sounding fog signals. 1330 Executed formation 40W, base course 300°, axis 180°, formation speed 10 knots. C/c to 182 proceeding to take station 3,000 yards, 045° relative on formation guide U.S.S. CORAL SEA. 1332 C/c to 192° to adjust relative motion to station. 1338 C/c to 220° to adjust relative motion to station. 1341 C/c to 200° to adjust relative motion to station. 1344 C/c to 210° to adjust relative motion to station. 1401 On station, on base course 180°, base speed 10 knots in formation 40W. Our station 3045. 1430 Formation changed course to left, coming to course 000°. 1438 While still in turn, ships head passing 080°, received signal to steady on course 060°. Steadied on 060°. 1439 Received signal, execute to follow, turn 220°. 1500 Station fog lookouts. Turn to 220° cancelled. Formation c/c to 000°.

Received radio report on primary tactical circuit that CORAL SEA lost man overboard.

Received radio report that "SEADOG" was on the way to recover man. Alerted JS talker on bridge radar to watch "SEADOG." 1513 U.S.S. WISCONSIN assumed formation guide. WM
WM

JS talker on bridge radar reported that we had a ship on our port hand.

Sighted DD emerging from the fog, close aboard on the port bow, crossing from port to starboard, target angle approximately 045°, estimated speed 20 knots, distance approximately 200 yards from the bridge. Backed emergency full all engines until ship was stopped dead in water. 1514 Approximately six seconds after sighting, WISCONSIN bow struck DDE-510 at approximately 90 degree angle abreast #1 gun mount on starboard side, and knifed through forecstle coming to rest between mount 1 and 2. DDE-510 heeled over to port, and was pinned under our bow. Stern of DDE-510 swung to starboard and ship came to rest approximately parallel under our port bow. Both ships still joined together at point of impact. Notified other ships by primary tactical circuit that WISCONSIN and DDE-510 had a collision. 1516 Called away collision and rescue parties. 1518 Hoisted Code Delta. Formation guide shifted to CORAL SEA. 1520 Repair parties called away. Commenced sounding fog signals.

Ships separated at point of impact U.S.S. EATON (DDE-510) drifted clear to a distance of approximately 50 feet, and aft approximately 50 yards.

Rigged all available fenders, commenced passing lines to U.S.S. EATON to secure her alongside in order to assist her in damage control measures. Tossed life jackets to U.S.S. EATON to supplement her own allowance.

Personnel of U.S.S. EATON on top side were donning life jackets, taking emergency damage control measures, and making arrangements to receive lines. No fires observed. Safety valves on U.S.S. EATON lifted and popping. Steam was emerging from gash in forecstle apparently from broken steam lines. Ship appeared to be on even keel with normal trim. 1521 Cut off all power forward of frame 20. 1522 Mustered crew at collision quarters. 1528 Set Condition Zulu. No personnel casualties on WISCONSIN.

U.S.S. EATON was secured alongside to port. Flooding on WISCONSIN is forward of frame 12. Compartments ALW, A2W, and A401A are flooded. Main deck buckled at frame 8. 1550 Smoking lamp out throughout the ship. Rigged out starboard whale boat in case of emergency use for lowering as U.S.S. EATON obstructed use of port boat.

Commenced rigging sound powered phone lines from U.S.S. WISCONSIN bridge to U.S.S. EATON bridge.

Danger of explosion in magazine on U.S.S. EATON. U.S.S. EATON commenced throwing ammunition over the side.

The gash on the U.S.S. EATON is reported to extend 6 feet below water line. U.S.S. EATON reported, "no casualties, except one". 1611 U.S.S. WISCONSIN commenced sounding tanks on port side. 1615 Telephone line rigged from U.S.S. WISCONSIN bridge to U.S.S. EATON bridge: attempting to establish communication. 1619 COMBATDIV.TWO assumed tactical command of U.S.S. WISCONSIN and U.S.S. EATON as a separate task unit. 1625 Set maneuvering combination. 1632 Telephone communication established between U.S.S. WISCONSIN and U.S.S. EATON. It was determined through telephone conferences that U.S.S. EATON could return to port under her own power. Made preparation to cast off the U.S.S. EATON. 1659 HUMPHREYS, CLARENCE, E., Jr., 3849 Chatham Cir., Norva, civil service, a personal guest of the Commanding Officer of the U.S.S. EATON was transferred from the U.S.S. EATON to the U.S.S. WISCONSIN for medical treatment, having sustained an injury during the collision. 1702 Ceased sounding fog signals. 1704 Cast off all lines to U.S.S. EATON. U.S.S. EATON underway. Backing down our port side to get clear. 1725 Set Condition Zulu forward of frame 50, 2nd deck and below.

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