

Chapter 4: 1952: Still a Lucky Lady

*Now hear this, now hear this:
Will the duty chicken lay down to the galley
and run through the soup.*

Anonymous announcement over the Colahan's PA system

It was cold. God, was it cold! The *Colahan* had never before operated in weather like this.

Items marked 'BD' come from Bob Darling, engineering officer aboard the *Colahan* from 1951 to 1953. Darling gleaned them from letters he wrote to his parents.

BD 1-1-52 The ship's midnight log was written in poetry. A Navy tradition, I believe.

The *Colahan's* crew contributed \$1,050 to the March of Dimes campaign. This figure led all destroyers and smaller craft in the Seventh Fleet. Leading contributor among the heavy units was the battleship *Wisconsin*. In a message to the fleet, Vice Admiral H.M. Martin, Seventh Fleet commander, issued a "Well Done" to the *Wisconsin* and the *Colahan*. [Felton says *Colahan* crewmen made the highest per-capita contributions in the entire fleet. They were inspired to generosity, he said, by an officer [LTJG Hunt DePew] who contracted polio and was transferred from the ship [See BD 12-21-51] just before Christmas.

BD 1-11-52 *Colahan* arrives back in Sasebo, Japan, after 46 days at sea. Liberty sections visit Nagasaki. (See cruise book, Pages 36 thru 41, for details.)

On 10 January the Colahan, the Twining and the Shields were detached from Task Force 77 to proceed to Sasebo for upkeep. And after forty-six days at sea, this destroyer arrived in Sasebo on the following day. This time the ship enjoyed eleven days in port. On 22 January she sailed for the east coast of Korea to join the United Nations Blockading and Escort Force. Off the Wonsan swept channel, Division 172 deployed to assigned stations, the Twining to Wonsan, the Shields to the "bombline" and the Colahan to the Songjin area. On the morning of the 23rd, the Colahan, now a veteran of all phases of Korean operations, ren-

dezdoused with the destroyer Porterfield off the North Korean port of Songin.
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Like the *Colahan*, the *Porterfield* (DD-682) was a member of Destroyer Squadron 17, but she and her DesDiv 171 sisters — the *Marshall*, the *Halsey Powell* and the *Gregory* — seldom found an opportunity to mingle with the *Colahan*'s DesDiv 172 during the Korean War. It was different in the peaceful half of the Fifties, when all eight ships often performed together.

The Colahan's commanding officer relieved the commanding officer of the Porterfield as Commander Task Element 95.22 to assume operational control of the Songjin element of the U.N. Blockading and Escort Force. Other ships of

Colahan Officer Roster

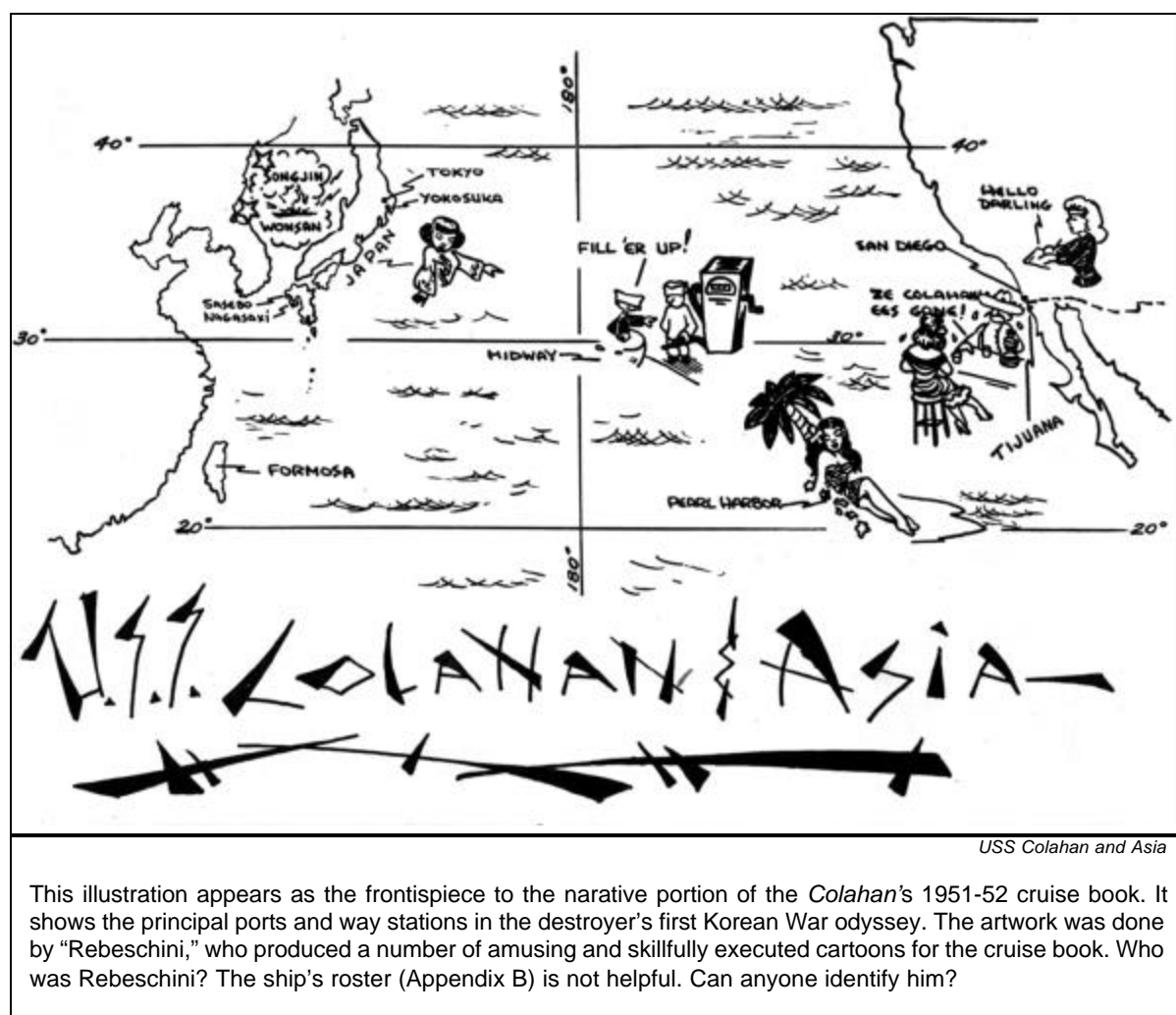
January 1952

		Reported on Board	Primary Duty
FELTON, Gale S.	CDR	3/20/51	Commanding
SPIELMAN, James S.	LCDR	1/10/51	Executive Officer
HOFFMAN, Lyle E.	LT	8/18/51	Gunnery Officer
MOORE, James D.	LT	4/28/51	Engineering
BROWN, Bardwell	LT	5/12/51	Operations Off.
CULHANE, Frank J.	LT	12/16/50	Communications
RUSSELL, John J.	LT	6/25/51	First Lieutenant
LINDSAY, Earl E.	LT	6/28/51	Topedo Officer
CRAIG, William D.	LT	3/31/51	Damage Control
SHANNON, J.D.	LTJG	6/15/51	CIC Officer
KENNEDY, J.P.	LTJG	4/1/51	Air Defense Off.
DEPEW, Hunt J.	LTJG	6/21/51	Main Propulsion
PETTIT, James W., Jr.	LTJG	4/7/51	Air Control Off.
JONES, Ray P.	ENS	6/21/51	ASW Officer
LUINE, Art	ENS	7/13/51	Asst. Comm. Off.
YOUNG, Noel S.	ENS	7/3/51	Plotting Room
DARLING, Robert F.	ENS	6/29/51	Electronics
BUNN, T.S.	ENS	11/11/51	First Div. Officer
CROOK, C.L., Jr.	ENS (SC)	3/7/51	Supply Officer

this element were the destroyer minesweeper Doyle, HMS Alacrity and various small minesweepers. With those ships, the Colahan conducted day and night bombardment of enemy rail facilities and made nightly anti-mining and blockade patrols to the north as far as Chongjin, seventy miles south of the Siberian border. The Colahan's five-inch main battery pounded the enemy coast, constantly maintaining railroad cuts and destroying enemy bridges, tunnels and buildings throughout the area. Logistic support was also provided for the friendly garrison on the island of Yang Do, just off the coast north of Songjin harbor.

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BD 1-24-52 At Songjin, North Korea, area with TF-95.22, with 2 minesweepers and a British frigate. Dawn and dusk GQ were the norm. (See Pages 42 thru 47 of cruise book for details of our last duties and adventures before being relieved.)



From Ray P. Jones

2. Operation BIG DRUM. This was to be a big production Combined (US, Brits, Aussies, New Zealanders and Canadians) gun shoot. Except that the target list got lost enroute back to Sasebo. CTF95 was in a tizzy. We were on the Bomblines at the time which was to be the scene of the action and we had a copy of the target list. CTF 95 said send it by message. It was THIRTEEN single spaced typewritten pages of 8 Character grid coordinates followed by a description of the target. Ex: EV645892 twin 75mm gun emplacements. Now you can imagine what it took to encrypt, check decrypt and transmit this! Boy, did ole Jonesey come into his own on this! Thank God I knew how to type. I did the encryption and glued down all the tape strips; an RM1 who was used to typing random code groups did the check decryption. It took 20 hours without turning the crypto machine OFF. We had been directed to send it Op Immediate by COMDESDIV 172 so we included him as an Info Addressee — my buddies on the Twining crypto board loved me for that!!! The whole thing ended up being over 4400 groups; went out as 4 separate messages, each with transmission sections and 4 or 5 crypto parts. When we checked on to the net with the first part the circuit went crazy. “DE NUYO INT ZUI OP K (this is COLAHAN what is my turn, have Op Imm message, over) NUYO DE G4G4 INT GRPS K (COLAHAN this is CTG95.2 —CDD172 — how many groups?) DE NUYO GRPS 1762 K — everybody tried to get in front, “I have one little Priority, only 66 groups, etc.” We had the circuit for over 30 hours. Our only speed key had fallen on the deck and broken so it all had to be sent by hand (no teletype in those days). The RM could only send about 200-300 groups before getting arm cramps and having to be relieved on the key by another guy. Throughout the whole mess, the Comm Off, Frank Culhane, stuck his head in RDO about twice as he went on watch on the bridge. As a result of this, I bought my own speed key when we got back to San Diego and I became Comm Off. I still have that Bug. It sits with my other navy memorabilia and people ask, “What is That thing?”

3. After “The Message”, the gun shoot was anti-climactic. Being winter, all the gooks were holed up in their caves around their hibatchi pots. We and the other guys all shot up a lot of ammo. They got to splice the mainbrace; we weren’t invited.

4. On one of our later ops, we were up by Songjin, doing interdiction gun fire and providing cover for a detachment of S Korean and USMC personnel holding a pair of off shore islands. The one USMC officer was a recalled reserve, “Jolting Joe” Bartos, formerly of the USNA and the Washington Redskins. He was a real nice guy. My USNA football playing roomie knew him well. We sent parties to their little island to play vollyball and drink beer, while they came aboard COLAHAN to shower and get a hot meal.

5. On another occasion, down south around the bomblines, the Korean marines made a raid and got hammered. They limped back to their boats and came out to us. Ole Doc Viard got his baptism that night. It was a scene from MASH. Doc and the Corpsmen working all night on the wardroom table on one man then another. The deck was awash with blood. AIR about 4-5 didn’t make it, but Doc did save about 8-9 of them. He should have been given a NCM at least, but I don’t think he got anything.

6. The best times were when we were designated to escort one of the CLs or BBs. These were periods of relative calm. We would “protect” them from Submarines while they shot up the coast. One day we were doing this in Wonsan with the *New Jersey*. She had been shooting 16 inch all day. We had just been watching. In the middle of the afternoon, the gooks got tired of taking all that garbage and rolled out a 75mm and fired one round. It landed about 400 yards short of New Jersey and within seconds, the entire side of the *New Jersey*’s 5 in battery opened up in counter-battery fire. Man, what a sight! She could bring 6 dual 5 in mounts to bear on a side and they went into rapid continuous fire. Nobody knew what happened to the little 75mm gun, but he didn’t have much time to get back to his cave before the entire point of land was leveled. I was later told that the only person on the *New Jersey* who saw where the round came from was the bridge JA talker. He got a Navy Commendation Medal. The *New Jersey* CO got the Legion of Merit! That figures!

7. One thing not mentioned in the cruise book was how our Hong Kong visit got screwed up the COMDESDIV 172 — another reason why I hate DES-DIV Cdrs. The Division got sent south to do the Formosa patrol. The ships rotated between 2 patrol stations, and a 4 day visit to Hong Kong, while the

Twining, with CDD172 aboard, swung on a buoy in Kaoshung harbor until her time came to visit Hong Kong. COLAHAN was in Hong Kong when a bird farm (CV) came south headed for Subic Bay and needed an escort through the straits. Did CDD172 use one of the patrolling DDs, Shields or Erben, noooo? Did he get Twining underway from Kaoshung, noooo? He (the rotten SOB) told COLAHAN to cut the Hong Kong visit short and escort the CV! When we got underway, the tailors were still finishing the suits on the fan-tail. They jumped off with their sewing machines at the seabuoy. Mary Sue and her famous side cleaners only got one side of the ship done. That must have looked funny. Hong Kong was still fabulous if only for 2 1/2 days.

7. About this time ERBEN found the solution to all the underway time. She managed to salt down her boilers and we didn't see much of her after that. She became an info adde on the atta-boy messages.

8. We spent Christmas underway, The guys did a great job decorating with all kinds of stuff. I was also the Postal Officer and my mail clerk, Loren Wheeler an RD2, got some of the most interesting packages. Have you ever seen a fifth of Jack Daniels in the middle of 5 lbs of pecans? You can imagine with how the mail got thrown around, many of the liquid inserts arrived broken. Bourbon flavored chocolate chip cookies were not uncommon. Chief McCain gave me a rubber armed Huoy plotter and a carpenter's pencil (to improve my navigation fixes) for Christmas. I gave him a pair of Elevator shoes made in HongKong so he could reach up and see through the Peloris.

9. Green Clouds Over Midway. Jonesey's last big lesson from QMC(SS) McCain. On the way home (heading East) I was worried about getting a good navigation fix the night before we were due to arrive in Midway. The clouds were thick and Loran was terrible. Good Ole Mac turned to me and said, "Don't sweat the Midway landfall eastbound, sir. Tomorrow morning when you come up the clouds over Midway will be GREEN! You can't miss it. All the others are white." Oh boy, after 9 months with him I thought I had earned at least a little respect. I replied, deeply hurt, "Yeah sure, and would you like me to bring up some relative bearing grease and a bucket of steam when I come?" Mac responded, "I'm not kidding. Tomorrow morning just after sunrise when we

come to the bridge and look East there will be rows of Cumulus clouds and one will be Green. Midway will be under that cloud. I'll bet you \$10.00 and you be the judge." So we bet. And Damn if the next morning there wasn't the prettiest row of cumulus clouds to the East all fluffy and white except for one which was GREEN as hell. (It was a reflection from the lagoon!)

Needless to say I paid up and Mac bought the beer while we watched the Gooney birds do their act.

10. Our return to San Diego was marred by an unfortunate chain of circumstances. What was to have been a happy joyous landing was ruined by some poor seamanship (on the part of Twining and Shields) and a rainstorm. Returning DDs were accorded berths at Broadway pier. TWINING, with CDD172 aboard, of course went alongside first. The current was running, but setting the ships off the pier. It should have been no sweat, but Twining screwed up and didn't go far enough up the pier. When Shields came in 2nd astern of Twining and alongside the pier also, he was worried about running up the stern of Twining, got caught broadside in the current and had a lot of trouble getting his stern in. That left us to go outboard of Shields. Good Old CDD172 came on the radio and "suggested" we might want to get a tug and pilot. That was enough to completely un-nerve the CO, so he directed me to call for a pilot and tug. This was a Saturday afternoon (AIR) and you can imagine how many pilots and tugs are waiting around in San Diego harbor just to be called at the last minute for a DD. So we lay to in the stream and waited and Waited and WAITED. The entire crew (not on watch) was at Quarters in Dress Blues. The families were anxiously waiting on the pier all spiffed up from the beauty parlors. And then it began to rain! It rained and rained. The CO was reluctant to release the crew from Quarters. So everyone got soaked. It took over an hour for a pilot and pusher boat to show up. The pilot was a BMC! Our landing was uneventful. We didn't even use the pusher. I felt so sorry for all the rain soaked wives and girlfriends. It was a crying shame. And of course by this time COMDESDIV 172 was long gone ashore.

(How I loved that man! You know he never rode COLAHAN - EVEN FOR A DAY!)

11. This is everything I can remember about the first trip. I'll have much more on the Brooks era. Goodnight for now. Will try this to you by email and

also will mail you a copy.

Best,
Ray

BD 2-1-52 The captain has had it with the running of the officers' mess. The mess bill had risen to over \$52/month and the mess treasurer, Lt. Craig, had instituted an austerity program. We had meat loaf two Sundays in a row. The captain hates meat loaf. He relieves Lt. Craig. Oh well, at least Lt. Craig got the mess bill back down to \$28/month. [Felton: The meals were so bad in the wardroom that the stewards began eating in the general mess. Commuted rations were thus lost to the wardroom. That's why the wardroom mess bill rose so much. I relieved Craig as mess caterer (Macintosh did the work) but left him as mess treasurer.]

On 4 February the commanding officer [Felton] was relieved of the task element command by Commander Mine Division 11 in the destroyer minesweeper Endicott, but the Colahan remained with the Songjin element to continue assigned blockade and interdiction duties. The bright moonlight in early February proved an ill omen for North Korean trains and rail crews. Standing close inshore and using direct fire on many nights, the Colahan disrupted supply movements by rail. Five destroyed rail cars and a damaged locomotive were the "kills" for one most profitable night. HMS Alacrity was relieved by HMNZS Taupo and the latter frigate was the teammate of the Colahan on numerous patrols north to Chongjin. On the morning of 19 February the Colahan was relieved of her duties at Songjin by the destroyer Shelton and proceeded immediately to Wonsan to join ComDesDiv 172 in the Twining. After fueling alongside the Platte off Wonsan, the Colahan joined the Twining and the Shields for passage to Yokosuka via Shimonoseki Strait.

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BD 2-19-52 USS Colahan is relieved by the USS Shelton, and is detached from TF-77 to return to the States. Congratulatory messages from superiors are on Page 48 of the cruise book.

BD 2-21-52 Arrive Yokosuka.

BD 2-23-52 Leave Yokosuka for Midway.

BD 2-29-52 Arrive Midway. Crossed dateline. We had two Feb. 28th days. USS Shelton was hit last night and 11 were injured.

During the Pacific War of the previous decade, the *Colahan* was always a lucky ship. A surprising number of vessels were damaged in her wake, or nearby, while she remained untouched by anything the enemy threw in her direction. She had a habit of being in the right place when something bad was about to happen, and she carried this enviable trait into the Korean War as well.

Just three days (22 February) after the *USS Shelton (DD-790)* relieved the *Colahan* off the eastern coast of Korea, five Communist batteries on the mainland bracketed the *Gearing*-class destroyer with dozens of projectiles. The *Shelton* sustained four direct hits and observed approximately fifty near-miss geysers all around her. The attack left the warship with eleven wounded men and a five-foot hole in her bow. [Felton says he warned the *Shelton* that shore batteries were “zeroed in” on areas between Yang Do and the mainland.]

The *Shelton* angrily returned the fire and silenced the enemy guns, then remained on station for two more days before retiring to Sasebo for repairs. On the day she took those hits, the *Colahan* rested in Yokosuka, safe and sound, oblivious to what might have been. Crewmen aboard the “indestructible destroyer,” as a Pacific War veteran would someday call her, might be forgiven for thinking they would not have been hit even if they had been there. Good luck is always taken for granted, especially by those possessing plenty of it.

The *Colahan* crew learned of the *Shelton*’s misfortunes on Wednesday, 27 February, as they steamed east enroute to San Diego. The ship’s newspaper, “Fantail News,” provided details: “Eleven sailors were wounded when the U.S. destroyer *Shelton* was hit by Communist shore fire off the northeast coast of Korea last Friday. The Navy said three of the wounded men are in serious condition. One shell tore a three-by-four-foot hole in the hull of the destroyer at the water line. That and other damage forced the *Shelton* to go back to Japan for repairs. The ship received three direct hits from shells estimated to be either 75 or 105 MM. Two other shells burst over the ship, showering its fantail with shell fragments. The *Shelton* was patrolling at the island of Yang-Do off Songjin. The island is held by United Nations forces. Two other U.S. warships bombarding the Korean shoreline in the vicinity also were brought under shore battery fire. The destroyer *Rowan* suffered minor damage when it was hit once. The super-

structure of the destroyer *Henderson* was damaged slightly by shell fragments from near misses. Neither ship crew suffered casualties.”

But the leading “Fantail News” story on that day was not the *Shelton*. Rather, it was the oddity of a thirty-day February as the *Colahan* moved east toward Midway in her journey back to San Diego during this leap year of 1952. “The next two days will be February 28,” the crew was told. “We will arrive in Midway on the second one. Add a thirty-day February to your experiences.”

Captain Felton also took this occasion to issue a directive to sailors who had snapped up bargains at Japanese shops: “Many men have in their possession non-regulation articles of clothing. This is a violation of ship’s orders. Among the items noticed are fancy boots, loafers or moccasins, brown belts, civilian socks, etc. These items are not to be worn aboard ship and will be removed from the ship at the first opportunity on arrival in the United States.”

BD 3-3 or 4-52 Left Pearl Harbor for San Diego.

BD 3-11-52 Arrived San Diego.

On departing Yokosuka for the return passage to the U.S. on 23 February, the Colahan ended five months of combat duty in the Korean area. During that period she steamed 43,000 miles and hurled 6,118 rounds at the enemy from her five-inch main battery. Of the 164 days in the Far East, 128 days (78%) were spent at sea.

The Twining, the Shields and the Colahan stopped at Midway for fuel on 28 February. Within a few hours they continued the passage to Pearl Harbor, arriving in Hawaii on 2 March. Enroute from Midway to Pearl, the officers and men of the Colahan once again demonstrated their generosity when 254 out of 300 men volunteered to donate blood to the Armed Forces Blood Donor Program on arrival at Pearl Harbor. After 48 hours of hard work painting and cleaning the ship, and a few hours of well-earned liberty in Honolulu, all hands were eager to continue the last leg of the voyage to San Diego.

On Monday morning, 10 March 1952, the Colahan once again entered the familiar Southern California operating areas. Arrival in San Diego marked seven months of operations outside the continental limits. During this time, the Colahan earned the Korean Service Medal with one engagement star for the period of Chinese Communist Aggression and the United Nations Service Ribbon for Korea.

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Down came the call sign and steaming colors, up went the jack and ensign. On the bridge, the quartermaster entered in the ship's log, "Tied up starboard side to USS Shields, San Diego, California." Officially, DesDiv 172's Korean cruise was over. But you don't easily forget six months of watches and powdered milk; of loading ammo and listening to the five-inch guns sound off for days at a time; of walking down muddy Japanese streets and buy souvenirs with sign language; or riding rickshaws and trying to coax some heat out of a hibachi pot. You remember for quite a while how good that first taste of fresh milk was, or how good the warmth of Pearl Harbor felt after Songjin. It was a pretty dismal day as we stood under cover smoking a cigarette, waiting for a tug to take us alongside the Shields. The band on the pier was playing "Roll Out the Barrel," but we could barely hear the melody as we stood there watching it rain. But finally the tug came alongside, and we headed in. As we approached the pier, the band struck up a new song, one we had never heard before, and that black wiggling mass at the end of the pier became the familiar faces of wives and sweethearts, parents and friends. In the excitement of seeing them waving rain-soaked handkerchiefs, welcoming us home, we forgot the rain and cold.

"USS Colahan and Asia," 1951-52 Cruise Book

BD 3-19-52 Cdr. William K. Brooks takes command of USS Colahan.

When Felton left the *Colahan* in early 1952, he went to a job at the Bureau of Naval Personnel in Washington.

BD The officers and crew are always apprehensive when a new skipper reports aboard to take command. It was no different when Cdr. William K. Brooks relieved Cdr. Gale Felton in March 1952. Cdr. Brooks was a tall, thin man with very pronounced facial features. He impressed me by looking rather gruff most of the time. He seldom smiled, and when he did it was almost sinister, like the Grinch who stole Christmas. To me he was a lonely man. I don't think he ever was married. He was a merchant marine sailor; a skipper of a tanker, we thought. How else did he get command of a destroyer? He seemed to be confident on the bridge during normal steaming. Generally he was liked at first. He drank like a fish, and in that respect he was personable to those who enjoyed bar time with him. He was not so confident during his first exposure to ASW operations. I'm sure he was hoping his OOD and Ops officer knew what they were doing. Lt. Culhan was his first Ops officer and Lt. Hashmall was his second. Lt. Culhan was confident, a little too cocky for me. He always said the ship would never be able to leave the dock without him, but when he left, the ship was always able to get underway. Lt. Ben Hashmall was an experienced Regular Navy person who was very confident and even laughed at his or our mistakes. All of this should have set Cdr. Brooks at ease, but it didn't. His demeanor got progressively worse as time went on. In retrospect, my opinions

have mellowed over the years. I'm sure if I got my first ship command, I too would be anxious and suspect of my officers and crew. Every move my ship made was always under the watchful eye of the squadron commodore. I suppose that is why his outburst shortly after taking command came when he discovered the ship listing 3 1/4 degrees while it was tied up in a nest to a tender. After all, you can hardly make a big tender list. Having a small destroyer with its tall, thin mast list 3 1/4 degrees is pretty obvious by comparison.

BD A couple of funny things happened concerning Cdr. Brooks. Cdr. Brooks never liked destroyers. He did not enjoy eating with the ship pitching and rolling. If the food wasn't good, then it was even worse. One time the steward gave him a bowl of clear chicken soup. The bottom of the bowl had a large amount of black pepper in it. Brooks looked over at the supply officer and snarled, "C.L., you can always put the pepper in, but you can never take it out." C.L. (Clifford) Crook was the supply officer. We all laughed about that. It became a notable quote.

Chatted today (7/3/94) with John J. Russell, retired LCDR. Russell served under "Wild Bill" Brooks in the Korean War. He was First Lieutenant on the first trip and navigator on the second. When Brooks came aboard, replacing Felton, he told Russell that there would be no more painting over red lead until the red lead was thoroughly dry. Russell argued that the red lead spots would look bad when they came into port. Indeed, Brooks got chewed out by the San Diego port master, and then relaxed his rule about painting over new red lead. Russell liked "Wild Bill." Unlike Felton, Brooks would give junior officers a chance to handle the ship. "You've got gold stripes, haven't you? Take her in." [Felton: "Who trained them?"]

QM3 Robert G. Waite served as GQ and Special Sea Detail helmsman under Captain Brooks, whom he calls a great "white hat" skipper. Machinist's Mate Roy Rowe, then of Wamego, Kansas, now of Paris, Arkansas, also saw him as "a regular kind of guy, a crazy nut but fair and square."

There is an old saying in the Navy: "Don't drink until the sun is over the yardarm." Brooks followed this good advice. He kept a miniature ship's mast on his stateroom desk. The sun, if it was up at all, was always over his yardarm. But Jack Kuhn says he never knew of Brooks taking a drink aboard ship. Others remember it differently. "Wild Bill" had a craggy face, like leather, mummy-like. His voice was gravelly, and he talked out of the side of his mouth in movie gangster fashion. But he was a "charmer," says Kuhn. The crew, however, had little respect for him, Kuhn says.

BD 3-21-52 Colahan tied up alongside the tender USS Piedmont.

BD 3-22-52 Colahan develops 3 1/4° list while alongside Piedmont. Brooks is upset.

Chief engineer explains that new men in engineering gang hadn't noticed list. Water in fresh water tanks was shifted to correct situation very quickly.

BD 3-19-52 Lt. William D. Craig, the R-division officer leaves the ship for discharge. LTJG Jim W. Pettit, the O-division officer, had also left the ship by this time.

BD 3-30-52 Ensign C.L. Crook was promoted to LTJG. He was and still is the S-division officer.

BD 4-14-52 Ensign William Gwakin reports aboard for duty.

BD 4-14 to 4-17-52 Colahan on antisubmarine exercises at sea, in and out of San Diego.

BD 4-21 to 4-25-52 Colahan at sea practicing with new signal books. This is a nightmare for the old Able-Baker-Charlie-Dog crew. It was like going from English to Metric. Alpha, Bravo, etc. I've even forgotten!

BD 4-29-52 Colahan at sea doing individual ship exercises.

BD 5-5-52 Colahan in and out daily this week practicing with submarine. Still working out of San Diego. On one of these days I and perhaps others (I don't remember) rode the sub for the experience of learning submarine tactics. I believe the sub was the USS Aspro but not sure.

BD 5-19 to 6-13-52 I and LTJG John Russell attend sonar school while the Colahan is on gunnery exercises out of San Diego. I am not sure how long these gunnery exercises lasted. We were away for 4 weeks, but I do know the Colahan was in port every weekend. Also during this time Ens. Jack Young got married unknown to all of us in the wardroom.

BD 6-1-52 Ensigns with one year of experience get a raise in pay to \$222.30/month plus \$47.88 subsistence. We figured it amounts to 9 cents/hour based on a 40-hour week! (But we're all on call 24 hours/day.)

BD 6-10-52 LTJG J.D. (Don) Shannon is discharged and Ens. Don Carroll comes aboard. Carroll will turn out to be a nemesis for Brooks in another year. I understand he knocked Brooks off a bar stool one time.

BD 6-11-52 Colahan leaves San Diego for San Francisco Naval Shipyard for repairs and refurbishment. Will offload ammo at Mare Island.

BD 6-13-52 Our sonar school course is finished and I caught a ride with a Cdr. Rose (from 12th Naval District Transportation Office) and we drove all night arriving at Hunter's Point at 0600. The Colahan was at Pier 3, SFNS.

Ray P. Jones refers to a time “when we screwed up and nearly tore the ship in half doing the depth charge structural test firing enroute to Hunter’s point in June of 1952.”

BD 6-18-52 Arrival conference with shipyard superintendent.

BD 6-20-52 Colahan crew moves to an APL nearby.

BD 6-27-52 Colahan moves into drydock #2 along with the USS Shields. About this time Ens. Jack Kuhn and Ens. William (Bill) Huey report aboard.

BD 6-27-52 While in drydock many things were done. I can recall getting two new 350-KW generators to replace the two 240-KW generators we had. We offloaded all electronic spares and got new spares along with new storage bins for them. The bins were located in the after shaft alley where vibrations destroyed them. They were relocated in the sonar room and pit sword area where vibrations were much less. [What was the pit sword area? — JS] We also got our tripod mast which required the removal of two 36-inch searchlights. The CIC room was completely revamped and enlarged by taking some area from the captain’s cabin. New radar repeaters were installed on the bridge. The four boilers were rebricked, feed pumps overhauled, turbines balanced and evaporators cleaned. The ship was sandblasted and painted. I believe we got a new or repaired sonar dome. I know it was removed. I also did a little unauthorized work on my own. The USS Halsey Powell was apparently having work done in the staterooms and had discarded five box-jackson sellersjj jackson sellers bunks onto jjjjthe dock for junk or salvage. On the Colahan some of us officers were sleeping on chain-hung spring mattresses, same as the crew. A few hours with my welder and the substitution was made.

BD Early July 52 Lt. Hashmall and Ensign Lorch report aboard.

BD 7-17-52 Drydock is flooded.

BD 7-18-52 Colahan leaves the drydock.

BD 7-21-52 Lt. Earl Lindsey is discharged and leaves the ship.

BD 7-25 to 8-25-52 I am on 30 days leave and the Colahan is alongside the pier. Repairs continue.

BD According to an organization memo issued by XO Spielman on 8-12-52:

Primary Duty	Officier	Additional Duties
Navigators	Lt. John J. Russell	Training &
Personnel		

Operations Officer	Lt. Ben Hashmall	
CIC Officer	Ltjg. Hank Swicord	Asst Ops, Custodian Reg
Pubs		
ASW Officer	Ens. William Gwatkin	"O" Div, Alt. Custodian R.
Pubs		
Communications Off.	Ens. Jones	"C" Div. Officer
Electronics Repair Off.	Ens. Noel "Jack" Young	Radar Off, Asst CIC
Off.		
Gunnery Off.	Lt. Lyle E. Hoffman	
First Lieutenant	Ens. Tom S. Bunn, Jr.	Asst Gun Officer
2nd Div Officer	Ens. Don Carroll	5"/38 Asst.
1st Div Officer	Ens. Bill Huey	Machine Gun Asst.
2nd Div Jr Off.	Ens. Lorch	Torpedo Officer
1st Div Jr Off.	Ens. Lyons	Fire Control Asst.
Engineer Off.	Lt. James D. Moore	
Damage Control Asst.	Ens. Art Luine	"Rad" Defense Officer (?)
Main Propulsion Asst.	Ens. R. F. Darling	Asst Eng Off, "E" Div Off.
Electrical Officer	Ens. Jack Kuhn	"R" Div Officer
Supply Officer	Ltjg. C.L. Crook, Jr.	Stores, Disb & Commsy
Off.		

(These are the officers that made the 1952-53 (2nd trip) to WestPac.)

Notes: I don't remember when Hank Swicord came aboard. I believe Ens. Young's name was Noel, but everyone called him "Jack." I used to hear from Ens. Bill Huey after I left the ship. I last met him in San Francisco in 1969. At that time he was a full commander. He had been recalled and had been over to Vietnam. He was in the international beef marketing assoc. and being relocated in London. Never heard from him since. Ltjg. Richard (T-Bear or Teddy Bear) Floreick, who came aboard in Oct., 1952, took over Ens. Young's duties. He was discharged in 1953 or 1954, having contracted polio, I believe. I heard he died, but later learned he attended the Colahan's reunion in 1992.

BD 9-2-52 Dock trials.

BD 9-3-52 Bay trials.

BD 9-4-52 Sea trials with a full-power run. The pit log was inoperative but we indicated 420 turns/minute on the screws (estimated speed 38.3 knots, as 404 turns was 35 knots).

BD 9-7-52 Lcdr. Nelson comes aboard. He will relieve Lcdr. Spielman as executive officer.

BD 9-9-52 Colahan starts underway training.

BD 9-15-52 Colahan leaves the San Francisco Naval Shipyard enroute Port

Chicago.

BD 9-16-52 Colahan at Port Chicago to load ammo.

BD 9-17-52 Colahan anchored off Treasure Island. Brooks restricts the entire crew from liberty because about 30 were late the day we loaded ammo.

BD 9-19-52 Enroute San Diego.

BD 9-20-52 Arrive San Diego. Alongside pier at the Naval Station for one week. Colahan gets 34 new men aboard, 16 in engineering. E-Div got 11. We now have 78 in E-Div, but will lose 10 in the days to come.

BD 9-20-52 Lt. Frank Culhane leaves the ship for discharge. Ens. Art Luine leaves the ship, has orders to flight school.

BD 9-24-52 Ens. Jack Young leaves the ship, has orders to flight school. LTJG Walter S. Vaird Jr. (ship's doctor) leaves ship for transfer to Corpus Christi. His replacement (a personal friend) will take up residence on the USS Twining.

BD 9-29-52 Colahan starts 3 weeks of UTE. We were in port every night the 1st week, except on 9-30 when we have a battle problem in port all day. One week alongside the tender USS Dixie for upkeep.

BD 10-16-52 Final battle problem with the UTE team.

BD We were at gunnery practice. Mount 52 was trained to starboard. The gunnery officer, Lyle Hoffman, was on the bridge giving orders to fire when ready. The gun didn't fire, and didn't fire after repeated orders to fire. Cdr. Brooks ran out on the open bridge and leaned against it, and at the same time yelled at Lt. Hoffman, Jackson

"Why don't they fire?" Just then Mt. 52 fired and nearly blew us off the bridge. The soot came right down on the captain's white hat. Angerly taking off his hat and shaking off the soot, he said something like "Goddammit!"

BD 10-18-52 Colahan alongside USS Dixie for 2-week availability. During this time LTJG Richard Floreich reports aboard to replace Ens. Young who has left the ship.

BD 11-(1 or 3)-52 Colahan leaves San Diego for Pearl Harbor and West Pac. Brooks uptight.

BD 11-7-52 Arrived Pearl Harbor and fueled ship.

BD 11-8,9-52 Crew has liberty, sees Hawaii, Waikiki, etc.

BD 11-10-52 Colahan at sea for gunnery practiced.

BD 11-11-52 In port.

BD 11-12-52 Colahan supposed to have been at sea for torpedo practice, but the tubes wouldn't train, so ship was in port for director repairs.

BD 11-14-52 Loading ammo in West Lock (Pearl Harbor).

BD 11-15-52 Colahan leaves Pearl Harbor enroute Midway in company with USS Twining, USS Shields and USS Erben (all DesDiv 172) and the USS Rochester and HMCS Athabaskan DE-219. Enroute to Midway we had a gyro problem which wasn't discovered until we were way out of station trying to get back on station. Brooks was very unnerved, but Ben Hashmall who was operations officer and very cool and confident was always able to calm him down. We just used magnetic compass to stay on station.

BD 11-18-52 Arrived Midway Island. Stayed long enough to fuel.

BD 11-25-52 Arrived Yokosuka, Japan. The voyage from Midway to Japan was much better than in 1951 when we ran into a typhoon. It seems like the weather is always cloudy, rainy, etc., as we approached Japan this time of year.

BD 11-27-52 The Colahan celebrates Thanksgiving in port. Mr. Crook has pulled out all stops to give officers and crew a great meal (printed menu and all). We had turkey, sweet potatoes, cranberries, fruitcake and pumpkin pie. Probably more but I don't remember.

BD 11-28-52 Colahan and the rest of DesDiv 172 leave Yokosuka to join TF-77 in the Sea of Japan.

BD 11-30-52 Colahan joins TF-77.

BD 12-2-52 Colahan has a sub contact 7000 yards tracking at 18 knots. Colahan and Erben attack with depth charges. Contact lost but last tracked at 8 knots. Thought to be a Russian submarine. Besides the destroyers, the Colahan has been operating with the USS Rochester, the carriers USS Oriskany and Bon Homme Richard and sometimes the battleship USS Missouri. Planes are launched every morning about 0415 and continue until 2000 or 2100. Unlike last year, we did not have to go to GQ during dawn and dusk alerts.

BD 12-7-52 Refuel at sea. Lots of this while in TF-77. Hard work but we always looked forward to movie and mail transfers by highline.

BD 12-9-52 Detached from TF-77 to a location near Hungnam, North Korea, for

harassing fire and to blow up rail lines and tunnels of the "Manchurian Express" as we called it.

BD 12-(11 or 12)-52 Rejoined TF-77.

BD 12-14-52 FT-77 now composed of 13 destroyers, 3 carriers and 1 cruiser.

BD 12-17-52 Refueled at sea. We were supposed to have refueled from the USS Astabula AO-? but it had an explosion while berthed alongside the tender USS Ajax in Sasebo, Japan. The Ajax was damaged.

BD 12-17-52 We are having gunnery practice again. This time the USS Missouri is CTF with Adm. Clark aboard. He is the same fellow who had us shoot up our entire training allowance in two weeks last year.

BD 12-21-52 The officers have a 5-section watch on the bridge and in CIC now that Lt. Hashmall is operations officer. Those 3 section watches are touch when he have dawn and dusk GQs. The Colahan has a leak near the scoop injectors that are putting 10 gallons/hour into the after fireroom. We have no underwater welding equipment, so all we could do is shore it up and fix in port.

BD 12-23-52 Detached from TF-77 to bombard a railroad bridge somewhere along the coast of North Korea. On returning to the TF on 12-25-52, we were confused by radio messages. Unknown to the Colahan was the fact that the TF commander had changed all the ship call names. In the spirit of Christmas, TF-77 was known as "Jehovah." The CTF was "Santa Claus," the screen commander was "Scrooge" and the DDs were various reindeer names. Messages were sent in poetry. Of course, the Colahan (call name "Instead") didn't know what was going on. After some conversation with other ships, we finally got the message that changed the name IDs for that day. It was fun. I don't think Brooks was amused!

BD 12-25-52 Christmas dinner at sea, but the afternoon spent transferring mail by highline from the USS Erben and refueling at sea from the USS Essex. When we went alongside the Essex, their band was on the hangar deck playing Christmas carols.

BD 12-28-52 Enroute to Sasebo, Japan.