

84. Q. Did you agree or disagree in your own mind ~~with~~ ^{with} that solution?

A. I agreed that the two positions were properly placed. There was no actual solution of a course to steer to get to the new position.

85. Q. Can you estimate the length of time that the HOBSON stayed afloat after collision?

A. I estimate it at somewhat less than one minute.

86. Q. Less than one minute?

A. 45 seconds to a minute.

87. Q. Was the HOBSON cut in two by the collision?

A. I am not sure of that, sir. I was in the forward half of the bridge and this estimated time of the sinking is based on when I saw the bow go down. I don't know if we were cut in half.

88. Q. Did you observe, or have any opportunity to observe, any of the search and rescue operations that were conducted by the ships after the collision?

A. After I was taken on board the RODMAN about 2320 we went topside and observed the fact they were searching throughout the night in general, that the RODMAN participated -- I understand it was in the company of other ships.

89. Q. Do you know what other ships participated in the search?

A. No, sir.

90. Q. In your opinion and from your observations do you consider the search and rescue efforts made by the ships present, adequate?

A. Yes, sir. I think it was adequate. I think everybody that got off and got hold of flotation gear was probably picked up.

91. Q. Have you heard of anybody that got off that did not get flotation gear and was observed in the water and later was missing?

A. No, sir, I haven't heard of any such cases.

92. Q. Do you know whether the commanding officer of the HOBSON left the HOBSON? Did you see him?

A. He was aft of me on the port wing of the bridge. Mr. ^{B-6} was forward. It is my impression that the three of us left practically simultaneously with the commanding officer on my left and Mr. ^{B-6} on my right when we left.

93. Q. And you never did see him after that.

A. No, I never saw the Captain again or Mr. ^{B-6} until he was in the same small boat that I was picked up by.

94. Q. How many Junior Officer of the Deck watches have you had at sea, Mr. ^{B-6}? Do you know?

A. We were standing one in three and six days -- six days at sea would be approximately 14 watches, I would say, for each of us.

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95. Q. And during those watches you were under instruction, is that correct?

A. Yes, sir.

96. Q. Do you recall a piece of paper on the bulkhead in the bridge relating to tactical diameter and rudder angle?

A. Yes, sir, there was a small note attached to the vertical part of the desk where the maneuvering board problems were worked out.

97. Q. What was on that paper?

A. I had--it read, "station speed 27 knots," I think, and "operational speed 25 knots." It also had a tactical diameter given. I am not sure what that was, whether it was 1000 or 1200 yards, I don't recall, and it also had a rudder angle. It said use 14 degrees rudder and 14 was scratched out and 12 was written in. It wasn't signed by anyone. I don't know who placed it there, and it had no date.

98. Q. Do you recall whether the 12 was scratched out and 10 was written in?

A. Yes, I think it was in pencil.

99. Q. 10 was the final figure?

A. Yes.

100. Q. Do you know what would be the tactical diameter of the HOBSON with 10 degrees rudder angle?

A. I don't know, sir.

101. Q. Do you recall anything else on that paper?

A. No, sir, that's all I recall as being on there.

102. Q. Do you know of any message or order that was received by the HOBSON from anybody directing the use of a 1200 yard tactical diameter, directing the ships in question to use a 1200 yard tactical diameter?

A. I have no knowledge of any such message.

103. Q. Had you heard there was any such message aboard?

A. No, sir.

Cross-examination by counsel representing Lieutenant Commander Tierney:

104. Q. I believe you testified, Lieutenant, that you did not

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All redactions
are TBS.

When the information came to the HOBSON to the effect that she would take plane guard station 2, is that correct?

A. I don't know precisely when and how it was.

105. Q. Do you know for certain that something to that effect had been received?

A. I saw no written -- I don't know for certain. I was told by the OD, and it seemed to be common knowledge on the bridge we were going to that station.

106. Q. Could it be because that was common practice and that no definite information actually had been received, but it was common knowledge in all probability the HOBSON would take plane guard station 2.

A. I am not qualified to say what was common knowledge on the ship. I am not qualified, due to the short time on the HOBSON, I don't think, to pass on what was common practice as to the method of getting plane guard stations. I don't know.

107. Q. You testified that some time after the execute Mr. ~~_____~~ and the Captain were on the port wing of the bridge, is that correct?

A. That is correct.

108. Q. Could you estimate how long after the execute they were on the port wing of the bridge that you noticed them there?

A. No, I can't estimate in length of time. The Captain was doing the conning to begin the maneuver from the port wing. I recall Mr. ~~_____~~ being with him at least part of the time.

109. Q. Did Mr. ~~_____~~ and the Captain appear on the port wing after you had changed course from 130 to some other course?

A. Yes, that is where the order came from to make that course change. I think that is where the Captain was standing at the time he made that first course change, the first LEFT STANDARD RUDDER.

110. Q. At the first left change the Captain was on the port wing of the bridge?

A. I think so. I am not positive on that point.

111. Q. And you think Mr. ~~_____~~ was with him at that time?

A. I think so.

112. Q. You didn't at that time hear of any conversation between the Captain and Mr. ~~_____~~ ?

A. No, I heard no conversation between the two at any time.

113. Q. Did you observe Lieutenant ~~_____~~ actions after the initial order for the course change to the left had been given?

A. No, sir, I didn't observe Mr. ~~_____~~ actions.

114. Q. You testified that Captain Tierney went to the TBS, is that correct?

A. He went back where the TBS was located. I don't know, to TBS and various other places.

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All redactions
are T-6.

115. Q. Is that on the after bulkhead of the bridge?
A. Of the pilot house. It was on the starboard side.

116. Q. When did you notice the Captain go back to the TBS or over to the TBS?

A. I don't recall exactly, but some time during the maneuver, and I repeat I don't know whether he used it or not. I just recall seeing him at that point.

117. Q. Where did he move from in order to get to the TBS?
A. I don't know that. I don't know where he came from.

118. Q. And you can't recall whether it was shortly before collision or right after the execute at all. You have no recollection of that?

A. No.

Cross-examined by Lieutenant [redacted], a party:

119. Q. Mr. [redacted], as a matter of fact, during this time the people on the bridge were all moving about from place to place Mr. [redacted], the Captain, and yourself, the quartermaster, all of them. Nobody was remaining stationary, is that correct?

A. That is correct. Nobody had a particular place.

120. Q. They were moving from one side of the bridge to the other, and to the pilot house, and back?

A. Yes, sir.

121. Q. You stated you had seen this notice regarding the rudder angle and speeds to use in the pilot house posted on a board?

A. Yes, sir.

122. Q. Do you know if that was an ordinary position for instructions to the bridge personnel to be placed?

A. No, on one of my former watches I asked Mr. [redacted], who was the OD, what that was for and he said it was something for the enlightenment of the OD. He didn't tell me who posted it or when.

123. Q. Did you always stand your watches as JOOD with Mr. [redacted] while you were underway?

A. No. They stood their watches one ^{and} four. We stood ours one ^{and} three, so we advanced on the OD.

124. Q. Do you have any idea how many watches you had stood with Mr. [redacted] prior to this last?

A. With a total of 14 -- and 4 of them, -- I would say 4 at the most, -- probably three or four.

125. Q. Had you been aboard long enough standing watches on there to form in your mind any opinion regarding the capabilities of the officers aboard and the way they handled the ship?

A. Are you referring to the four OD's?

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All redactions
are TBG.

126. Q. Yes, sir.

A. I don't know whether I am qualified. I had formed an opinion, a personal opinion.

127. Q. What was your opinion?

A. I thought that Mr. and Mr. were the two most qualified and most helpful to the junior officers.

128. Q. Did Mr. keep you informed as to what was going on and what the ship was doing.

A. In general, yes.

129. Q. Did you ever notice any hesitation or indecision on his part in giving an order?

A. No, sir.

130. Q. You said that you saw a maneuvering board with two points marked, the relative position of the HOBSON to the WASP on course 102 and the relative position which you would take when you came around to 265 or whatever the new course was going to. Did you know, or were you ever informed, as to how they intended to get the HOBSON to the new point?

A. No, I never was informed as to how they had planned to get to the point.

Cross-examined by Lieutenant , a party:

131. Q. You stated that during this maneuver the ranges were coming up from CIC to a talker on the bridge, is that correct?

A. That is right.

132. Q. And that talker was communicating those ranges to the Captain.

A. Yes, the Captain requested continuous ranges.

133. Q. And you stated that you heard a range of 1240 yard over the voice tube, is that correct?

A. Yes.

134. Q. Do you know why that range came over the voice tube and not through the phones as the other ranges did?

A. That was part of the conversation with the CIC watch officer who was concerned as to whether we had heard the command to EXECUTE. He was concerned about the ranges closing and wanted to know whether we were starting our turn yet, and I answered affirmatively. The Captain had the conn, and was in the process of making it.

135. Q. The ranges that came up to the talker came from an enlisted man who was operating the radar in CIC, is that it?

A. That is my understanding. I have never observed the operation.

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136. Q. But this was a CIC officer who called through the voice tube, is that correct?

A. That is correct.

137. Q. Didn't he seem a little excited when he called the question up to you?

A. No, he didn't seem to be concerned over anything other than the fact he wanted to be reassured that we got the execute signal. That was his reason for calling the bridge.

138. Q. Did he use any stronger language than is customary conveying information from CIC?

A. It seems I do recall something stronger than normal Navy phraseology.

139. Q. Could he have said, "What the hell is going on?"

A. Yes, sir, he very well could have said that. I don't recall that he did say that.

140. Q. Do you recall that it was language stronger than the usual passing of information?

A. Yes.

141. Q. Now when that range came up do you know what course the HOBSON was on?

A. No, sir.

142. Q. Do you know whether or not you were on the 130° course?

A. I don't recall but I seem to remember it was after one of these LEFT STANDARD, on one of the courses that I don't know.

143. Q. It was after the LEFT STANDARD from the 130 course?

A. I would say yes.

144. Q. And you would say it was on the next course after the 130 course that you don't know what that course was?

A. I don't know what it was or how long we retained it.

Re-examined by the counsel for the court:

145. Q. Did you know at the time what that course was after the course of 130 and have just forgotten or do you mean to say that at the time you didn't know what course you were on?

A. That is right, sir. I know now from having heard the narrative but I didn't at that time. I don't recall ever having heard it at the time it was given.

146. Q. You don't think it was your duty as junior officer on the deck to keep yourself informed of what course the ship was on?

A. It probably was, sir, but I didn't know the course at the time.

147. Q. What were you doing at that time, Mr. B-6

A. I was mainly concerned with keeping out of the way of the people who were conning the ship, observing what they were doing for training purposes.

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148. Q. Do you recall the commanding officer of the HOBSON saying anything in response to, concerning, the query from the CIC watch officer regarding whether the bridge had been informed of the EXECUTE of the turn signal?

A. I don't recall his making any mention of it at all.

149. Q. But you do state that the CIC watch officer was concerned over the range between the HOBSON and the WASP closing?

A. Yes, that was his concern.

Examined by the court:

150. Q. During the events immediately preceding this collision or during the period did you hear any whistle signals from the WASP or the HOBSON?

A. No, sir.

Recross-examined by counsel representing Lieutenant Commander Tierney:

151. Q. You have testified that combat sent up radar range one of the last being 1240 yards, is that correct?

A. That was the only one I heard and that was given to me with this other message which I testified about.

152. Q. The manner in which this was given was unusual, you have testified.

A. Yes, he was concerned with the rate of the closing and wanted to know what we were maneuvering to.

153. Q. The tenor of that report was that it was an urgent report, was it not?

A. When I replied affirmative we were maneuvering to take our new station he said something to the effect, "OK".

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.

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

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, quartermaster, first class, 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 counsel for the court:

1. Q. Are you the same who previously testified in this matter?

A. Yes, sir.

2. Q. Did you have any watch assigned you at the time of the collision between the WASP and the HOBSON?

A. No, sir, I didn't.

3. Q. Where were you at the time of the collision between the two vessels?

A. I was in the pilot house and in the chart house.

4. Q. Were you in a duty status?

A. Yes, sir. I was navigating quartermaster at the time.

5. Q. You were navigating quartermaster?

A. Yes, sir.

6. Q. Had that been assigned you as a watch at this time?

A. On that ship I was assistant navigator to the executive officer.

7. Q. You were the assistant navigator to the executive officer?

A. Yes.

8. Q. And how long have you been in the Navy, Parks?

A. In the reserves and on active duty eight years.

9. Q. How much of that duty has been active?

A. Approximately six years, sir.

10. Q. How much of it has been spent at sea?

A. All of it, at least five years of it.

11. Q. Will you state to the court the entire sequence of events from about 2200 PETER time up to the point of the collision everything you saw, everything you heard.

A. I have a statement written up here if I may read it. It starts off at 2200. I was down below until that time and I came up on the bridge. "On the night of April the 26th on or about 2220 PETER time I was in the chart house working on a chart and I heard over the TBS a signal for course 260°T. I walked out of the bridge. I heard the Captain state that he had to expedite getting on station at the best possible speed, and the way he said it was as if he was referring to a dispatch we had received the day before. It is my sole belief that he had this particular message on his mind at the time the signal was executed. The date time group of the message was 251935 ZEBRA. I never heard the Captain take the conn. from Lieutenant *B.C.* but when the signal was executed the Captain gave the order "RIGHT STANDARD RUDDER, come right to new course 130°T." At this time I returned to the chart house to take a loran fix and while taking this fix I heard *B.C.*, boatswain's mate, seaman, the bridge talker

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say, 'Combat reports the WASP 750 yards away, too close to get another range and closing fast.' I returned to the bridge. A few seconds later the Captain gave the order for all engines ahead emergency full or flank, and someone hollered to pass the word standby for a collision. ^{b6}, boatswain's mate third passed the word and I pulled the general alarm. As I was reaching for the general alarm the WASP struck us on the starboard side. I went to the port wing of the bridge and stepped up on the spray shield and looked aft to see if we were going to sink, and I saw the WASP two-thirds of the way across the HOBSON. She looked as if she was in the after fireroom at the break of the O1 level and at an angle a little less than 90°. The Captain was on my right and at this time water was up to my knees and the ship was listing almost 90° to port."

12. Q. You speak of a turning signal. Will you tell the court exactly what you heard, the verbiage of that signal if you recall.

A. I know it was 260, sir. It was FOX SIGNAL 260 is all that I can recall over the TBS.

15. Q. Did you ever hear any MIKE CORPEN signal come over the TBS?

A. No, sir, I don't recall.

At this point the court sat with open doors.

Examination by counsel for the court continued:

14. Q. Do you recall immediately prior to collision, or shortly prior to collision, any conversation between the commanding officer and Lieutenant ^{b6} ?

A. Yes, sir. They were talking but I don't know a word they were saying.

15. Q. You heard none -- or is it that you don't recall any of the conversation between the commanding officer and Lieutenant ^{b6} r?

A. No, sir, I don't.

16. Q. Did you hear any remark by the commanding officer to the effect that he had to expedite getting on the station at the best possible speed or words to that effect?

A. Yes, sir, I did.

17. Q. Would you give just what language he used and what he said.

A. When the signal was received I don't know whether they were discussing how to get on station. They were talking. Whether they were discussing how to get on station I don't know, but I heard the Captain state that he had to expedite getting on station at the best possible speed.

18. Q. Then what order did you hear the Captain give the helmsman?

A. RIGHT STANDARD RUDDER and COME RIGHT TO COURSE 130.

19. Q. And after he came to course 130, did you hear any other orders? Did you hear any other orders he gave the helmsman?

A. No, sir.

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20. Q. Do you know whether that course was ever changed before collision?

A. I recall we was turning left, the ship was moving to the left when we had the collision, but what the rudder was, what the course was, I don't know. I went back to the chart house.

21. Q. Do you recall who it was said, "STANDBY FOR COLLISION"?

A. No, sir, it was dark and I didn't recognize the voice, whoever it was.

22. Q. Did you see the WASP as she struck the HOBSON?

A. No, sir, I did not.

23. Q. How are you able to estimate the angle at which she struck?

A. The angle, sir, that I stated here was after she had struck and was approximately two-thirds of the way across the ship. It looked as though she was a little less than a 90° angle at that time.

24. Q. Could you estimate how much less?

A. No, sir, I couldn't.

25. Q. Is it more than 80?

A. Yes, sir.

26. Q. Did the WASP continue on through the HOBSON?

A. No, sir, I don't believe she did but I had taken to the water about that time.

27. Q. Do you recall seeing the commanding officer of the HOBSON in the water?

A. No, sir, he was on my right when I went into the water. I left the ship before he did I know.

28. Q. Do you know whether the aircraft warning lights on the HOBSON were burning?

A. Yes, sir, they were burning.

29. Q. You saw them?

A. Yes, sir.

30. Q. Do you recall hearing any query from the RODMAN or the WASP as to whether yours were burning -- as to whether they were burning or an order to turn them on?

A. Yes, sir, we received an order a few minutes after sunset, it was twilight, to turn on the aircraft warning lights, red truck lights. I turned them on myself and went out on the wing of the bridge and checked them and they were burning brightly. Approximately four or five minutes later we received a TBS transmission from the WASP telling us to expedite the execute of the signal. It came over as a signal.

31. Q. To turn on the truck lights?

A. Yes, sir, and told us to expedite. That was approximately four or five minutes after I turned them on. When this message came over I went out and rechecked the truck lights and they were burning at that time and at that time she was approximately 3000

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yards from us and I could see her truck lights and also the truck lights of the RODMAN.

32. Q. Was it dark or twilight?

A. It was twilight.

33. Q. And did the HOBSON inform the WASP her lights were burning?

A. Yes, sir, the officer of the deck, Lieutenant ^{150,} reported over the TBS the signal had been executed.

34. Q. Now describe the scene -- ~~25~~ your observation of even after you went in the water.

A. After I went in the water I swam approximately 10 or 15 feet trying to get away from the ship. I had been told there was suction and I was trying to get as far away as possible. After I had swam a distance I looked back and the ship was gone and I didn't feel any suction, and it appeared to me that the aircraft carrier was drifting down on me and I started swimming in the other direction, and I swam approximately for five minutes before I found a life jacket. I got the life jacket and stayed in the water about 40 minutes and was picked up by the motor whale boat of the RODMAN.

35. Q. Could you estimate the time that the HOBSON stayed afloat after collision?

A. I would say the bow wasn't much over a minute, between a minute and two minutes for the bow. I couldn't see the stern.

36. Q. The HOBSON was cut in two, broken in two?

A. It appeared to be, yes, sir. I don't know for sure but it appeared to be at the time I was in the water.

37. Q. Was a large amount of flotation gear in the water?

A. Yes, sir, there was. You couldn't hardly swim for it.

38. Q. What was the nature of that gear?

A. Life jackets, wooden gratings, drums, water casks.

39. Q. Any nets?

A. Nets, yes, sir.

40. Q. Any lines?

A. No, sir, I don't recall any lines.

41. Q. Did you hear the commanding officer of the HOBSON ask the WASP or direct any question to the WASP as to what his station should be?

A. No, sir, I didn't.

42. Q. Would you say there was sufficient flotation gear available for every man that was able to get off the HOBSON?

A. Yes, sir.

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43. Q. And in a handy position?

A. Yes, sir, it was.

44. Q. You have spoken of aircraft warning lights. How are they physically located on the HOBSON?

A. We was one of the two ships in the mine force that had ours fore and aft. Our truck lights were fore and aft instead of athwartships.

45. Q. And what was the distance between the lights?

A. I don't know, sir.

46. Q. Do you know the approximate distance?

A. I would say approximately between two and three feet. I am not positive. It is a guess.

47. Q. Did you ever see the WASP before she struck you?

A. No, sir.

48. Q. You don't recall hearing any orders -- any rudder order -- given by the commanding officer of the HOBSON immediately prior to collision?

A. No, sir, I was in the chart house back in the loran shack, at the time. I heard this talker report she was 750 yards away and he hollered this out. That I know. I was back in the loran shack and I ran out on the bridge.

49. Q. But you did hear EMERGENCY FLANK or EMERGENCY FULL SPEED.

A. Yes, sir. When I ran out on the bridge he gave that order, sir.

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B6 , yeoman, first class, U.S. Navy, reporter.

50. Q. How long have you been on the HOBSON?

A. I reported aboard the HOBSON December 29, 1950.

51. Q. Do you recall a piece of paper being on the bulkhead over the navigator's table on the bridge of the HOBSON that showed tactical diameter and rudder angle - writing to the effect 14 degrees rudder angle was scratched out and some other number written on there?

A. We had --. You mean the order of right standard rudder, full rudder, and hard rudder?

52. Q. I have reference to a piece of paper placed on the bulkhead on the bridge with masking tape - attached to the bulkhead with masking tape; do you recall ever seeing such a piece of paper?

A. No, sir. I don't recall.

53. Q. Do you know what tactical diameter was in use by the unit or force to which you were attached? Do you recall any order from the Commander Task Group designating any?

A. No, sir.

54. Q. No definite tactical diameter?

A. No, sir.

Cross-examined by Captain B6 , a party:

55. Q. We have no cross-examination except I might ask, after you were in the water between the time of the collision and when you were picked up were you in a position to observe whether the WASP or other ships arrived at the general scene with flood light?

A. Yes, sir. The WASP had on flood lights.

56. Q. Did it light up the scene of the rescue operation quite clearly?

A. Yes, sir.

Cross-examined by counsel representing LCDR Tierney:

57. Q. After the collision you testified that you jumped on the spray shield, looked aft, there you saw the WASP two-thirds of the way through the HOBSON?

A. That is correct, sir.

58. Q. Do you mean by that that the bow of the WASP had not penetrated the HOBSON completely?

A. From the position I was in, sir, I don't believe it had, no, sir.

59. Q. In the momentary glance that you took of the WASP before going into the water, did you observe any way on?

A. No, sir, I could not.

60. Q. Did she have much way?

A. I didn't observe any on. It started - it started swinging to port.

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61. Q. By that, do you mean that you could make no determination whether or not she was moving at all?

A. No, sir, I could not.

62. Q. Now, approximately how long was it between the time you felt the first impact and the time you jumped on the spray-ridge shield and looked around?

A. I would say between 20 and 30 seconds.

63. Q. Then would you say between 20 and 30 seconds?

A. Yes, sir.

64. Q. Then could you conclude from that, in the 20 or 30 seconds between the time of impact and the time of your observation of the bow of the WASP, that it had travelled two-thirds of the way through the HOBSON?

A. From where I was--the angle I was--I believe that is true, yes, sir.

65. Q. Well, what was the speed of the WASP as you have heard or as you knew shortly before the time of collision?

A. I do not know, sir.

66. Q. Do you know what the formation speed was?

A. 27 knots, I believe, sir.

Cross-examined by Lieutenant *V/S*, a party:

67. Q. *V/S*, you were the senior quartermaster aboard WASP?

A. Yes, sir.

68. Q. You also had the signal gang in addition to being assistant navigator?

A. Yes, sir.

69. Q. Did you conduct any drills while you were under way?

A. Yes, sir, we did.

70. Q. What type drills did you have?

A. We had semaphore, yard-arm flag hoists, Nancy signals, and blinker.

71. Q. Who took part in those drills? I don't mean men by name in general.

A. The entire quartermaster gang.

72. Q. Did any of the officers take part?

A. Yes, sir.

73. Q. What was the nature of their instruction?

A. We were using this new APC-1, -

At this point the court sat with closed doors.

The press and spectators withdrew from the courtroom.

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74. Q. Will you please describe the nature of the drills that were conducted.

A. I don't remember the time, but we were having drills on this new APC-1 - I believe 175, I don't recall the number, but there was a flag hoist drill and the officer of the deck was looking up the signals - the officer - all officers were on the bridge at times - they were looking up the signals for us.

75. Q. How often were those drills conducted?

A. I would say with that new signal book we had at least four drills, sir.

76. Q. During the time after you got underway from Charleston?

A. Yes, sir.

77. Q. In your duties as assistant navigator, were you called upon to use all the navigation gear aboard, such as the fathometer, Loran, various alidades?

A. Yes, sir.

78. Q. What was the condition of the navigational equipment aboard?

A. It was all in - I would say - good condition, sir.

79. Q. Did you have all or practically all of the gear that your allowance called for in the navigational department?

A. Yes, sir.

80. Q. There is just one further thing. You said the WASP cut two-thirds of the way through the HOBSON; did you mean that the WASP's bow was two-thirds of the way through the HOBSON or had two-thirds of the WASP passed through the HOBSON?

A. From the position I was in it looked like the bow was approximately two-thirds across the deck of the HOBSON, whether it cut two-thirds of the way I couldn't tell.

Re-examined by the counsel for the court:

81. Q. Was the publication ACP-175 fully in effect at the time of collision or had it been placed in effect that day?

A. Out of memory, sir, I believe at 1200, Noon, it was that day or the previous day we received the message saying it would be. I don't do anything pertaining to signals, that was handled by a different group. I mean we have two groups, signalmen and quartermasters.

82. Q. That it was in effect or that would be in effect?

A. It was in effect to the best of my knowledge - - to the best of my knowledge it was in effect.

83. Q. Do you recall the signal?

A. I don't recall the signal on it.

84. Q. Do you know who that signal came from?

A. No, sir, I don't.

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85. Q. Now, do you know whether the commanding officer of the HOBSON had worked out a maneuvering board solution to arrive at his new station?

A. No, sir, I do not, sir.

86. Q. Do you know what that station was supposed to be?

A. No, sir, I don't know what station we was on and I didn't know which one we were taking.

87. Q. Did you hear any conversation between the commanding officer and Lieutenant (jg) *736* as to arriving on that station?

A. No, sir.

Recross-examined by Captain *736*, a party:

88. Q. There is one question I have. Do you recall that the ships with which the HOBSON was in company conducted exercises on Wednesday immediately prior to the Saturday collision using ACP-175?

A. Flag hoist drill?

89. Q. Yes.

A. I believe there was.

90. Q. Do you recall during the drill that the Task Group Commander, as part of the flag hoist exercise, sent out a hoist indicating that the tactical diameter was 1200 yards for that drill?

A. No, sir, I don't recall that signal, 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.

The court then, at 1205, took a recess until 1320, 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.

At this point the court sat with open doors.

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Lieutenant (junior grade) *Bb*, Supply Corps, 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 counsel for the court:

1. Q. Describe your marine experience and state your length of service in the Navy.

A. August 14, 1950, served aboard the U.S.S. PICKFORD (AF-54); ordered aboard the HOBSON in January, about the middle of January 1952. I was aboard the HOBSON approximately three and one-half months. I was in the wardroom when the collision happened. When the collision occurred I went to the 01 level, got a life jacket on and got into the water. I did not see the ship again. I was picked up by the U.S.S. RODMAN, taken aboard that ship.

2. Q. What were your duties aboard the U.S.S. HOBSON?

A. I was the supply and disbursing officer. My collateral duties were insurance officer, I had the coding watch after 2300 and that is all.

3. Q. Did you save any of your records?

A. I did not save any records.

4. Q. Did you save any of your money?

A. I did not save any money.

5. Q. Do you have any personal knowledge of the events leading up to the collision between the WASP and HOBSON?

A. No, sir.

6. Q. Were you picked up by the RODMAN or a small boat?

A. I was picked up by the gig of the RODMAN.

Cross-examined by Lieutenant *Bb*, a party:

7. Q. Mr. *Bb*, you are now in the process of trying to reconstruct your accounts and take care of outstanding requisitions - the ship's indebtedness, is that right, sir?

A. That's right, sir. I would like to give the names of the two officers who searched me when I was picked up, Lieutenant (jg) *Bb* and Ensign *Bb*.

Re-examined by the counsel for the court:

8. Q. They did search your person?

A. They searched my clothes.

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.

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

The witness was duly warned and withdrew.

^{By} ~~the~~ counsel, 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:

1. Q. How long have you been in the Navy, ^{By} ~~is~~?
A. 19 months - -

2. Q. Speak louder.
A. It will be 19 months the 13th of this month, sir.

3. Q. What has been the nature of that service; where have you been attached - what vessels, and so forth?
A. U.S.S. HOBSON.

4. Q. You were aboard the HOBSON during all that time?
A. No, sir. I served three months recruit training camp, Newport, Rhode Island. I left there on January 2nd, 1951, sir. I reported aboard the HOBSON in Charleston, South Carolina, January 19th, 1951.

5. Q. Now, were you on duty at the time the WASP and the HOBSON collided?
A. Yes, sir, I was.

6. Q. What were the nature of your duties?
A. I was quartermaster of the watch, sir.

7. Q. When did you assume the duty of quartermaster of the watch - what time?
A. Approximately 7:30.

8. Q. 1930?
A. 1930.

9. Q. Now, will you describe your personal observations of events leading up to the collision between the WASP and the HOBSON including everything you heard, everything you saw, and everything you did.

A. Yes, sir. When on our base course 102°, sir, the signal came over the TBS "FOX CORPEN 260 TACK SPEED 27", I remember logging it. Then I walked back in the charthouse and was checking the DR for the night, helping ^{By} ~~is~~. Upon execution I logged the time it was executed, put it in my log using various courses and speeds to get on station. I don't remember all the different rudders that they used. I remember going right I think it was standard rudder and reversed the rudder I don't know how many times. I wasn't paying too much attention, this was something - well, we had done it numerous times, more or less routine.

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10. Q. What has been done numerous times?

A. Plane guard -- something which - since I have been on the HOBSON we had plane guard with different carriers - it was more or less of a routine. I was standing in front of the engine order telegraph when I first sighted the WASP and it was not quite broadside. I believe we were still turning, straightened out, keeping bow to bow. As far as collision, it never occurred to me, I stood there, everybody else was calm as far as I can remember. The last thing that happened was combat reported the carrier was too close for any more ranges and bearings - the bearing was steady and range was 750. The carrier kept on closing rapidly. The Captain said, "Standby for collision."

11. Q. Who said that?

A. The Captain, I believe it was - I wouldn't want to make a statement - it might have been Mr. *Bo* or the Captain. I really don't recall. There was a slight pause, I believe the command was left 15 degrees, left full, left hard, emergency all ahead flank, at which time I reversed my position from looking out the port. I rang the engine order telegraph three times from flank speed to stop. I just then turned and looked out the port porthole and seen the carrier. I thought it was going to come on the bridge - I seen it clear - then we hit.

COUNSEL REPRESENTING LCDR TIERNEY: Would counsel have the reporter read back that last answer in reply to your last question?

The reporter read the answer requested.

12. Q. I understand that three times you rang the engine order telegraph -- you rang from flank to stop?

A. Yes, sir, going from flank to stop.

13. Q. Did anybody give you the order to do that?

A. Yes, sir.

14. Q. Who gave that order?

A. The Captain gave that order.

15. Q. Stop all engines?

A. No, emergency ahead flank.

16. Q. And you say you rang the order on the engine order telegraph?

A. Yes, sir.

17. Q. Was that answered by the engine room?

A. I don't think it was. There wasn't time for the engine-room to answer it. What little I know about the engineering spaces, they probably started to add more steam or whatever they do. I don't really think they had a chance to answer the bells.

18. Q. You testified that you were steaming bow to bow with the WASP?

A. Bow towards bow.

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19. Q. What course was the HOBSON on when you became aware that the HOBSON and the WASP were steaming bow towards bow?

A. I don't remember - either 060 or 090. That was not our course -- the helmsman had the rudder on - which - I don't remember. The Captain said, "Rudder amidships, watch your head. The helmsman sang out "060" or "090," I couldn't say which one it was, sir.

19.^(A) Q. You were aware at the time the ship was steaming bow towards bow with the WASP?

A. Yes, sir.

20. Q. How do you know that?

A. I could see, sir. Well, I was in a position to - standing right there in the pilot house. We have portholes from port to starboard.

21. Q. And at that time you could see the bow of the WASP?

A. Yes, sir.

22. Q. And you identified it as the bow of the WASP?

A. Yes, sir. It was - couldn't have been a "can", sir, there was only the RODMAN and the carrier plus ourself steaming, sir, and combat reported no other targets - so, I assume it was a carrier.

23. Q. You could see it was the bow of the ship? You could see the bow of another ship?

A. Yes, sir.

24. Q. Was there any moon?

A. I don't remember the night too clearly; there might have been a moon out.

25. Q. Do you recall whether it was a dark night?

A. Well, it was clear, sir, I don't remember any stars out.

26. Q. Did you see waves coming over the bow?

A. I don't think so. I could just see the bow steaming bow towards bow.

27. Q. On that course, you say 060 or 090, you observed the bow of the WASP coming towards you?

A. Actually it wasn't the course. That was the ship's head at that time, sir. The ship would still be swinging.

28. Q. Was that before or after the commanding officer of the HOBSON gave his order "left 15 degrees, left full, left hard"?

A. That was before.

29. Q. Before he gave those orders?

A. Yes, sir, that was before.

30. Q. Now, did you hear any discussion between Lieutenant Helms and the commanding officer regarding the intentions of the commanding officer in coming to his plane guard station?

A. No, sir, I don't believe I observed any conversation at all, sir.

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31. Q. Who had the conn?

A. The Captain had the conn.

32. Q. Did he relieve Lieutenant _____ of the conn?

A. Yes, sir. On the signal execute he told him, "I relieve you, Mr. _____, and I have the conn."

33. Q. Were those his exact words, "I relieve you and I have the conn"?

A. I don't remember whether those were his exact words - he did relieve Mr. _____ of the conn.

34. Q. He relieved him of the conn?

A. Yes, sir.

35. Q. He didn't indicate he was relieving him as officer of the deck?

A. No, sir.

36. Q. And that was at the execution of the turn signal, is that correct?

A. Yes, sir.

37. Q. Now, would you state as near as you remember the exact words that were relayed from combat about the range 750 yards being too close?

A. No, sir, I don't think I can remember the exact words, sir, but at the time the carrier was too close for any more ranges - the last known one was 750. The bearing was holding steady but I don't remember the bearing, sir.

38. Q. You observed that combat said that the carrier was too close for any more ranges?

A. Yes, sir.

39. Q. Combat wasn't complaining that it was too close for safety between the carrier and the HOBSON?

A. I don't know about that, sir.

40. Q. Do you recall combat saying anything about the bearing holding steady?

A. Yes, sir, the bearing was holding steady.

41. Q. Was that before or after the command of the commanding officer of the HOBSON which was given, "put the rudder left 15 degrees"?

A. That was before, sir.

42. Q. Before he ordered that last left turn?

A. Yes, sir.

43. Q. Now, this order to standby for collision, did that come before or after the orders of the commanding officer to the helm to put the rudder left 15 degrees, full left, left hard?

A. Before.

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44. Q. You're certain of that?

A. Yes, sir.

45. Q. Do you know whether anybody gave the sound of collision alarm?

A. Yes, sir, I remember that.

46. Q. Who did that?

A. Parks, quartermaster first class.

47. Q. Was any other emergency signal sounded?

A. The boatswain's mate of the watch, *bl* passed the word over the LMC.

48. Q. Did you hear any other order such as abandon ship?

A. No, sir, I don't believe I did. At that time I was just fighting my way back into the hatch. I had been knocked from the starboard side to the port side. As I was going out I grabbed a dog on the hatch and pulled my way back in. That's when Desrosiers and Parks were at the alarm and --

49. Q. Was that before or after the collision?

A. That was after the collision.

50. Q. How long, in your judgment, was it before the collision that the Captain said, "Standby for collision"?

A. I don't recall - I don't think - it might have been seconds; I really don't know.

51. Q. Did anyone on the bridge take any action in obedience - in compliance with that order before collision?

A. I don't remember, sir.

52. Q. From the time - from shortly before you came off course 102°, up to the collision did you hear the Captain say anything other than the remark you just made, "standby for collision," and the various orders to the helm?

A. No, sir, I don't believe I did.

Cross-examined by Captain *bl*, a party:

53. Q. You said, I believe, that while you were ⁱⁿ the HOBSON ^{you} you had participated on numerous plane guard manuevers?

A. Yes, sir.

54. Q. On this particular occasion what plane guard station did you think the HOBSON was going to take after the execution of the turn to course 260°?

A. I believe, sir, we were going from one station - changing with the RODMAN to station one.

55. Q. What position in relation to the WASP did you think the HOBSON would occupy on that station?

A. On station?

56. Q. Yes.

A. We would be - I don't remember the exact degrees off her port - port bow, three thousand yards. That was the information I got.

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57. Q. Where did you get that information?

A. From Mr.

58. Q. Do you realize or know there is a difference between the night recovery station and the day recovery station?

A. No, sir, I don't.

59. Q. At the time the order to execute the turn to 260° was given what relative position was the HOBSON in, in relation to the WASP - just before?

A. Just --

60. Q. Before the execution?

A. Off her fantail, starboard side.

61. Q. At that time you were on the starboard side of the WASP?

A. Yes, sir. I believe that is where we were. Actually I couldn't say for sure. About the time of the execution, as I said before, I was in the chart house. I was in the chart house which is just aft of the pilot house looking over the charts - DR for the night. I never seen the carrier until we were right before the collision.

62. Q. What order did the Captain give to the helmsman when he received the direction to execute the turn 260°?

A. It was right rudder. I don't remember exactly, right full or right standard, sir.

63. Q. He turned right in any event at that time?

A. I believe it was right.

64. Q. Yet you were already on the right side of the WASP?

A. Yes, sir.

65. Q. Do you believe you would make a right turn starting off on the right, turning right in order to reach the station on the left of the WASP?

A. I don't know anything about the maneuvering board, getting on station anything like that, sir. That is something I don't understand. I mean how they were supposed to get on station I don't know, sir. The main thing I'm interested in when I have the watch is keeping the base course, speeds, anything pertaining to that authority.

66. Q. After the Captain gave that order "turn right", what course did you come to at that time?

A. We were coming to a new course 260°, sir.

67. Q. Is that the only course you heard mentioned?

A. That's the base course we were coming to.

68. Q. The helmsman told the Captain he had 260?

A. No, sir, never stayed on any course to my recollection. I wasn't paying too much attention - something we had done numerous times - more or less routine to me.

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69. Q. Actually you don't know what the course was after making the first right turn?

A. No, sir, I don't.

70. Q. Do you remember how long you remained on whatever course you were on before another turn was executed?

A. No, sir, I don't.

71. Q. Was there another turn executed or did you continue - -

A. As I said before we shifted rudder; I don't remember how many times going from right to left.

72. Q. Going back and forth?

A. Yes, sir.

73. Q. At one point you said you looked out and saw the WASP broadside, after which another turn was made. Now, at the time you saw the WASP broadside would you describe in a little more detail which direction you were looking in when you saw that.

A. I was looking out of the porthole, sir.

74. Q. Out of the porthole; the port side of the ship?

A. The starboard side.

75. Q. Starboard side. You saw the WASP broadside from the starboard side of your ship?

A. No, sir. It was almost broadside. I don't know which direction it was going in.

76. Q. You saw it off the starboard side of your ship?

A. No, sir, I was looking straight ahead.

77. Q. Well, - -

A. I was standing on the starboard side of the bridge, but I was looking straight ahead.

78. Q. Right after making that observation you said your ship made another turn; which direction did that go?

A. In the process of turning, sir.

79. Q. In which direction were you turning?

A. I don't know.

80. Q. Did you keep your eyes focused on the WASP from that time until the time of collision?

A. No, sir, I looked away. I looked away when I rang up emergency ahead full flank on the engine order telegraph.

81. Q. Was it - if I had the notes on your previous testimony, I think you said after making that observation the helmsman came to course 060 or 090?

A. No, I said before that was not our course. That was the ship's head at the time the Captain gave that command, "Rudder amidships, watch your head", and the helmsman sang out 060 or 090. I don't recall which one it was, sir.

82. Q. Did you glance over - notice where the WASP was in relation to your ship at that time?

A. No, sir, I don't believe I did.

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83. Q. You mentioned all during the course of these events up until practically the moment of the collision you felt no apprehension of danger - just an ordinary maneuver to you? WSP

A. Yes, sir.

84. Q. In what fashion did you think the HOBSON was going to pass the WASP on that heading to feel so comfortable about that?

A. I really don't know. I must have had confidence.

85. Q. You didn't know what was going to happen, but you had a general feeling of confidence, is that it?

A. Yes, sir.

86. Q. You said you could see the bow at one point in the maneuver; did you see any lights on the WASP? WSP

A. Sir, I believe what I saw was running lights - lights on the WASP. When I was aboard the WASP I inquired around and I was told by people - -

87. Q. I would rather that you state actually what you saw, not what you learned.

A. I put down in the statement I did see it, but - -

88. Q. You're not too sure, is that the idea?

A. I couldn't swear to it.

89. Q. Did you see any lights other than the running lights?

A. The aircraft warning lights were on, sir.

90. Q. From the time the maneuver started, by that I mean when the first execute to turn to course 260° was given, did you have any difficulty seeing the WASP when you would look out at it?

A. I don't believe I saw the WASP, sir, right up until - at the time it was almost broadside, sir.

91. Q. In other words, it was just a matter of a few seconds before the collision that you really saw the WASP, is that the idea?

A. Yes, sir. I don't know how many seconds - never figured it out rather. The first time I saw the WASP after the signal was executed it was almost broadside, sir.

92. Q. It looked pretty close?

A. No, sir.

93. Q. The only signal executed after you made that observation was when the Captain gave the order for a series of left turns that started with 15 degrees full, and hard?

A. Yes, sir, I believe he must have been turning, steadied up on it. I don't remember what course it was that they must have been steaming - bow towards bow.

94. Q. When you saw the WASP broadside you were looking straight ahead; which direction was the WASP going in relation to your ship? From left to right or from right to left?

A. I don't remember, sir.

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95. Q. You said you could see the bow?

A. At that time I couldn't tell whether she was going forward which way they were going through the water at that time. Even Sunday when I was aboard the RODMAN when the WASP was backing down I couldn't tell which way it was going.

96. Q. You mentioned one range of 750 yards; were any other ranges given by or from combat or by the talker standing next to Captain Tierney?

A. That's the only range I remember, sir.

97. Q. The only range you remember was that 750?

A. Yes, sir.

98. Q. Did you actually hear any collision alarm?

A. No.

99. Q. Just heard the order?

A. I never heard the general alarm go off, sir.

Cross-examined by counsel representing LCDR Tierney:

100. Q. You testified that the bearing was reported as steady when the commanding officer of the HOBSON said, "Left standard, left hard rudder", is that correct?

A. Well, that bearing was steady before the left rudder.

101. Q. Before the last rudder commands were given?

A. Yes, sir.

102. Q. How did you - where did the report come from?

A. Combat - CIC.

103. Q. Did combat send up a range at that time?

A. The range was 750.

104. Q. So that was a very short time before collision?

A. Yes, sir.

Cross-examined by Lieutenant *RK* a party:

105. Q. Had you heard the telephone talker repeating other words he had gotten from combat?

A. Yes, sir.

106. Q. Did you ever hear him give any bearings?

A. They - ranges and bearings were coming up from combat. I don't remember any of the ranges or bearings, the last range I know is 750.

107. Q. That's the only one you recall?

A. Yes, sir.

108. Q. Was the telephone talker in the pilot house then?

A. I don't remember. He was standing - I believe he was standing close to the starboard hatch going out to the starboard side of the bridge.

109. Q. Do you know the difference in the relative positions for night launching and night recovery?

A. No, sir, I don't.

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

110. Q. Is it your statement, *B-6*, that the commanding officer of the HOBSON said, "Standby for collision", before he gave the series of directions to the steersman to come left?

A. Yes, sir, that was before the last helm command.

111. Q. It was before the last helm command or commands?

A. Commands.

112. Q. How long would you estimate that was before the collision?

A. I really don't know any estimate of time.

113. Q. Would you say less than a minute or more than a minute?

A. Less than a minute, sir.

114. Q. Less than half a minute?

A. I don't recall, sir.

115. Q. Is that the closest you can get to it, less than a minute - Is that correct?

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.

B-6, boatswain's mate third class, 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. How long have you been in the Navy, *B-6* ?
A. A little over eight years - since 1943.

2. Q. How much of that time has been spent at sea?
A. From 1943 to 1946; May 1949 until July 1950; from December 1950, until the time of the collision.

3. Q. And when did you first report to the HOBSON?
A. December 31, 1950.

4. Q. What duties were you performing aboard the HOBSON at the time of collision between the WASP and HOBSON?

A. At the time I was boatswain's mate of the watch on the bridge, sir.

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5. Q. When had you assumed those duties?

A. At 1945 that day.

6. Q. Now, from approximately 2200 to the time of collision state to the court everything you saw and heard during that interval and give a complete series of events leading up to collision - everything you did.

A. I piped taps at 2200 and went to the chart house and I was in the chart house until I heard the signal "FOX CORPEN 260 TACK LINE" - - -

At this point the court sat with closed doors.

The press and spectators withdrew from the courtroom.

A. (Continued) I was in the pilot house at the time I heard the signal "FOX CORPEN" change. I stepped out of the pilot house and went into the chart house and heard the "260 TACK LINE SPEED 27".

At this point the court sat with open doors.

7. Q. Continue from the signal that you described, telling everything that you heard and saw and did.

A. I went into the pilot house and asked the Captain if he wanted me to get the crash detail on deck because we were the plane guard - get the crash detail up on deck and ready. He told me to wait and I went over to the corner of the pilot house. I heard the captain tell the helmsman, "I have the conn." He stepped, I believe he stepped in the pilot house and told the helmsman, "I have the conn. RIGHT STANDARD RUDDER." After that I walked away, then I heard him tell the phone talker - "Tell combat to send up ranges - keep them coming up steady." I heard the phone talker give the first range as 3200 yards. I stepped over to the port wing of the bridge and I didn't hear anything else until I heard the talker say, "750 yards - 750", - combat reported "no more ranges," that the carrier had faded from the scope. I heard someone yell "Standby for collision." So I made my way to hit the general alarm - 5-6, the quarter-master -- he had hit it, all four switches -- LMC - PA system -- and that is just about the time I put out "Abandon ship, abandon ship", three times.

8. Q. You put out the word "abandon ship"?

A. Yes, sir.

9. Q. Over what system did you put that?

A. LMC - PA.

10. Public address?

A. Yes, sir.

11. Q. Did anyone tell you to issue that word - pass that word?

A. No, sir.

12. Q. You did that on your own?

A. Yes, sir.

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13. Q. Do you know whether the general alarm ever sounded?

A. I didn't hear it myself, no, sir. I was informed it had been heard just a few times then cut out.

14. Q. Now, did you hear the Captain give any other orders?

A. No, sir.

15. Q. Did you hear him give any order to the helm during the period that you are talking about?

A. No, sir. I did hear the captain give the order "EMERGENCY FULL", but I didn't hear whether it was ahead or astern. I heard the captain say "EMERGENCY FULL." He did not say ahead or astern.

16. Q. During this period did you hear any conversation between the Captain and Lieutenant ^{b6}?

A. No, sir.

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56, yeoman, second class, U.S. Navy, entered a reporter.

17. Q. But you distinctly heard the Captain tell the helmsman that he had the conn?

A. Yes, sir.

18. Q. Did you hear any discussion by Lieutenant Commander Tierney as to how he was going - what course he intended to take to arrive on station?

A. No, sir.

19. Q. Do you know what the rudder angle was at the time you heard the talker tell the commanding officer "Range 750 yards?"

A. The rudder angle was left.

20. Q. Do you know how much?

A. No, sir.

21. Q. How do you know it was left?

A. I just happened to walk up there and seen it.

22. Q. You saw it?

A. Yes, sir, both indicators. I could also see it at a glance. You can spot the compass swinging.

23. Q. Do you know what heading the HOBSON was on then?

A. No, sir.

24. Q. And you don't recall how much rudder she had on?

A. No, sir.

25. Q. You do not recall who it was that said "Standby for collision?"

A. No, sir. I couldn't distinguish the difference in the voice.

26. Q. The only two ranges you were able to hear given the Captain were 3200 and 750?

A. Yes, sir.

27. Q. Were there other ranges given him in that period and you just forgot what they are?

A. Yes, sir, I didn't pay no attention to what they were.

Cross-examined by counsel representing LCDR Tierney; ~~party~~

28. Q. During this maneuver, was there much excitement on the bridge?

A. No, sir, the pilot house was quiet.

29. Q. Did the Captain show signs of being unduly alarmed about the situation at any time?

A. I believe he was alarmed at the time he called for the emergency bell.

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30. Q. Other than that, his commands were given in his normal manner of giving commands?

A. Yes, sir.

31. Q. Were other people on the bridge excited about the maneuver in any way?

A. No, sir, not that I noticed.

32. Q. Do you know if the Captain was on the bridge when you came on watch at 1945?

A. Yes, sir.

33. Q. Did he remain on the bridge until the time of the collision, as far as you know?

A. Yes, sir, as far as I know.

34. Q. Did you have any other watch that day?

A. 0800 to 1200 in the morning.

35. Q. Was the Captain on the bridge any time during that watch?

A. Yes, sir.

36. Q. For what period of that watch?

A. One period that I am sure of was when we changed station. Ordered to change from one station to another. The Captain had the conn at that time.

37. Q. You cannot testify of your own knowledge that he was on the bridge throughout that watch?

A. No, sir.

38. Q. Do you know if he was any other place on the ship at a time during that period?

A. No, sir.

39. Q. Did you have the 20-24 watch on the night preceding the collision?

A. No, sir.

40. Q. What was your watch on that day?

A. Dog watch, from 1800 until 1945.

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

41. Q. When was the word "Standby for collision" passed in regard to the emergency flank order that the Captain gave?

A. After the order.

42. Q. It was after the order he gave to the engine room?

A. Yes.

43. Q. The morning you speak of when you changed position at one time, do you remember how close you came to the WASP at that time?

A. I believe we crossed her bow at a distance of 400 to 500 yards, sir.

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44. Q. How long have you been aboard the HOBSON?

A. Since December 31st, 1950.

45. What was the condition of your equipment that you used, the topside gear that your division was responsible for?

A. In good shape.

46. Q. Did you have all the gear your allowance called for?

A. Yes, sir.

Neither the counsel for the court, the parties nor the court 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.

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

Examined by the counsel for the court:

1. Q. Are you the same *B-6* who previously testified in this matter?

A. I am.

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

A. A little better than 18 months.

3. Q. How much of that service has been at sea?

A. A little better than 15 months.

4. Q. When did you report to the HOBSON?

A. January 25, 1951.

5. Q. Were you on duty on the night of the collision between the WASP and the HOBSON?

A. Yes, sir.

6. Q. What were your duties?

A. I was helmsman.

7. Q. Starting from a point approximately 10 or 15 minutes before the collision, will you relate to the court everything you heard, everything you did, everything you saw on the bridge of the HOBSON during that time?

A. At 10 p.m., I was relieved on the phones by *B-6* and went to the engine order telegraph. About 5 minutes after 10 I asked *B-6* to stand by the telegraph while I went to take smoke in the chart house. We were at darkened ship and I went behind the curtain to smoke. Just a few minutes later I heard message come over the radio of course change. I don't remember the message, but I knew we were making a change and I relieved *B-6* took the wheel, they got this

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message to execute this turn or change and the Captain said to the Officer-of-the-Deck, "I will take the conn." I am not positive what was the first order, but to the best of my knowledge, it was RIGHT FULL RUDDER. I guess we had RIGHT FULL RUDDER for just a minute or so.

8. Q. Did you ever steady down on a course at any time?

A. No, sir, I don't remember ever steadying on a course. Then, I got an order to LEFT FULL RUDDER and I just told the Captain that the rudder answers LEFT FULL, and I got another order for RIGHT FULL RUDDER, and we had just come to that.

9. Q. Did you ever steady down on any course up to that point?

A. No, sir, I don't remember ever steadying on a course. Then, I got the order for LEFT FULL RUDDER, and just about the same time someone hollered "Standby for collision," and just before that I had heard it come up on the voice tube from combat, Mr. B⁶ said, "Do we intend to pass astern of the carrier?" The range was 750 and closing fast when I heard the word "Standby for collision." I just held on and I repeated the last word to make sure everybody heard it.

10. Q. Then the collision occurred?

A. Yes, sir. I heard the boatswain's mate pass the word just as the collision occurred.

11. Q. Pass what word?

A. Word to abandon ship.

12. Q. Did anybody give him an order to do so? Did you hear anyone give him an order to pass the word to abandon ship?

A. I didn't hear anyone give the order. Then too, I think everyone who was on the bridge was thrown to the port side, and I asked B⁶, standing beside me, "She is listing well over to port. Do you think she will right herself?" and he said, "No." And I said, "Let's get out of here." We made our way up to the starboard side and found some life rafts and saw some more men there, and just about the time we got to the raft she went under.

13. Q. How long were you on the life raft?

A. I never did get on the life raft. I went down and came up right alongside the WASP, and after awhile somebody threw me a jacket and I hung onto that until some more men in a raft found me.

14. Q. Did anyone answer Mr. B⁶'s question to the effect, "Do we intend to pass astern of the carrier?"

A. I don't remember anyone answering that.

15. Q. Do you remember the rudder angle at that time?

A. At the time he called up, I believe it was LEFT FULL.

16. Q. LEFT FULL?

A. Yes, sir, just before the collision.

17. Q. Do you know the ship's heading at that time?

A. No, sir, I don't.

18. Q. And you never did, during the entire time from the time that the execution of the turn signal came from the WASP, steady down on any course?

A. I don't remember ever steadying on a course, sir.

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34. Q. Did you hear any conversation between the commanding officer of the ship and any other officers, that were on the bridge during this time?

A. Not after the Captain took the conn, I heard no conversation.

35. Q. Did you hear any conversation shortly before he took the conn?

A. No, sir. I took the wheel when the signal came over, and I heard the Captain say, "I will take the conn," but that is all I remember.

36. Q. You heard no conversation leading up to that?

A. No, sir.

37. Q. When you jumped off the HOBSON, you jumped from the starboard side, is that correct?

A. I climbed down the starboard side.

38. Q. How long were you in the water before you went down or went under?

A. I was standing on the starboard side of the ship when she did go down, sir.

39. Q. Did you go under water momentarily.

A. Yes, sir.

40. Q. How long was that after you had left the ship when you went under the water?

A. Well, the ship sank as I was making my way down the side of it.

41. Q. Then you went right down?

A. Yes, sir.

42. Q. Were you under water very long?

A. Well, I was caught when she went down and I managed to get myself loose and I came to the top.

43. Q. What did you see when you got to the top?

A. I was right alongside the carrier.

44. Q. Were you toward one end of the carrier or about the middle of the carrier when you came up?

A. Just a little forward of her starboard beam.

45. Q. Was the carrier moving through the water with any way at that time?

A. No, sir, it was dead in the water.

46. Q. Did I understand you to say that immediately before the Captain gave his last order to the rudder, he had given the order RIGHT HARD RUDDER?

A. RIGHT FULL RUDDER.

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Cross-examined by Lieutenant *R-6* party:

47. Q. After the Captain took the conn, do you remember Lieutenant *R-6* telling you to watch the helm?

A. No, sir.

Recross-examined by counsel representing Lieutenant Commander Tierney:

48. Q. Was there any confusion on the bridge during the course of the maneuver up until the last few seconds?

A. No, everyone on the bridge was pretty calm. I don't think anyone realized that there was going to be a collision until just a few seconds before.

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

The court informed the witness that he was privileged to make a 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.

R-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:

1. Q. Are you the same *R-6* who previously testified in this matter?

A. Yes, sir.

2. Q. Were you in a duty status on the HOBSON at the time of the collision?

A. I was on watch, sir.

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

A. About a year and eleven months.

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

A. I have been aboard the HOBSON about a year and eight months.

5. Q. And all of your sea duty has been aboard the HOBSON?

A. Yes, sir.

6. Q. What were your duties on board the HOBSON at the time of the collision?

A. Bridge talker on watch.

7. Q. And what did those duties consist of?

A. Ranges coming up from combat.

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8. Q. You had a telephone headset on?

A. Yes, sir.

9. Q. Sound powered phones?

A. Yes, sir.

10. Q. To what station in the ship were they connected?

A. After steering, life buoys, lookouts and combat.

11. Q. Starting approximately 10 or 15 minutes prior to the collision, just describe everything that came to you, and was said over those phones, everything you said, everything you observed or heard or did?

A. There wasn't much coming up from the other stations. When the Captain took the conn, he told me to keep the ranges coming up from combat repeatedly. And I kept repeating the ranges to the Captain, and the last range I remember was 750 yards and the Captain was on the starboard side of the bridge and I was with him. He hollered "Standby for collision;" That is about all.

12. Q. Do you know whether anybody sounded the alarm?

A. The boatswain's mate ^{D-6}. As he went to the pilot house he yelled over the PA system, and ^{B-6} pushed the alarm.

13. Q. Do you know if the general alarm ever sounded?

A. No, sir.

14. Q. Did you hear it?

A. No, sir.

15. Q. Do you recall any other ranges that came up through your phones from combat other than the 750 yards?

A. No, sir. They were coming about every 200 yards - about every minute.

16. Q. What was the range when the Captain took the conn?

A. I don't quite remember that either, sir.

17. Q. Do you remember the range when he ordered combat to set the ranges up frequently?

A. No, sir.

18. Q. But they were coming about every 200 yards?

A. Sometimes about every 100 yards.

19. Q. And you conveyed all that information to the commanding officer?

A. Yes, sir, always said it loud and distinct.

20. Q. Did you hear anything over your phones from the lookouts or any other stations on that circuit?

A. About WASP coming into us?

21. Q. About anything during that period.

A. No, sir.

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22. Q. How did you leave the HOBSON?

A. I climbed through the pilot house.

23. Q. And down the side of the ship?

A. I stood up on the starboard side and waited for the lines to be thrown over and went down from the suction and went under the water.

24. Q. You went under the water?

A. Yes, sir.

25. Q. Did you hear any conversation between the commanding officer and any other officer on the bridge before the collision? ^{was}

A. No, sir.

26. Q. After combat gave you the range of 750 yards, about that time did you hear anything else or any query, "Are we going to pass astern of the WASP?" ^{was}

A. I heard someone over the voice tube. They gave the range "750 yards, and we are too close for any more ranges." That is all I heard.

Cross-examined by counsel representing LCDR Tierney:

27. Q. Do you recall how the Captain was dressed on the night of the collision?

A. Foul weather jacket and binoculars.

28. Q. What is a foul weather jacket?

A. It's sort of a heavy jacket.

29. Q. In your opinion, if you got that jacket wet, would it be difficult for you to swim?

A. I guess not, because there were quite a few guys that had jackets on and came through - that survived.

Cross-examined by Lieutenant ^{B-6}, party:

30. Q. Did you follow the Captain about the bridge and in the pilot house during this time?

A. Yes, sir.

31. Q. Did you observe him taking bearings of the WASP?

A. He was standing up by the conn all the time I was watching him.

32. Q. Where was he standing?

A. Right by the conn on the starboard side. Then I heard him holler "Standby for collision."

33. Q. Did you see him talking to anyone during this time?

A. No, sir, I wasn't listening for anything.

34. Q. Would you say he remained on the starboard side?

A. No, he was on the port side, starboard side and in the pilot house.

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RECORD OF PROCEEDINGS

of a

COURT OF INQUIRY

convened at the

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

by order of

COMMANDER IN CHIEF, U.S. ATLANTIC FLEET

1160002

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

DECLASSIFIED
Classification (cancelled) (Changed to
) by authority of CPNAUSSA/C
on 11 Aug 78 DR [Signature] JAGSec Cent
(Date) (Signature) (Rank)
OFFICE OF THE JUDGE ADVOCATE GENERAL OF THE ARMY

Volume II of III Volumes

35. Q. All after you started the turn--after he took the course?
A. Yes, 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.

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

Examined by the counsel for the court:

1. Q. Are you the same B-6 who was on the witness stand previously concerning this matter?

A. Yes, sir.

2. Q. What were your duties aboard the HOBSON on the evening of the collision at the time of collision?

A. I was on the messenger watch.

3. Q. You were messenger of the watch?

A. Yes, sir.

4. Q. And stationed on the bridge?

A. Yes, sir.

5. Q. And at what time had you assumed those duties?

A. From 2000 to 2400.

6. Q. Starting with the time approximately 10 or 15 minutes prior to the collision, please state to the court everything you saw, heard or did during that period.

A. I had been relieved of my watch and went down to the mess hall to get some water, and just as I came back on the bridge, heard someone say that we are getting awful close and I heard someone say that we were so close that we can't get a range on them. I walked over by the starboard door and then Mr. B-6 came back in and said, "Standby for collision." I caught on to the quartermaster's table and when we hit it threw me back against the Captain's chair.

7. Q. Do you know who it was that said, "We are getting awful close"?

A. No, sir.

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8. Q. Do you know who it was that said, "We can't get any more ranges?"

A. I think it was the talker.

9. Q. The telephone talker wearing the headset?

A. Yes, sir.

10. Q. That was the word that he was passing from combat, or do you know?

A. I don't know, sir.

11. Q. Did you see the WASP before the collision?

A. Yes, sir.

12. Q. Did you observe the lights on her?

A. I think I remember two lights on the flight deck. One on each side of the flight deck.

13. Q. Do you remember the color of those lights?

A. No, sir.

14. Q. But you think you saw two lights on the WASP at flight deck level?

A. Yes, sir.

15. Q. Did you see the WASP strike the HOBSON?

A. No, sir.

16. Q. You weren't observing it at the moment of impact?

A. No, sir.

17. Q. During this time did you hear the commanding officer of the HOBSON say anything or issue any orders?

A. No, sir, I don't remember any.

18. Q. Did you hear the officer of the deck say anything or relay or issue any orders?

A. No, sir.

19. Q. Have you related everything that you heard anybody say on the bridge of the HOBSON shortly before collision?

A. Yes, 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.

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i, seaman apprentice, 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. Are you the same 36 who testified previously in this matter?

A. Yes, sir.

2. Q. What were your duties aboard the HOBSON at the time of the collision?

A. Lookout.

3. Q. And when did you assume those duties?

A. I had the watch from 2000 to 2400.

4. Q. Had you, during your watch, been observing the WASP?

A. Yes, sir.

5. Q. What lights did you observe on her or what lights did she have on?

A. Well, we were noticing all the planes that took off on the flight deck, the lights would go on everytime they would take off.

6. Q. What lights are you referring to that go on everytime the planes took off?

A. Some on the flight deck. I don't know what kind they were.

7. Q. After all the planes took off, what lights were on the WASP then?

A. I didn't notice any.

8. Q. Did you see her red truck lights or her aircraft warning lights?

A. Yes, sir, I believe I did.

9. Q. And were they burning brightly?

A. Yes, sir.

10. Q. And continued to burn up until the time of the collision?

A. I didn't see the ship the last few minutes before it hit, so I couldn't say about that.

11. Q. You were not observing the WASP for several minutes prior to collision?

A. That's right.

12. Q. What were you observing?

A. I was looking off to the other side away from the WASP.

13. Q. On what side of the HOBSON?

A. Starboard side.

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14. Q. Did she ever come into your view before the collision?
A. Not until we were right on it.

15. Q. Do you recall what lights you saw on her then?
A. There was - - Well, it was too close to tell whether there was any on it or not.

16. Q. Were there any officers on the starboard side of the bridge just prior to the collision?
A. I didn't notice any. I just walked over there looking down.

17. Q. Were you observing the aircraft in the air at that time?
A. Yes, sir.

18. Q. Would you say that your attention was primarily directed to them rather than the other ships in the company?
A. Yes, sir, we were having to report all planes as they came back in.

19. Q. There had been no planes landed on the WASP, had there?
A. No, sir.

20. Q. What reports had you made concerning the aircraft?
A. I didn't have the phones on. The other guy had the phones on, but they did come back in and go back out of sight. We just reported them as they came into sight.

21. Q. You didn't report them when?
A. We did report them when we could see the lights. And when they go back out to where we couldn't see them any more, we would report that.

22. Q. Did you yourself give any reports to the bridge as to location of the other ships, aircraft or about anything else?
A. No, sir, I didn't.

23. Q. Did you hear any conversation between any of the officers on the bridge?
A. No, sir.

24. Q. Were you in a position to overhear what was taking place on the bridge?
A. No, sir.

25. Q. Were you in a position to hear any of the voice transmissions on the TBS?
A. No, sir.

26. Q. Do you know at what angle the WASP struck the HOBSON?
A. I would say about 90 degrees.

27. Q. Do you know whether the HOBSON was cut in two?
A. No, sir, I don't.

28. Q. How did you get into the water?
A. I was washed off.

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