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August 29, 2006

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Enclosed is a copy of a part of my Autobiography of my time spent in the U.S. Navy and some of my memories. During our interview at Historical Society I couldn't remember some of the details and events as they happened.

Thank you Thomas Martin Murphy

*P.S. I received the tape reader and reviewed same and released I left a lot of my memories out of the interview. I hope you can use what I have sent you*  
*W.D.C. 9-13-06*

U.S. NAVY (1948-1952)

SOME TIME DURING THE MONTH OF JANUARY 1948, I RECEIVED WORD THAT ONE OF MY FRIENDS ENLISTED IN THE U.S. NAVY. DON WILSON AND HE LEFT FOR GREAT LAKES NAVAL TRAINING CAMP.

SHORTLY THEIR-AFTER, SOME FRIENDS AND I DECIDED TO DO THE SAME. HERB WOODRUFF BOB WILLETT, HARRY SOMERVILLE, JOE MCCAULIF, Tom Woods, A COUPLE OTHER GUYS WHOS NAMES ESCAPE ME AT THIS LATE DATE. HARRY'S AND JOE'S FATHER WOULD NOT SIGN FOR THEM. WE WERE ONLY SEVENTEEN AT THE TIME. HERB WAS OLD ENOUGH. I TALKED MY DAD AND MOTHER INTO SIGNING UP FOR ME. BOB PARENTS DID THE SAME. THIS WAS FOR A THREE-YEAR ENLISTMENT. AT THAT TIME I WAS EMPLOYED AT WESTERN ELECTRIC CO. AS A CABLE BRADER OPERATOR. MAKING A DOLLAR AND TWO CENT AN HOUR. WHICH WASN'T TO BAD A WAGE IN 1948. OF COURSE THIS ON THE THIRD SHIFT, THE GRAVEYARD SHIFT. ALSO I COULD SEE NO FUTURE IN THIS JOB. I WANTED TO GET INTO MAINTENANCE WORK, BUT I HAD NO EXPERIENCED. ALSO WHEN W.E. HIRED ME, MY CREDENTIALS WERE FALSE. I HAD CHANGED THE DATE ON MY BIRTH CERTIFICATE TO SHOW THAT I WAS A YEAR OLDER. THIS WOULD HAVE AN EFFECT ON MY RETURNING TO THIS PLACE OF EMPLOYMENT WHEN I WAS DISCHARGED FROM THE U.S. NAVY IN 1952.

JANUARY 29, 1948 WE LEFT TONAWANDA N.Y., FOR THE NAVAL TRAINING CENTER AT GREAT LAKES, ILL. THE TRAIN LEFT THE GREATER BUFFALO AREA FROM THE CENTRAL TERMINAL ON PADRUSKI DR. AS I REMEMBER OUR ACCOMMODATIONS WERE VERY NICE. A SLEEPING CAR WAS PROVIDED, BECAUSE WE LEFT ABOUT NINE IN THE EVENING, AND OUR DESTINATION WAS A GOOD TWELVE HOURS AWAY. AFTER A GOOD NIGHT SLEEP WE ARRIVED IN CHICAGO, ILL. HAD A GOOD BREAKFAST IN THE DINNING CAR. THEN I BELIEVE WE BOARDED A BUS TO BE TRANSPORTED TO Great Lakes. MY FIRST RECOLLECTION WAS IT WAS COLD AND SNOWING. WE WERE ASSIGNED TO A LARGE BARRACK AT CAMP BARRY TEMPORARY WHILE WE WENT THROUGH INDOCTRINATION AND PROCESSING. A COMPLETE PHYSICAL, SHOTS OF VARIOUS KINDS, HAIRCUT (brush cut), ISSUED NAVAL CLOTHING, NOT BAD THEY ALL FIT VERY GOOD. THEN MYSELF BOB AND HERB WERE ASSIGNED TO COMPANY 46 AT CAMP JONES WERE WE WERE TAUGHT VARIOUS NAVAL REQUIREMENTS. SUCH AS STANDING WATCH, SHIP BOARD DUTY, FIRE FIGHTING, WEAPON HANDLING, 45 CALIBER AUTOMATIC, M/1 RIFLE, SWIMMING, TECHNICS IN SURVIVAL OVER BOARD, HOW TO USE A LIFE PRESERVER PROPERLY, CLASSES ON VARIOUS REQUIREMENTS TO ADVANCE. TEST TO SEE WHAT I WAS QUALIFIED FOR, AS IT TURNED OUT ALL TEST PROVED THAT I WAS MECHANICAL INCLINED. SO WHEN I GRADUATED I WAS PROMOTED TO FIREMEN 2ND

CLASS INSTEAD OF SEAMAN 2ND CLASS. THIS RANK PLACED ME IN THE ENGINEERING FORCE AND I THEN COULD STRIKE OR APPLY MYSELF IN ANY ONE OF THE ENGINEERING JOBS ON BOARD SHIP. ALSO MARCHING, AND MORE MARCHING, EVERY TIME WE WENT TO CHOW, CLASSES OR WHAT EVER WE MARCHED. THIS HELPED US TO WIN THE REGIMENTAL FLAG. THERE WAS ALSO WATCH STANDING. TWO HOUR AT A TIME IN THE MIDDLE OF THE NIGHT MOSTLY. THERE WAS THE BACK DOOR (hatch) WATCH (no body ever used the back door, I mean hatch). LEARNING HOW TO FOLD CLOTHES SO YOU COULD FIT THEM INTO A SEA BAG. WASH YOUR OWN CLOTHES. SCRUBING DOWN THE BARRACKS DECK EVERY MORNING. A LOT OF US RECRUITS THOUGH THIS WAS A WASTE OF TIME. WE ALL FOUND OUT LATER WHEN WE GOT ABOARD SHIP HOW IMPORTANT THIS TRAINING WAS TO THE WEALFARE OF OUR SHIP.

SOME TIME IN FEBRUARY I CAME DOWN WITH A BAD CASE OF THE FLU, AND HAD TO BE SENT TO THE HOSPITAL. I WAS ORDERED COMPLETE BED REST AND ANTIBIOTICS. THIS LASTED FOR ABOUT A WEEK. WHEN I WAS DISCHARGED FROM THE HOSPITAL I WAS TRANSFERRED TO ANOTHER COMPANY. THIS WAS NECESSARY BECAUSE COMPANY 46 HAD MOVED ON AND I WOULD HAVE MISSED SOME VALUABLE TRAINING. I THEN WAS ASSIGNED TO COMPANY 52, BLDG. 602 WEST, CAMP JONES. WHERE I COMPLETED MY BASIC TRAINING. THIS TRANSFER TURNED OUT BE A GIFT. COMPANY 52 WAS VERY WELL ORGANIZED, AND HAD WON MANY FLAGS FOR MARCHING IN COMPANY COMPETITION. WE WON OUR REGIMENTAL FLAG, AND AS AN AWARD OUR COMPANY WAS EXCUSED FROM SERVICE WEEK OR MESS DUTY. WITH NO MESS DUTIES WE GRADUATED FROM BOOT TRAINING TWO WEEKS EARLY ON 4-1-1948. I WAS HOME ON LEAVE WHEN MY OLD COMPANY 46, BOB AND HERB FINALLY COMPLETED BASIC TRAINING AND JOINED ME ON MY FINAL DAYS OF LEAVE.

I NEVER SEEN HERB AGAIN UNTIL AFTER WE WERE DISCHARGED. HE WAS ASSIGNED TO ATTEND SUBMARINE TRAINING AFTER HE COMPLETED SERVICE SCHOOL FOR ELECTRICIAN. HIS ASSIGNMENT WAS SUBMARINE TRAINING AT New London, CONN. HE THEN WAS ASSIGNED TO A SUBMARINE THE (PONDOM S.S.486) as a 3C ELECTRICIAN OUT OF San Francisco, CALIF.

I RAN INTO BOB JUST ONCE, AT THE CHARLSTON NAVAL BASE IN SEPT. 1951. At that time Bob informed me of Don Wood death as an Infantryman in Korea. HIS FIRST ASSIGNMENT WAS ABOARD THE U.S.S. SOLEY (DD 706) OUT OF NORFOLK VA. BOB MADE A CAREER OUT OF THE NAVY AND SPENT 25 YRS. I NEVER SEEN HIM AGAIN UNTIL SOME TIME IN 1975 WHEN THEIR WAS A REUNION OF THE SHERIDAN PROJECT GANG. BOB DIED IN THE SPRING OF 1999.

THE LAST TIME I SAW DON WILSON WAS IN BOOT CAMP WHEN HE PAID US A VISIT. HIS FIRST ASSIGNMENT WAS NEW LONDON, CONN. WERE HE TOOK SUBMARINE TRAINING. THEN WAS ASSIGNED TO THE CARP (SS 388) OUT OF SAN FRANCISCO CALIF. I'VE NEVER SEEN DON AGAIN. ALTHOUGH I KNEW HE MADE A CAREER OUT OF THE NAVY, SPENDING MORE THAN 25 YRS. AND ATTAINING THE RANK OF LCDR. COMMANDER AND WAS EXECUTIVE OFFICER ON BOARD THE TRAINING SUBMARINE OUT OF New London, CONN. AFTER HIS SERVICE WAS COMPLETED HE TOOK A JOB AS A PILOT ON THE ST. LAWRENCE SEA WAY CANAL, AND AS FAR AS I KNEW IS STILL THEIR.

I RETURNED TO GREAT LAKES TRAINING CENTER TO AWAIT MY NEXT ASSIGNMENT. SOME TIME IN LATE APRIL I RECEIVED MY ORDERS TO REPORT TO A DESTROYER Whose HOMEPORT WAS NEW ORLEANS LA. THE SHIP WAS THE U.S.S. BORIE (D.D.704). A SUMNER CLASS DESTROYER PART OF DESRON122, (or the aceyducy squadron). AND SECOND FLEET ATLANTIC, ONE OF NINE DESTROYERS STATIONED AT New Orleans, part of the southern command guarding the Panama Canal.

AFTER GETTING MY ORDERS, I TRAVELED BY BUS FROM GREAT LAKES TRAINING CENTER TO CHICAGO ILL. THEN BY TRAIN TO NEW ORLEANS LA. OUR ACCOMMODATIONS WERE 1ST CLASS. THE TRAIN WAS THE FAMOUS CITY OF NEW ORLEANS THAT RAN BETWEEN CHICAGO AND NEW ORLEANS. THE NAVY ALWAYS TRANSPORTED THEIR PERSONNEL ON THE BEST ACCOMMODATIONS OF THE TIME. ON

THE TRAIN I HAD MY OWN SLEEPING COMPARTMENT, ACCESS TO DINING AND CLUB CAR ALL PAID FOR BY THE U.S.NAVY. AS I REMEMBER IT WAS A LONG TRIP APPROXIMATELY 18 HRS. THAT IS WHY THESE ACCOMMODATIONS WERE NEEDED.

WHEN I ARRIVED AT NAVAL BASE WHICH WAS LOCATED ACROSS THE MISSISSIPPI RIVER FROM NEW ORLEANS IN A TOWN CALLED ALGIERS, LA. THE BASE IS QUITE SMALL COMPARED TO OTHER BASES. IT WAS LARGE ENOUGH TO HAVE PIER FACILITIES FOR NINE DESTROYERS AND WAS PART OF THE SOUTHERN COMMAND GUARDING THE PANAMA CANAL. MY SHIP THE U.S.S.BORIE WAS OUT TO SEA. SO I HAD TO REPORT TEMPORARY ON BOARD THE U.S.S.SPERRY D.D.697 A SISTER SHIP AND ONE OF NINE DESTROYERS THAT MADE UP THE ACEY DUCEY SQUADRON OF DES RON 122, CONSISTING OF THE U.S.S.ENGLISH (FLAGSHIP) D.D.696, U.S.S.SPERRY (D.D.697), U.S.S.AULT (D.D.698), U.S.S.WALDRON (D.D.699), U.S.S.HANESWORTH (D.D.700), U.S.S.HANK (D.D.701), U.S.S.WEEKS (D.D.702), U.S.S LIND (D.D.703), AND U.S.S BORIE (D.D.704). I SPENT 3 DAYS ON THE SPERRY AND WAS GLAD TO GET OFF AS SOON AS THE BORIE ARRIVED BACK IN PORT. REASON, TO CHICKEN AND TOO MANY REGULATIONS FOR A DESTROYER.

THE U.S.S.BORIE WAS A SUMNER CLASS DESTROYER ONE OF THE ORIGINAL EIGHTEEN LAID DOWN. SOME TIMES CALLED SHORT HULL DESTROYERS.

THE U.S.S.BORIE, SECOND IN LINE OF FAMOUS FIGHTING DESTROYERS TO BEAR THE NAME. THE FIRST D.D.215 WAS LOST AFTER RAMMING A GERMAN SUBMARINE IN THE NORTH ATLANTIC, THIS HAPPENED IN 1942 DURING WORLD WAR TWO. THE 704 WAS BUILT IN KEARNY, NEW JERSEY BY THE FEDERAL SHIPBUILDING AND DRY DOCK COMPANY. SHE WAS COMMISSIONED ON THE 21ST OF SEPTEMBER 1944, AT THE New York NAVY YARD, BROOKLYN N.Y.

#### STATISTICS

STANDARD DISPLACEMENT-2200 TONS

LENGTH - 376 FEET 6 INCHES

BEAM - 40 FEET 10 INCHES

SPEED - 35 KNOTS (41.0 MPH)

ARMAMENTS - SIX 5"/38 CAL. GUNS 127mm

TEN 21" QUIN. TORPEDO TUBES

PLUS 20 AND 40 MM AA BATTERIES THESE WERE LATER CHANGED TO 3" CAL. AUTOMATIC BATTERIES.

TWO DEPTH CHARGE RACKS LOCATED ON THE FANTAIL, AND FOUR K GUNS LOCATED AFT ON THE PORT AND STARBOARD SIDE.

THE SHIP WAS EQUIPPED WITH 4 BABCOCK AND WILCOX, OILED FIRED, HIGH PRESSURE BOILERS WITH SUPERHEATERS, 600 PSI. AT 750 DEGREES F. WITH STEAM TURBIN FORCED DRAFT BLOWERS. TWO BOILERS WERE LOCATED IN THE FORWARD AND AFTER FIREROOM. THESE BOILERS SUPPLIED STEAM TO 2 STEAM GEARED TURBINS WITH REDUCTION GEARS THAT DROVE TWO THREE BLADED SCREWS, (propellers) THAT COULD PROPELL THE SHIP THROUGH THE WATER AT APPROXIMATELY 35 KNOTS OR approximately 41.0 MILES PER HOUR. THESE BOILERS ALSO SUPPLIED STEAM FOR EVAPORATORS AND CONDENSERS. Steam for making fresh water. Steam for the ELECTRICAL GENERATORS. PLUS MANY

AUXILIARY STEAM SYSTEMS USED FOR THE GALLEY AND OFFICERS MESS, AND HEATING ALL LIVING QUARTERS FOR SHIP'S COMPANY AND ALL COMPARTMENTS WERE HEAT WAS REQUIRED.

THIS WAS "B" DIVISION OF THE ENGINEERING SECTION WERE I WAS ASSIGNED AS A FIREMEN 2nd/CLASS, IN THE FORWARD FIREROOM, OR BOILER ROOM. FROM THAT DAY FORWARD I WAS CALLED A SNIPE OR ONE OF THE BLACK GANG. THE REASON WE WERE CALLED BLACK GANG. IN THE EARLY DAYS OF COAL FIRED BOILERS. THERE WAS A LOT OF COAL DUST AND MOST SNIPEs CAME OUT OF THE BOILER ROOM COVERED WITH COAL DUST. MY FIRST DUTIES WHILE STANDING WATCH, WERE MESSENGER, TAKING HOURLY READINGS OF VARIOUS GAGES TEMPERATURES, SOUNDINGS OF FRESH WATER TANKS USED FOR DRINKING AND FOR THE BOILERS AND RECORDING THEM INTO ENGINEERING BOILER ROOM LOGS, JV PHONE OPERATOR AND MAKING COFFEE FOR THE REST OF THE WATCH. WHEN NOT STANDING WATCH. SOME OF MY ASSIGNMENTS VARIED SUCH AS BOILER REPAIRS, CLEANING TUBES INSIDE THE STEAM DRUMS, PACKING VALVES, REPAIRING GAUGES AND GAUGE GLASSES, CLEANING THE BILGES (YUCK) AND ANY OTHER REPAIRS IN THE BOILER ROOM. SOME OTHER DUTIES WHILE IN PORT WAS STANDING COLD IRON WATCH. THIS DUTY MORE OR LESS AMOUNTED TO BEING A FIRE WATCH, IN THE BOILER ROOM WHEN THE BOILERS WERE GENERATING NO STEAM. WHEN STEAM WAS REQUIRED TO BE GENERATED MY JOB WAS TO TEND THE BOILERS AND MAINTAIN STEAM PRESSURE. THUS THE NAME BOILER TENDER OR TECNICIAN. I USUALLY STOOD THESE WATCHES WITH TWO OTHER FIREMEN 2<sup>nd</sup>.CLASS. FROM THAT LOWLY POSITION I WORKED MY WAY UP TO BURNER MAN TO CHECK MAN TO BLOWERMAN TO TOP WATCH. THESE WERE SOME OF THE DUTIES PERFORMED BY A BT OR BOILER TECHNICIAN, OF COURSE THERE WAS SOME BOOKWORK AND STUDYING AND PASSING VARIOUS TESTS. I WAS PROMOTED TO 1st.CLASS FIREMEN SOME TIME IN THE FALL OF 1948. NOW THE NEXT ADVANCEMENT WOULD BECOME MORE DIFFICULT. TO ADVANCE TO 3rd/CLASS PETTY OFFICER. THE TEST WAS REQUIRED TO GO THROUGH FLEET COMPETITION EXAMINATIONS, TIME IN RANK AND DEMONSTRATE TO THE CHIEF PETTY OFFICER OF YOUR SECTION YOU WERE PROFICIENT AND COULD HANDLE ALL THE DUTIES REQUIRED. I WAS PROMOTED TO 3rd/CLASS PETTY OFFICER (BOILER TECHNICIAN) OR BT/3rd ON THE TWENTY-FIRST DAY OF DECEMBER 1949. AT THIS TIME THE SHIP WAS OPERATING WITH THE 6th FLEET SOME WERE IN THE MEDITERRANEAN SEA. THE EXACT DATE THE SHIP WAS VISITING ATHENS GREECE. AT THAT TIME I ALSO WAS BEING TRAINED FOR THE JOB OF OIL AND WATER KING, ONE OF THE REQUIREMENTS TO ADVANCE TO THE NEXT RANK. THIS TRAINING WAS BEING DONE BY MY INSTRUCTOR BT3 COOPER. I WAS PROMOTED TO 2nd/CLASS PETTY OFFICER, (BOILER TECHNICIAN) OR BT2 ON APRIL 05, 1951. THE SHIP WAS OPERATING SOME WERE OFF THE COAST OF NORTH KOREA WITH THE 7th FLEET FAR EAST COMMAND AND PART OF THE UNITED NATIONS FIGHTING AGAINST THE NORTH KOREANS AND THE CHINEESE COMMUNIST. ACCORDING TO MY DAIRY THE SHIP HAD JUST ARRIVED IN THE AREA AND COMMENCED FIRE SUPPORT NEAR THE BOMB LINE AT THE THIRTY EIGHTH PARALLEL. THIS WAS THE LOCATION THAT SEPARATED NORTH AND SOUTHKOREA. I ALSO COMPLETED THE REQUIREMENTS AND PASSED WRITTEN AND VERBAL TEST FOR CHIEF BOILER TECHNICIAN AND 1st/CLASS PETTY OFFICER (BOILER TECHNICIAN) OR BT1 THIS WAS NOT ABOARD THE U.S.S. BORIE. I WAS TRANSFERRED TO THE U.S.S. WREN (D.D. 568) IN AUGUST OF 1951. THE SHIP WAS IN THE RESERVE FLEET IN CHARLESTON NAVAL SHIPYARD SOUTH CAROLINA. ON SEPT. 7 1951 THE SHIP WAS RECOMMISSIONED BACK INTO THE U.S. NAVY. WHEN I WENT ABOARD THE WREN I WAS PLACED IN THE AFTER FIREROOM AND WAS TOLD I WAS IN CHARGE TOP WATCH. I BELIEVE THE CHIEF PETTY OFFICER WAS TOLD THAT I HAD PLANNED TO REENLIST, AT THAT TIME I ONLY HAD 5 MONTHS LEFT IN MY ORIGINAL ENLISTMENT. SO WHEN I WAS CALLED INTO THE CHIEF ENGINEERS OFFICE ALONG WITH MY CHIEF PETTY OFFICER THEY CONFRONTED ME WITH A DILEMMA, SIGN UP FOR Re-enlistment of 4 OR 6 YRS AND 1st/CLASS WAS MINE. I DECIDED TO BE DISCHARGED FROM THE U.S. NAVY IN JANUARY OF 1952.

AND THE REST IS HISTORY. I HAVE A WATCH ROSTER FROM THE WREN AND I'LL ADD THEM AT THE END OF THIS DOCUMENT.

BUT LET ME GO BACK AND PICK UP THIS STORY AND GIVE YOU A LITTLE MORE DETAILS ON MY NAVY CAREER.

I'LL START AND PICK UP THE STORY AFTER I ARRIVED IN NEW ORLEANS LA. APRIL 1948. I REFER THIS AS MY CARIBBEAN CRUISE. Also a good portion of my cruise was spent in the Gulf of Mexico and the Caribbean Sea. WHEN I REPORTED ABOARD THE BORIE OUR FIRST CRUISE WAS TO GALVISTON, TEXAS TO DECOMMISSION THE BATTLESHIP U.S.S.TEXAS (B.B.35) FROM THE U.S.NAVY AND RECOMMISSION HER INTO THE TEXAS NAVY. THEY ACTUALLY DUG A DITCH AND FILLED IT WITH WATER AND DROVE THE SHIP INTO IT, THEN FILLED IT WITH DIRT, AND MADE A MUSEUM OF THE U.S.S.TEXAS.

I NEVER KEPT A DIARY ON MY CARIBBEAN CRUISE SO I WRITE WHAT I CAN REMEMBER.

AS PART OF THE ACEY DUCEY SQUADRON DesRon 122. WE OPERATED OUT OF New Orleans ON NAVAL RESERVE TRAINING. WE WERE PART OF THE SECOND FLEET AND PART OF THE SOUTHERN COMMAND GUARDING THE PANAMA CANAL. THE NAVAL RESERVES CAME ON BOARD FOR THEIR TWO WEEKS OF TRAINING AND WE MADE MANY VOYAGES IN THE Gulf of Mexico AND THE Caribbean Sea. TWO CRUISES TO THE CANAL ZONE, THE CITY WAS COLON ON THE ATLANTIC SIDE OF THE CANAL. ANOTHER CRUISE WAS A TWELVE-DAY CRUISE TO GUANTANAMO BAY AND SANTIAGO, AND HAVANA CUBA. FROM APRIL 1948 TO MAY OF 1949 WE MADE MANY CRUISES TO VARIOUS PORT'S IN THE CARIBBEAN. AT LEAST FIVE TRIPS TO THE NAVAL BASE AT GUANTANAMO BAY, CUBA. TWO TRIPS TO THE NAVAL BASE OF ROOSEVELT ROADS AT San Juan, Puerto Rico. WE VISITED PORT AU PRINCE HATI, KINGSTON JAMICA, VERA CRUZ MEXICO, PUERTO BARRIOS GUATAMILA, KEY WEST FLORIDA, THE WHOLE MONTH OF JANUARY 1949 WAS SPENT OPERATING AS ASW OR ANTI SUBMARINE WARFARE SHIP. ALSO A FEW TRIPS TO PENSACOLA FLORIDA, WERE WE ESCORTED THE AIRCRAFT CARRIER U.S.S.WRIGHT ON PLANE GUARD DETAIL, A CARRIER USED TO TRAIN NEW PILOTS HOW TO TAKE OFF AND LAND THEIR PLANES ON AN AIRCRAFT CARRIER AT SEA. WHAT OUR SHIP DID WAS TO TAKE A POSITION JUST ASTERN OF THE WRIGHT AS PLANES TOOK OFF OR LANDED AND IF THEY MISSED THEIR APPROACH AND CRASHED INTO THE SEA, OUR JOB WAS TO RESCUE THE PILOT. A FEW OTHER PORTS OF CALL WERE TO PORT OF SPAIN TRINIDAD, ST. THOMAS ISLAND IN THE U.S.VIRGIN ISLANDS. THE CARIBBEAN CRUISE LASTED FROM APRIL OF 1948 UNTIL MAY OF 1949.

THEN THE ENTIRE SQUADRON WAS TRANSFERRED TO NORFOLK NAVAL SHIPYARDS VIRGINIA, FOR A THREE-MONTH OVERHAUL IN THE DRY DOCKS AT PORTSMOUTH VA. PORTSMOUTH IS JUST ACROSS THE James River FROM NORFOLK VA. HOME PORT WAS NOW NORFOLK, VIRGINIA. FOLLOWING RECONDITIONING PERIOD ALL SHIPS OF DESRON 122 UNDERWENT AN INTENSIVE TRAINING PERIOD AT GUANTANIMO BAY, CUBA IN PREPARATION FOR A MEDITERRANEAN CRUISE. THIS VOYAGE TO CUBA WAS MY SIXTH VISIT TO GUANTANIMO BAY CUBA. THIS WAS A VERY LARGE BASE. THERE WERE MANY ACTIVITIES US SAILORS COULD ENJOY. GOLF COURSES, SWIMMING POOLS, A LOT OF SPORT FACILITIES ETC., AND OF COURSE A BEER HALL.

AT THIS TIME I'LL TRY TO REMEMBER SOME OF MY SHIPMATES I SERVED WITH WHILE THE SHIP OPERATED OUT OF NEW ORLEANS, EUROPE, AND THE FAR EAST INCLUDING KOREA. THEY WERE ASSIGNED TO THE FORWARD FIREROOM. WHICH WAS PART OF "B" DIVISION. INCLUDING MYSELF BT2 TOM MURPHY CHIEF PETTY OFFICER MOORE, BT1 AL BAKER, BT2 AL HORVAT, BT3 COOPER, FN1 BRENNAN, FN1 STOGGIE MYERS, FN1 ED OGONEK. FN1 LINCHOGG, FN1 BENNY GREEN, FN1 ANDRESON, BT3 SARCONI, BT3 RAY CROSBY, FN1 MOSLEY, FN1 RUDY PADUST, BT3 CHARLIE ESTRABROOKS, FN1 RED SKELETON WHO WAS ALSO THE SHIPS BARBER. FN1 CLARK, THERE ARE MORE BUT AT THIS LATE DATE I'LL ADD TO THIS LIST AS I REMEMBER.

AL HORVAT WAS A RESERVIST ALSO A CHINA SAILOR WHO SERVED ON THE YANGTZE RIVER ON A GUN BOAT IN THE LATE 1930'S. WHEN HE FINALLY WAS RELIEVED OF ACTIVE DUTY, I PURCHASED HIS DRESS BLUES AND STILL HAVE THEM.

WHILE OPERATING OUT OF New Orleans OUR COMMANDING OFFICER WAS J.F.HARPER EX WAS LCDR J.M.BARBER.

WITH ALMOST A COMPLETE TURNOVER OF PERSONNEL FROM RESERVE-CRUISE DAYS, BUT WITH A WELL-TRAINED CREW, BORIE DEPARTED THE NORFOLK AREA ON SEPTEMBER 6, 1949 AND SAILED IN COMPANY WITH OTHER UNITS, TO JOIN THE U.S. SIXTH FLEET IN EUROPEAN WATERS. THE OTHER UNITS WERE THE U.S.S. ENGLISH (DD-696), U.S.S. SPERRY (DD-697), U.S.S. AULT (DD-698), U.S.S. WALDRON (DD-699), U.S.S. HANSWORTH (DD-700), U.S.S. WEEKS (DD-701), U.S.S. HANK (DD-702), U.S.S. LIND (DD-703), AND U.S.S. BORIE (DD-704), THE ENTIRE ACEY DUCEY SQUADRON. (desron122)

WE ALSO HAD A CHANGE OF COMMAND. OUR NEW COMMANDING OFFICER WAS R.S. WILEY, EXECUTIVE OFFICER WAS LCDR J.M. MONTGOMERY AND LIEUTENANT GRAVES OUR ENGINEERING OFFICER.

THE U.S.S. BORIE (DD 704) AND THE U.S.S. WALDRON (DD699) WERE DETACHED FROM THE TASK GROUP AND PROCEEDED EASTBOUND TO PLYMOUTH, ENGLAND. THE SHIPS WERE BUFFETED BY A HURRICANE IN THE STORMY ATLANTIC FOR THREE DAYS. ARRIVING AT PLYMOUTH ENGLAND ON SEPT. 16, 1949. TO OPERATED ON INDEPENDENT DUTY DIRECTLY UNDER CINCNELM FOR THE NEXT 3 MONTHS, UNDER ADMIRAL R.F. COMMOLLY. THIS PLEASANT TOUR OF DUTY INCLUDED A VISIT FROM THE LORD MAYOR AND LADY MAYORESS AT LIVERPOOL, ENGLAND, ARRIVING ON SEPT. 21, 1949, AND DEPARTING SEPT. 26, 1949. ON TO ROTHESAY, SCOTLAND, ARRIVING ON SEPT. 27, 1949 AND DEPARTING ON SEPT. 29, 1949. THEN ON TO LONDONDERRY, NORTHERN IRELAND, ARRIVING SEPT. 30, 1949 AND DEPARTING OCT. 8, 1949, JOINT TRAINING EXERCISES WERE CONDUCTED WITH UNITS OF THE ROYAL NAVY AND ROYAL AIR FORCE. OUR HOMEPORT WAS PLYMOUTH, ENGLAND, WHILE WE OPERATED IN NORTHERN EUROPE. ARRIVING ON OCT. 9, 1949. WHILE THE SHIP WAS IN PLYMOUTH LIBERTY OR SHORE LEAVE WAS GRANTED TO ALL HANDS. I TOOK THIS OPPORTUNITY AND VISITED LONDON, ENGLAND FOR A WEEKEND. PLYMOUTH, WAS A VERY NICE CITY LOCATED ON THE SOUTH WEST COAST, ABOUT SEVENTY MILES FROM LONDON. I ENJOYED THE CITY AND ALL THE PEOPLE I MET. THIS CITY OF PLYMOUTH, WAS ALSO ONE OF THE LARGEST NAVAL BASES IN GREAT BRITAIN.

ON OCTOBER 18, 1949 BORIE PROCEEDED NORTH THROUGH THE ENGLISH CHANNEL FOR A VISIT TO NORWAY. THE SHIP STOPPED AT STAVANGER, ON OCT. 21, 1949 AND DEPARTED ON OCT. 24, 1949. THEN MADE THE INTERESTING TRIP NORTH THROUGH THE "INNER LEADS". ON OCTOBER 26, 1949 CROSSED THE ARCTIC CIRCLE. ON OCT. 27, 1949 ARRIVED AT NARVIK, NORWAY.

WHEN A SAILOR CROSSES THE ARCTIC CIRCLE HE BECOMES A MEMBER OF THE FROZEN TOE SOCIETY AND IS INITIATED INTO THIS SOCIETY BY FORMER MEMBERS.

CERTIFICATE OF MEMBERSHIP  
DOMAIN OF KING AURORA BOREALIS

KNOW YE THAT THOMAS MARTIN MURPHY U.S. NAVY.

U.S.S. BORIE (D.D. 704) HAS THIS DAY BEEN FRIGIDLY INSPECTED AND DEEMED HARDY ENOUGH TO BE NUMBERED AS ONE OF OUR BROTHERHOOD OF FROZENTOES, AND HAS BEEN GATHERED IN AND INITIATED INTO THE FROZEN RITES OF THE MYSTERIOUS CLAN OF THE ARTIC.

GIVEN UNDER MY HAND AND SEAL IN LATITUDE 66°30'00" LONG 09°45'E  
this 28<sup>th</sup> DAY OF OCTOBER 1949.

KING AURORA BOREALIS RULER OF THE ICY ARTIC ATTESTED J.M. MONTGOMERY  
LT. COMMANDER EXECUTIVE OFFICER AND R.S. WILEY COMMANDER.

SHE WAS THE FIRST U.S. WARSHIP TO STEAM NORTH AROUND ANDOY ISLAND AND MAKE THE NORTHERN APPROACH TO NARVIK THROUGH ANDEFJORD. SOME WERE ON

THIS APPROACH TO NARVIK ONE NIGHT THE SHIP HIT A GIANT FREAK WAVE AND THIS IS THE LETTER WE RECEIVED FROM THE VICE MAYOR OF STAVANGER:

"TO MY REGRET I LEARN THAT ONE OF YOUR MEN WAS LOST AND THREE OTHERS INJURED DURING YOUR CROSSING TO NARVIK.

ON BEHALF OF THE CITY OF STAVANGER I EXPRESS MY SINCERE SYMPATHY.

I DON'T REMEMBER THE MAN WHO WAS LOST, HE WAS IN THE DECK FORCE AND AT THE TIME OF THE ACCIDENT. THEY WERE ON THE BOW OF THE SHIP SECURING VARIOUS REQUIREMENTS FOR HEAVY SEAS. I KNOW WE SEARCHED ALL NIGHT FOR HIM TO NO AVAIL, RELUCTANTLY WE GAVE UP THE SEARCH AND PROCEEDED TO NARVIK.

ON OCT. 29, 1949 DEPARTED NARVIK. SOUTHWARD BOUND BORIE VISITED THE BOMBING RUINS OF BREMERHAVEN, GERMANY. ARRIVING ON NOV. 2 1949. DEPARTING NOV. 5 1949. THE "TAXI RUN" TO LE HAVRE, FRANCE. LET ME EXPLAIN ABOUT THIS "TAXI RUN". THE WEATHER WAS SO BAD, NO PLANES COULD GET AIRBORNE SO WE THE BORIE WERE REQUESTED TO PICK UP SOME ADMIRAL IN PLYMOUTH, ENGLAND AND TRANSPORT HIM TO LE-HARVE, FRANCE. ON NOV. 7 1949. WHEN WE ARRIVED THE TIDE WAS IN AND THE SHIP TIED UP TO THE DOCK. OUR MAIN DECK WAS EVEN WITH THE DOCK. I HAD LIBERTY AND WENT ASHORE TO ENJOY SOME FRENCH FOOD AND STUFF. WHEN I RETURNED THAT EVENING THE GANGPLANK WAS ON THE O3 LEVEL, ABOUT FORTY FEET HIGHER. I WASN'T FAMILIAR WITH THE WAY THE TIDES WERE IN THIS PART OF THE WORLD. DEPARTING ON NOV. 7, 1949. ARRIVING PLYMOUTH, ENGLAND, ON NOV. 8, 1949. FOR A FEW DAYS LIBERTY. DEPARTING PLYMOUTH ON NOV. 9, 1949 FOR LISBON, PORTUGAL.

A STORMY CROSSING OF THE BAY OF BISCAY -THE WARM SUNSHINE OF LISBON, PORTUGAL. ARRIVING ON NOV. 11, 1949 FOR SHORE LEAVE. DEPARTING ON NOV. 14, 1949. THE " ROCK" OF GIBRALTAR. ON THE 14TH OF NOVEMBER THE HALFWAY MARK - JOINING THE SIXTH FLEET IN THE MEDITERRANEAN, UNDER ADMIRAL BALLENTINE, AND REJOINED DESRON 122 FOR JOINT TRAINING EXERCISES WITH UNITS OF THE FRENCH NAVY.

MY TOUR OF NORTHERN EUROPE LASTED FOR THREE MONTHS. I VISITED A LOT OF PORTS AND SHORE LEAVE SOME TIMES ONLY LASTED FOR 4 TO 6 HOURS. I REMEMBER THEM IN MY MINDS EYE AND CAN ONLY RECALL BITS AND PIECES OF EACH VISIT. THE BEST I CAN SAY I WAS THERE.

THE BEGINNING OF THE MEDITERRANEAN CRUISE. THANKSGIVING, 1949 WAS SPENT IN TOULON, FRANCE. A REAL TURKEY DINNER AND SHIPS COMPANY INVITED FRENCH WAR ORPHANS TO HELP US CELEBRATE. TOULON IS THE FRENCH EQUIVALENT TO NORFOLK AS A NAVAL BASE.

AFTER TOULON THE SHIP TOUCHED AT THE INTERESTING ISLAND FORTRESS OF MALTA (Valletta) THE CAPITAL CITY. FROM DEC 3 TO DEC. 12 1949. THIS IS WERE OUR SKIPPER COMMANDER R.S. WILLEY WAS KILLED IN A JEEP ACCIDENT. LIEUTENANT COMMANDER J.M. MONTGOMERY TOOK OVER COMMAND OF THE SHIP TEMPORALLY UNTIL A LATER DATE WHEN HE WAS PROMOTED TO COMMANDER. WE ALSO VISITED AUGUSTA BAY OR (SURACUSA) SICILY, UNDER THE SLOPES OF FAMED MOUNT ETNA. FROM DEC. 12, 1949 TO DEC. 20, 1949. CHRISTMAS OF 1949 SPENT IN ATHENS. THE SHIP ACTUALLY WAS TIED UP TO A PIER AT THE PORT CITY OF PIRAEUS GREECE. CHRISTMAS TREES BUT NO SNOW. BUT COLD ENOUGH TO WEAR A PEA COAT AND GLOVES. CHRISTMAS PARTY FOR THE GREEK WAR ORPHANS. THEN A VISIT TO THE FAMOUS RUINS OF THE ACROPOLIS AND THE PARTHENON. DEPARTING ON DEC. 30, 1949.

NEW YEARS EVE AT SEA, OVER NIGHT AT NAPLES, ITALY. WHILE THEY'RE VISITED THE ANCIENT CITY OF Pompeii, QUICK VISIT TO THE FOOTHILLS OF MOUNT VESUVIO A VERY ACTIVE VOLCANO. THEN A VISIT TO ROME JUST ENOUGH TIME TO SEE SOME OF THE SITES. ON JAN. 2 AND 3 1950. THEN ESCORTING THE FLAGSHIP, U.S.S. DES MOINES A HEAVY CRUISER, TO ALGIERS IN North Africa, THE NOTORIOUS "CASBAR". WERE I PULLED SHORE PATROL DUTY TRYING TO KEEP OUR SAILORS OUT OF TROUBLE. WHILE GOING PAST THE ISLAND OF

SICILY AT NIGHT WE OBSERVED MT. ETNA AND IT WAS ERUPTING, QUITE A SIGHT. VISITED ALGIERS FROM JAN.6 TO JAN. 12,1950.

THEN THE WELCOME SIGHT OF RELIEF SHIPS AT GIBRALTAR- HOMEWARD BOUND - NORFOLK- LEAVE, LIBERTY, AND RECREATION! "JOIN THE NAVY AND SEE THE WORLD " IS NO LONGER MERELY A RECRUITING SLOGAN TO THE CREW OF THE BORIE. THE MILES CRUISED WERE APPROXIMATELY 17,366, SEA MILES. THIS EUROPEAN CRUISE ENDED JANUARY 26, 1950. AT NORFOLK, VIRGINIA.

THIS CRUISE TO THE MEDITERRANEAN SEA WAS NOT ALL SIGHT SEEING. ALONG WITH FREQUENT AND EXTENSIVE TASK FORCE TRAINING EXERCISES WITH OTHER UNITS OF THE U.S. SIXTH FLEET.

THIS EUROPEAN CRUISE WE VISITED SIXTEEN PORT OF CALL IN THIRTEEN COUNTRIES.

FOR THIS THE SHIP AND ALL PERSONEL WERE AWARDED THE UNITED STATES NAVY WORLD WAR II OCCUPATION SERVICE METAL FOR EUROPE.

THE SHIP THEN ENTERED THE DRY DOCKS LOCATED IN PORTSMOUTH, VIRGINIA, FOR EXTENSIVE OVERHALL. SOME OF THE SQUADRON WERE PLACED IN MOTHBALLS, U.S.S.AULT DD698, U.S.S.WALDRONDD699, U.S.S.HANESWORTH DD700, AND I BELIEVE THE U.S.S. JOHN J.WEEKS DD701, AND U.S.S.LIND DD703 WHY THESE SHIPS WERE CHOSEN FOR THE RESERVE FLEET I'LL NEVER KNOW. THEY WERE LATER RECOMMISSIONED WHEN THEY WERE NEEDED, AFTER THE KOREAN WAR BROKE OUT IN JUNE OF 1950.

I LEFT THE SHIP FOR 20-DAY FURLOUGH OR SHORE LEAVE. ARRIVED HOME AND MEET CAMILLE SPERRAZZA ON A BLIND DATE ON JANUARY 29 1950. THRU FRIENDS BILLIE BROWN AND JACK STARKEY. I THINK WE DATED A FEW MORE TIMES AND BECAME GOOD FRIENDS AND BEGAN WRITING EACH OTHER AFTER I RETURNED TO MY SHIP.

CAMILLE AS YOU KNOW NOW AS YOU READ THIS AUTOGRAPHY IS NOW MY WIFE AND YOUR MOTHER AND GRAND MOTHER.

AFTER RETURNING TO MY SHIP IN LATE FEB.1950. WE WERE OFF AGAIN FOR SPRING MANEUVERS IN THE CARIBBEAN, PARTICIPATING IN OPERATIONS "PORTEX AND CARICEX". SOME KIND OF NAVAL OPERATIONS IN THE CARIBBEAN SEA AREA. THIS WAS ANOTHER VISIT TO GUANTANAMO BAY NAVAL BASE IN CUBA. THIS WAS MY SEVENTH VISIT TO THIS PORT OF CALL.

IN MAY OF 1950 BORIE JOINED OTHER UNITS BY CELEBRATING THE FIRST ARMED FORCES DAY WITH A VISIT TO NEW YORK CITY. ON JULY 4, 1950 INDEPENDENCE DAY FOUND THE SHIP IN ALEXANDRIA, VIRGINIA. VISITED WASHINGTON D.C.

IN JULY I TOOK A THIRTY-DAY FURLOUGH TO ATTEND MY BROTHERS JACK AND ED, WEDDINGS. ED MARRIED GERRY REGAN I BELIEVE IT WAS ON JULY 20,1950. JACK DATE WAS SET FOR AUGUST 8,1950. HE WAS TO BE MARRIED TO JEAN MARTIN. I NEVER MADE HIS WEDDING. ON JUNE 25,1950 THE NORTH KOREANS INVADED SOUTH KOREA. I HAD TO RETURN TO MY SHIP AND MAKE-READY FOR A LONG SEA VOYAGE VIA THE PANAMA CANAL, SAN.DIAGO, and CALIF. PEARL HARBOR, IN THE HAWAIN ISLANDS, MIDWAY ISLAND AND THEN ON TO JAPAN.

THIS WAS THE START OF MY PACIFIC CRUISE FROM SEPT. 6, 1950 TO JUNE 12,1951.

ONE YEAR TO THE DAY AFTER BORIE SET SAIL FOR EUROPE, SHE AGAIN LEFT NORFOLK IN COMPANY WITH AN AIRCRAFT CARRIER U.S.S. LEYTE (CV 32) AND OTHER UNITS OF DESRON 122, AT THIS TIME THE ENGLISH, SPERRY, HANK AND BORIE WERE THE ONLY SHIPS REMAINING IN COMMISSION FROM THE ACEY DUCEY SQUADRON, AND THIS TIME IT WAS WESTBOUND- ANOTHER FIGHTING MISSION FOR THE FIGHTING SHIP. STOPPING AT COLON, PANAMA THEN TROUGH THE PANAMA CANAL. STOPPED FOR LIBERTY FUELED SHIP AT BALBOA, PANAMA THEN A BRIEF STOP AT SAN DIEGO, AGAIN LIBERTY FOR ALL HANDS ON TO PEARL HARBOR TOURED THE ISLAND. THE ISLANDS WERE STILL A TERRITORY NOT A STATE AT THIS TIME. PASSED THE SUNKEN HULK OF THE ARIZONA (BB32), NO



MEMORIAL WAS IN PLACE JUST A SMALL MAINTENANCE SHACK OVER THE SUNKEN REMAINS. GOT TO SEE WAIKIEE BEACH AND DIAMOND HEAD, HONOLULU CITY AND OTHER POINTS OF INTEREST. ON TO MIDWAY ISLAND FOR FUEL AND A FEW CANS OF BEER. ON OCTOBER 1, 1950 CROSSED INTERNATIONAL DATE LINE, ADVANCED ONE DAY AND BECAME A MEMBER OF THE GOLDEN DRAGON SOCIETY. NO TIME FOR INITIATION OF NEW MEMBERS INTO THE SOCIETY. THEN ACROSS THE NORTH PACIFIC THE SQUADRON ARRIVED IN TOKYO BAY UNDER THE SHADOW OF MOUNT FUJIYAMA, ON 6 OCTOBER, 1950 AND STOPPED ONLY FOR REPLENISHMENT OF FUEL, AMMUNITION AND FOOD, AT YOKOSUKA NAVAL BASE.

DESRON 122 REPORTED TO COMMANDER NAVAL FORCES, FAR EAST, FOR DUTY, AND WAS ASSIGNED TO THE UNITED NATIONS BLOCKADING AND ESCORT FORCE. BORIE ARRIVED IN KOREAN WATERS ON 13 OCTOBER, AND IT WAS NOT UNTIL 77 DAYS LATER THAT HER CREW NEXT HAD THE PLEASURE OF A WELCOME LIBERTY ASHORE. DURING THAT PERIOD BORIE SUPPORTED THE INITIAL WONSAN OPERATION AND PATROLLED THE ENTIRE EAST COAST OF NORTHKOREA. BORIE ALONE SUPPORTED THE LANDING OF THE ENTIRE SEVENTH DIVISION OF THE U.S. ARMY AT IWON, NORTH KOREA, IN NOVEMBER. ONLY AFTER MANY HOURS OF CONTINUING GUNFIRE IN SUPPORT OF UNITED NATIONS FORCES AT HUNGNAM, AND THE SUCCESSFUL COMPLETION OF THE HUNGNAM REDEPLOYMENT, AN OPERATION UNIQUE IN NAVAL HISTORY, DID SHE STOP HER ENGINES AND REST HER WEARY CREW ON CHRISTMAS NIGHT, 1950 AT SASEBO, JAPAN. A FOOT NOTE. WE WERE AT SEA FOR 77 DAYS AND THE MAIN ENGINES NEVER STOP TURNING, EVEN WHILE WE WERE AT ANCHOR AT IWON AND WONSAN HARBORS. THE SCREWS (propellers) KEPT ENOUGH WAY TO HAVE THE BOW OF THE SHIP ALWAYS POINTED OUT TO SEA. IN CASE WE HAD TO MAKE A HASTY DEPARTURE FROM ENEMY GUN'S OR AIRPLANE ATTACK. THIS ACTION REQUIRED ALL ENGINEERING PERSONEL TO CONTINUE TO STAND WATCH. FOUR HOURS ON AND FOUR HOURS OFF. THERE WAS NO REST FOR ALL PERSONEL WE WERE CONSTANTLY ON ALERT. EVERY MORNING AT DAWN AND AT SUNSET THE SHIP WENT TO GENERAL QUARTERS THE ENTIRE CREW WAS AT THERE BATTLE STATIONS

BUT BORIE COMMENCED THE NEW YEAR BY RETURNING IMMEDIATELY TO THE COMBAT AREA ON THE EAST COAST OF KOREA, AND SINCE THAT TIME HER PRIMARY MISSION HAS BEEN AS GUNFIRE SUPPORT SHIP ALONG THE EAST COAST OF KOREA, IN SUPPORT OF REPUBLIC OF KOREA AND U.S. MARINES AND ARMY TROOPS. THERE IS HARDLY AN ENEMY POSITION ALONG THE EAST COAST OF KOREA THAT HASN'T FELT THE DESTRUCTIVE MIGHT OF HER 5"/38 GUN BATTERY. SHE HAS ASSISTED IN DENYING THE ENEMY THE USE OF SUCH KEY TRANSPORTATION CENTERS AS CHONGJIN, SONGJIN, HUNGNAM, WONSAN, KANSONG, YANGYANG AND KANGNUNG.

HER SECONDARY MISSIONS DURING THIS SAME PERIOD HAVE BEEN WELL DIVERSIFIED. SOME OF THESE HAVE BEEN SCREENING CARRIER TASK GROUPS, CARRYING SUPPLIES, ESCORTING TROOP SHIPS, ANTI-SUBMARINE AND PICKET SHIP DUTIES, HARBOR ENTRANCE CONTROL VESSEL DUTY, AND EVEN ASSISTING IN MINESWEEING AND LAYING OF CHANNEL BUOYS. IN PATROLLING HARBORS AND MANY MILES OF THE COASTLINE IN ENFORCING THE UNITED NATIONS BLOCKADE SHE HAS BEEN REQUIRED TO INVESTIGATE SHIPS OF ALL SIZES, INCLUDING OVER A HUNDRED SMALL FISHING JUNKS. MANY JUNKS CONTAINING REFUGEES FLEEING THE COMMUNIST HORDES IN NORTH KOREA HAVE BEEN GIVEN FOOD AND CLOTHING WHEN THEIR DESTINATION AND MISSION WERE DISCOVERED.

A FOOT NOTE. THIS INVESTIGATION OF VARIOUS JUNKS IS THE ONLY TIME I HAD ANY DIRECT INVOLVEMENT. AS A PETTY OFFICE 2/C I WAS ASSIGNED TO A MOTOR WHALEBOAT AS A BAR RIFLE SQUAD LEADER. OUR JOB WAS TO STOP THESE FISHING JUNKS, TO MAKE SURE THEY WERE FRIENDLY NOT NORTH KOREANS. WE HAD A SOUTH KOREAN INTERPERTER ALONG WITH AN OFFICER FROM THE SHIP MYSELF AND TWO MEN TO MAN THE BAR. 30 CALI. THE COXSWAIN, MOTOR ENGINEER, AND A FORWARD OR BOWLINES MAN. I REMEMBER INVESTIGATING JUST TWO FISHING JUNKS THEN THE ENGINE BROKE DOWN, THAT ENDED MY CAREER AS A COMBATANT. AMEN TO THAT.

IN LATE JANUARY BORIE AND A SISTER DESTROYER, THE U.S.S.HANK (DD702), ESCORTED THE HEAVY CRUISER, U.S.S.ST. PAUL (CA73), ON A HIGH SPEED DASH TO THE WEST COAST OF KOREA, AND THROUGH THE TREACHEROUS "FLYING FISH CHANNEL AT NIGHT, TO ARRIVE OFF INCHON AT DAYLIGHT, AND SUPPORT THE OPENING PHASE OF OPERATION KILLER BY THE GROUND FORCES, WHICH A FEW WEEKS LATER ALLOWED OUR TROOPS TO RE-OCCUPY THE CAPITOL CITY OF SEOUL.

BORIE HAS FIRED MANY THOUSAND ROUNDS OF AMMUNITION AT ENEMY TROOP AREAS, TRANSPORTATION FACILITIES AND OTHER ENEMY TARGETS IN SUPPORT OF UNITED NATIONS FORCES IN KOREA WITHOUT SUSTAINING SINGLE PERSONNEL OF MATERIAL CASUALTY. DURING THE HUNGNAM OPERATION IN DECEMBER 1950 THERE WAS NO REST FOR HER GUNNERS, WHO STOPPED SHOOTING ONLY LONG ENOUGH TO REPLENISH AMMUNITION. THE EMPTY BRASS PILED HIGH ON THE SHIP AND THE PAINT BLISTERED AND BURNED OFF THE GUN BARRELS. BUT HER WEARY GUNNERS CARRIED ON KNOWING THEY WERE HELPING TO MAINTAIN DEFENSE PERMITER. THAT "RING OF STEEL" THROUGH WHICH NORTHKOREAN OR CHINESE COMMUNIST TROOPS COULD NOT ENTER, RESULTING IN SUCCESSFUL RE-DEPLOYMENT OF ALL UNITED NATIONS TROOPS AND THEIR EQUIPMENT TO FIGHT AGAIN. SHE CONTINUED THE SPLENDID RECORD COMMENCED UPON HER FIRST ARRIVAL IN THE PACIFIC AREA IN JANUARY, 1945, AND IT CAN BE SAID THAT THE BORIE (DD 704) CARRIES ON THE FIGHTING TRADITION SO ABLY SET BY HER PREDECESSOR (DD 215) WHICH GALLANTLY BATTLED TO THE DEATH IN DESTROYING A NAZI SUBMARINE IN ATLANTIC WATERS IN 1943.

FROM SEPT.6, 1950 UNTIL MAY 11, 1951 WE SERVED WITH THE UNITED NATIONS FORCES ALL AROUND THE PENINSULA OF KOREA. THE SHIP EARNED OR WAS AWARDED THE KOREAN SERVICE METAL WITH FOUR BATTLE STARS, THE UNITED NATIONS SERVICE METAL FOR KOREA, THE UNITED STATES NAVY WORLD WAR II OCCUPATION SERVICE METAL FOR ASIA, AND THE NATIONAL DEFENSE SERVICE METAL, FOR SERVICES IN THE KOREAN (WAR) CONFLICT. AT THIS TIME I AM TRYING TO VERIFY WHAT ACTIONS SUCH AS TIME AND PLACE'S THESE BATTLE STARS WERE AWARDED. MY STATION WHEN THESE EVENTS WERE OCCURRING WAS IN THE FORWARD FIREROOM BELOW DECKS SO I DIDN'T GET TO SEE MUCH OF WHAT WAS GOING ON TOPSIDE OR ASHORE. USUALLY WELL AFTER THE OCCURANCE AND IT WAS SECOND HAND. I KEEP A DAIRY AND I WILL ADD IT TO THE END OF THIS AUTOBIOGRAPHY. I HAVE A "E" MAIL LETTER ENTERED IN THE TIN CAN SAILORS NEWS PAPER ASKING FOR ANY INFORMATION ON OUR SHIP'S HISTORY FROM FELLOW SHIP MATES, IF I GET ANY RESPONSE I'LL ADD THEM TO THIS ACCOUNT IN THE FUTURE.

AN UPDATE AS OF 19 MAY 1999 FROM THE BUREAU OF NAVAL PERSONEL RETIRED RECORDS SECTION THAT I REQUESTED. A REVIEW OF THE RECORDS INDICATE ELIGIBILITY FOR THE FOLLOWING AWARDS.

- (1) COMBAT ACTION RIBBON (awarded 3 May 11, 2000)
- (2) NAVY GOOD CONDUCT Medal.

(3) World WarII Navy Occupation Medal with Europe and Asia

Clasp

(4) National Defense service Medal.

(5) Korean War Service Medal w/ 4 battle stars.

- 1 U.N.OFFENSIVE  
JUNE 27-SEPTEMBER 15,1950
- 2 CHINESE COMMUNIST INTERVENTION  
SEPTEMBER 16-NOV.2, 1950
- 3 FIRST U.N. COUNTER OFFENSIVE

JAN.25-APRIL 21,1950  
4 CHINESE COMMUNIST INTERVENTION  
SPRING OFFENSIVE  
APRIL 22-JULY 8,1950

- (6) United Nations Service Medal.
- (7) Republic of Korea Presidential Unit Citation.
- (8) Republic of Korea Service Medal (authorized by the Republic of South Korea 1951), also approved by the Pentagon in 1999.
- (8) New York State Conspectus Service Medal authorized by the State of New York.
- (9) Cold War Certificate (medal has not been authorized)
- (10) Cold War Victory Commemorative Medal.
- (11) All Personnel who served on the U.S.S.BORIE, on active duty including stateside between September 2,1945 and December 26, 1991 are eligible for the "COLD WAR CERTIFICATE". The Cold War Certificate is available, but Congress has authorized no Medal. (A Privately made Medal is available for Cold War Vets, though it is not officially authorized).

Public Law 106-65's relevant provision "Authorizes the secretary of the Navy to award the COMBAT ACTION RIBBON to a member of the Navy or Marine Corps for participation in ground or surface combat during any period after December 5,1941, and before March 1, 1961, if the secretary determines that the member has not been previously recognized for such participation.

In August 1999, the Pentagon gave its approval for U.S. veterans to wear the Korean War Medal. Created and issued by the Republic of Korea in 1951 for U.N. forces serving in South Korea.

Criteria for the medal's eligibility has not been published yet, but according to VFW's Director of National Security and Foreign Affairs Bruce Harder, requirements should be similar to the U.S.issued Korean Service Medal.

Harder says the big question is who will pay for producing the Medal.

#### DIARY PACIFIC CRUISE

SEPT 6 1950 LEFT NORFOLK, VIRGINIA. DESTINATION PANAMA CANAL COCO-SOLO.  
SEPT 10, 1950 ARRIVED COCO-SOLO, PANAMA. HAD LIBERTY AND VISITED THE CITY. PROCEEDED THROUGH THE PANAMA, CANAL FOR THIS I HAD THE OPPORTUNITY TO BE TOPSIDE AND OBSERVE THE ENTIRE OPERATION OF PUTTING OUR SHIP AND THE REST OF THE SQUADRDOON AND THE CARRIER LEYTE THROUGH THE CANAL.

SEPT.10, 1950 ARRIVED IN BALBOA PANAMA AFTER TRANSIT THROUGH THE CANAL. FUELED SHIP. HAD LIBERTY VERY Old Spanish TYPE CITY.

Sept. 15, 1950 Inchon South Korea Marines landed.

SEPT.17, 1950 ARRIVED IN SAN, DIEGO, CALIF. WENT ASHORE FOR LIBERTY. TRIED TO HAVE SOME BEER AT A LOCAL TAVERN, NO WAY, TO YOUNG, HAD BE TWENTY ONE IN CALIF. I'LL GET SERVED ON THE RETURN TRIP.

SEPT.20, 1950 LEFT San Diego.  
SEPT.25.1950 ARRIVED IN PEARL HARBOR, HAWAII. HAD LIBERTY, TOURED THE ISLAND OF OHAU, DIAMOND HEAD, HONOLULU, WAIKIA BEACH, PASSED THE SUNKEN HULK OF THE BATTLESHIP ARIZONA (BB) NOTHING REMAINING ABOVE THE WATER JUST A MAINTENANCE SHACK. THE HAWAIIAN ISLANDS AT THAT TIME WERE STILL A TERRITORY OF THE UNITED STATES. THE MEMORIAL WAS ERECTED MUCH LATER; WHEN WE WERE THERE WAS NO VISITING, JUST PASS IN REVIEW.  
SEPT.27 1950 LEFT PEARL HARBOR.  
SEPT.29 1950 ARRIVED MIDWAY ISLAND FUELED SHIP HAD A COUPLE CANS OF BEER AT THE FUEL STORAGE.  
SEPT.29 1950 LEFT MIDWAY.  
SEPT.30 1950, OCT.1, 1950 CROSSED ITERNATIONAL DATE LINE-ADVANCED ONE DAY.  
OCT.5 1950 HEAVY SEA & HEAVY SQUALLS, TYPHOON OFF CHINA. DESTROYER ZELLERS LOST MAN OVER THE SIDE.  
OCT.6 1950 ARRIVED IN YOKUSUKA, JAPAN.  
OCT.7 1950-IN YOKUUKS, JAPAN.  
OCT.8 1950 VISITED YOKAHAMA AND TOKYO, JAPAN. BOTH CITIES WERE QUITE LARGE BUT NOT AS MODERN AS I THOUGH.  
OCT.10 1950 LEFT YOKUSUKA FOR OPERATIONS.  
OCT 11, 1950 OPERATIONS ESCORTING AIRCRAFT CARRIER U.S.S. BOXER CV-21.  
OCT.12 13 1950 OPERATIONS ROUTINE.  
OCT.14 1950 MADE CONTACT WITH UNIDENTIFIED SUBMARINE. DROPPED SIXTEEN DEPTH CHARGES. NO RESPONDS.  
OCT.15 1950 MADE CONTACT WITH UNIDENTIFIED SUBMARINE DROPPED 16 DEPTH CHARGES SILENCE.  
OCT.16 1950 TOOK PART IN A LANDING FORCE OPERATION. FOUR TORPEDO BOATS HEADED FOR TROOP TRANSPORT, NO MORE CONTACT.  
OCT.17 1950 PAROL OFF KOREA WITH BATTLESHIP U.S.S.MISSOURI BB63 AND TASK FORCE. DESTROYED 1 CONES WE THOUGH IT WAS A MINE WITH GUNFIRE, OH WELL GOOD PRACTICE.  
OCT.18 1950 PATROL OFF KOREA ROUTINE OPERATIONS, OPENED FIRE WITH 20MM, & 40MM ON MINE, TURNED OUT TO BE A FENDER, MORE TARGET PRACTICE.  
OCT.19 1950 PATROL OFF KOREA FUELED OFF THE BIG MO.BB 63.  
OCT.20 1950 PATROL OFF North Korea WITH HEAVY CRUISER HELINA CA-75, OPERATIONS ROUTINE.  
OCT.21 1950 PATROL OFF NORTH KOREA, CHONG-JIIN, and BLOCADE BY BORIE DD-704 & SPERRY DD-697. HARBOR BLOCKADE SUCCESSFUL.  
OCT.22 1950 ROUTINE PATROL OFF North Korea.  
OCT.23 1950 ROUTINE PATROL OFF North Korea.  
OCT.25 1950 ROUTINE PATROL OFF NORTH KOREA.FUELED SHIP.  
OCT.26 1950 ROUTINE PATROL OFF North Korea.  
OCT.27 1950 ROUTINE PATROL OFF NORTH KOREA, ANCHORED IN WONSAN, HARBOR.  
OCT.28 1950 PROCEEDED TO REGAN LANDING, IN IWON HARBOR.  
OCT.29 1950 SECURED THE BEACH LANDING FORCES WENT ASHORE.BORIE ALONE SUPPORTED THE LANDING OF ENTIRE SEVENTH DIVISION OF THE U.S.ARMY AT IWON.  
OCY.30 1950 SENT LANDING PARTY ASHORE TO INVESTIGATE SMALL CRAFT.  
OCT.31 1950 TOOK A TRIP DOWN TO WONASN. BACK TO IWON LANDING.  
NOV.1 150 SENT DUTY COMMANDOS OUT TO INVESTIGATE JUNK, OK, PASS.  
NOV.2 1950 ROUTINE PATROL OFF N.K.  
NOV.3 1950 ROUTINE PATROL OFF N.K.  
NOV.4 1950 ROUTINE PATROL OFF N.K.  
NOV.5 1950 ROUTINE PATROL OFF N.K., ANCHORED IN IWON HARBOR.  
NOV.6 1950 ANCHORED IN IWON HARBOR.  
NOV.7 1950 ANCHORED, ROUTINE PATROL OFF N.K., THEN AIR PATROL.  
NOV.8 1950 ANCHORED IN IWON HARBOR, N.K.

NOV.9 1950 ANCHORED IN IWON HARBOR, N.K.  
NOV.10 1950 ANCHORED IN IWON HARBOR, N.K.  
NOV.11 1950 LEFT IWON, HARBOR PROCEEDED TO WONSAN, HARBOR N.K. ANCHORED  
IN WONSAN HARBOR.  
NOV.12 1950 IN WONSAN HARBOR HAD DIVINE SERVICES, PROCEEDED TO CHONG-  
JIIN, N.K.  
NOV.13 1950 ANCHORED IN CHONG-JIIN, N.K.  
NOV 14 1950 ANCHORED OUTSIDE CHONG-JIIN, HARBOR, N.K.  
NOV 15 1950 PATROL OFF CHONG-JIIN, HARBOR ENTRANCE CONTROL.  
NOV.16 1950 PATROL OFF N.K. WITH HEAVY CRUISER ST.PAUL CA73.  
NOV.17 1950 ST. PAUL CA73 & BORIE DD704 ASSISTING IN SHORE BOMBARDMENT.  
NOV.18 1950 ST.PAUL CA73 BOMBARDED SHORE INSTALLATIONS & BORIE DD704  
ASSISTING, PROCEEDED TO WONSAN.  
NOV.19 1950 ARRIVED IN WONSAN, HELD DIVINE SERVICES ANCHORED IN WONSAN  
HARBOR, REPROVISIONED SHIP FROM U.S.S.GRIFFAR. SECRETARY OF THE NAVY  
CAME IN ON BIG MO. MAN FELL OVER THE SIDE, BORIE ASSISTED IN RESCUE.  
COMMENCED DUTY AS HARBOR ENTRANCE CONTROL.  
NOV.20, 1950 ANCHORED IN WONSAN HARBOR, REPROVISIONED SHIP.  
NOV.21, 1950 ANCHORED IN WONSAN HARBOR, ENTRANCE CONTROL.  
NOV.22, 1950 ANCHORED IN WONSAN HARBOR, ENTRANCE CONTROL.  
NOV.23, 1950 THANKSGIVING, ANCHORED IN WONSAN HARBOR INLET.HAD A VERY  
EXCELLENT MEAL.  
NOV.24 1950 PATROL OUTSIDE WONSAN HARBOR.  
NOV.25 1950 SNOWED TODAY AND WAS COLDER THAN A WELL DIGGER'S ASS IN  
SIBERIA, WHICH ISN'T VERY FAR AWAY, ROUTINE PATROL OFF WONSAN HARBOR.  
Got the word that the Chinese enter the War in great force.  
NOV 26 1950 ROUTINE PATROL OFF WONSAN HARBOR, N.K.  
NOV.27 1950 ROUTINE PATROL OFF WONSAN HARBOR, N.K.  
NOV.28 1950 ROUTINE PATROL OFF WONSAN HARBOR, N.K.  
NOV.29 1950 ROUTINE PATROL OFF WONSAN HARBOR. RELIEVED BY U.S.S.BISPEE,  
PROCEEDED TO SASABO, JAPAN, FOR SEVEN DAY'S RECREATION PERIOD.  
NOV.30 1950 UNDERWAY FOR SASABO, JAPAN. ARRIVED SAME, FUELED SHIP AND  
WAS ORDERED TO SEA AGAIN.  
DEC.1 1950 HAD HARBOR ENTRANCE CONTROL OFF SASABO, RETURNED TO PORT,  
TIED UP TO U.S.S.JANSON FOR REPAIRS, NO LIBERTY.  
DEC.2 1950 LOADED AMMUNITION ABOARD. ORDERED BACK TO KOREA.  
THE REASON THE CHINESE COMMUNIST INTERVENED INTO North Korea, ON  
NOV.25, 1950. BIG TROUBLE FOR US.  
DEC.3 1950 PROCEEDED TO HUNGNAM TO HELP EVACUATE WOUNDED.  
DEC.4 1950 ANCHORED IN HUNGNAM HARBOR.  
DEC.5 1950 LEFT HUNGNAM PROCEEDED TO WONASN, HELPED EVACUATE TROOPS AND  
SUPPLIES, DESTROYED THE CITY.  
ST. PAUL CA73 BOMBARDED CITY AND SURROUNDING HILLS ASSISTED BY SPERRY  
DD697, HANK 702, ZELLARS DD777 & BORIE DD704.  
DEC. 6 1950 COMPLETELY EVACUATED WONSAN PROCEEDED TO HUNGNAM.  
DEC. 7 1950 ARRIVED HUNGNAM N.K. ANCHORED IN HARBOR.  
DEC. 8 1950 ANCHORED IN HUNGNAM HARBOR AS FIRE SUPPORT SHIP.  
DEC. 9 1950 ANCHORED IN HUNGNAM N.K.  
DEC.10 1950 ANCHORED IN HUNGNAM N.K.  
DEC.11 1950 ANCHORED IN HUNGNAM AS FIRE SUPPORT SHIP.  
DEC.12 1950 PROCEEDED TO SONG-JIIN FOR COASTAL BOMBARDMENT.  
DEC.13 1950 PATROL OFF SONG-JIIN. SHORE BOMBARDMENT DESTROYED ONE  
TRAIN.  
DEC.14 1950 ROUTINE PATROL OFF SONG-JIN N.K.  
DEC.15 1950 SHORE BOMBARDMENT, LIND 703 ASSISTING DESTROYED ONE BRIDGE.  
DEC.16 1950 ROUTINE PATROL PROCEEDED TO HUNGNAM, ANCHORED.  
DEC.17 1950 ANCHORED IN HUNGNAM HARBOR.

DEC.18 1950 BOMBARDED HUNGNAM AREA ALL NIGHT.  
DEC.19 1950 CONTINUED BOMBARDMENT OF HUNGNAM.  
DEC.20 1950 BOMBARDED HUNGNAM AREA THROUGH OUT DAY.THE CRITICAL POINT IS NEAR.  
DEC.21 1950 EVACUATION OF G.I. FROM HUNGNAM AREA. THE RED'S ARE PUSHING IN FROM ALL SIDES. NAVAL CORSAIRS & JETS ARE BOMBING AND STRAFING THE ENTIRE ARE OF HUNGNAM, WITH DEVASTATING RESULTS. WE COMMENCED FIRING @ 2200 HRS.  
DEC.22 1950 CONTINUED FIRING TILL 0100 HRS. MOVED TO WITHIN 5000 YARDS OF THE BEACH CONTINUED FIRING THROUGHOUT THE DAY AND NIGHT.  
DEC.23 1950 CONTINUED FIRING ALL-NIGHT AND EARLY MORNING. BY NOON FIRED OVER FOURTEEN HUNDRED ROUNDS. OUR SPOTTER ON THE BEACH SAID WE SHOULD GO INTO THE WRECKING BUSINESS. WENT ALONG SIDE THE KA-59 AND REPLENISHED AMMO. AND COMMENCED FIRING.  
DEC.24 1950 CONTINUED FIRING THROUGH THE DAY. EVACUATION OF HUNGNAM STARTED. BY SIX OR 1800 HRS. EVACUATIONS COMPLETE. BORIE LAST SHIP TO LEAVE, CHRISTMAS EVE WHAT A NIGHT AT SEA DOING TWENTY-SEVEN KNOTS AND MY BOSS AND STRIKER GIVE ME A HARD TIME. (I don't recall what that was all about)  
DEC.25 1950 CHRISTMAS DAY, TEN THOUSAND MILES FROM HOME. WE HAD AN EXCELLENT MEAL, HAD A MOVIE. GOT PERMISSION TO PROCEED TO SASABO, JAPAN. ARRIVED SASABO TIED UP ALONG-SIDE U.S.S.ENGLISH.  
DEC.26 1950 TIED UP ALONG-SIDE U.S.S.JASON FOR REPAIRS.  
DEC.27 1950 TIED UP TO U.S.S.JASON FOR LIBERTY AND REPAIRS.  
DEC.28 29,30,31,SAME TIED UP TO JASON. (New Year's)  
JAN.1, 2,3,1951 SAME PORT TIED UP ALONG-SIDE JASON FOR REPAIR"S AND LIBERTY IN SASABO, JAPAN.  
JAN. 4 1950 HARBOR PATROL OFF SASABO, JAPAN.  
JAN. 5 1951 ROUTINE PATROL OFF JAPAN.  
JAN. 6 1951 LEFT FOR North Korea TO JOIN U.S.S.ENGLISH.  
JAN. 7 1950 PATROL OFF KOREA.  
JAN. 8 1951 SHORE BOMBARDMENT ASSISTING U.S.S.ENGLISH.  
JAN. 9 1951 CONTINUE BOMBARDMENT. SNOWED ALL DAY.  
JAN.10 1951 CONTINUE BOMBARDMENT, STILL SNOWING.  
JAN.11 1951 CONTINUE BOMBARDMENT ON BEACH ROADS ABOUT? MILES SOUTH OF WONSAN North Korea.  
JAN.12, 13,1951 CONTINUE BOMBARDMENT ON BEACH ROADS BELOW WONSAN North Korea.  
JAN.14 1951 FUELED SHIP AND PATROLLED OFF South Korea.  
JAN.15 1950 TOOK EXAMINATION FOR PETTY OFFICER 2/CLASS, PATROL OFF N.K.  
JAN.16 1951 TOOK EXAMINATION 2ND. PART, PATROL OFF N.K.  
JAN.17 1951 PATROL OFF KOREA TRANSFERRED APPENDIX CASE TO Philippine Sea AIRCRAFT CARRIER. SUNK FISHING BOAT.  
JAN.18 1951 PATROL OFF N.K.  
JAN.19 1951 PATROL OFF N.K.  
JAN.20 1951 PATROL OFF CHONG-JIIN N.K.  
JAN.21 1951 PATROL OFF SONG-JIIN N.K.  
JAN.22 1951 PATROL OFF KOREA. SHELLED SHORE INSTALLATIONS OFF North Korea.  
JAN.23 1951 PATROL OFF South Korea, HEADING SOUTH.  
JAN.24 1951 OPENED UP TO TWENTY-SEVEN KNOTS TO RENDEZUVE WITH CRUISER ST.PAUL CA73 & HANK DD702, HEADED TO INCHON ON THE WESTERN COAST OF KOREA.  
JAN.25 1951 MOVING ON TO INCHON AT TWENTY SEVEN KNOTS.  
JAN.26 1951 ARRIVED AT INCHON, SHORE BOMBARDMENT. ST.PAUL WAS FIRED UPON BY SHORE INSTALLATIONS. TWO CANADIANS CANS DESTROYED THE COMMUNIST GUNS. CONTINUED TO GIVE FIRE SUPPORT TO THE ARMY ON THE BEACH.

JAN.27 1951 CONTINUED TO BOMBARDMENT ON INCHON. GOT PERMISSION TO RETURN TO SASABO, JAPAN FOR REPAIRS.

JAN.28 1950 HEADED FOR SASABO, JAPAN FOR REPAIRS AND RECREATION, SHORE LEAVE OR LIBERTY.

JAN.29 1950 TODAY MARKS MY THIRD YEAR WITH THE U.S.NAVY.  
(I enlisted for three years)  
ARRIVED IN SASABO, JAPAN. FUELED SHIP TOOK ON AMMUNITION AND WAS ORDERED BACK TO KOREA.

JAN.30 1951 ARRIVED DESTINATION HELPED BOMBARDMENT, ASSISTING U.S.S.MISSOURI BB63 & U.S.S.MANDSFIELD DD

FEB. 1 1951 CONTINUE TO SHELL THE BEACH AND ROADS WITH 5" & 40MM. THIS IS THE BATTLE LINE BETWEEN THE SOUTH KOREANS & THE (GOOKS) NORTH KOREANS.

FEB. 2 1951 CONTINUE TO SHELL THE BEACH ROADS AT INTERVALS THROUGH THE DAY.

FEB. 3 1951 THREW A FEW SHELLS AND HAULED ASS FOR SASEBO, JAPAN FOR REPAIRS & RECREATION.

FEB. 4 1951 ARRIVED SASEBO, JAPAN THIS MORNING.

FEB. 5 1951 IN SASEBO, JAPAN, FOR REPAIRS AND RECREATION, BROUGHT AMMUNITION ABOARD.

FEB. 6 1951 IN SASEBO, JAPAN.

FEB. 7 1951 LEFT SASEBO, JAPAN, DESTINATION KOREA. PATROL South Korea.

FEB. 8 1951 PATROL OFF South Korea. LANDED TWENTY SOUTH KOREAN SOLDIERS OFF IN A WHALEBOAT.

FEB. 9 1951 ROUTINE PATROL OFF South Korea, HEADING NORTH.

FEB.10 1951 ROUTINE PATROL OFF S. KOREA. IN THE VICINITY OF THE THIRTY-EIGHT PARALLEL.

FEB.11 1951 ROUTINE PATROL OFF S.KOREA.

FEB.12 1951 ROUTINE PATROL OFF S.KOREA.  
EXTENDED MY ENLISTMENT FOR ONE (1) YEAR.

FEB.13 1951 ROUTINE PATROL OFF S.KOREA.

FEB.14 1951 ROUTINE PATROL OFF S.KOREA.

FEB.15 1951 ROUTINE PATROL OFF S.KOREA.

FEB.16 1951 ROUTINE PATROL OFF S.KOREA.

FEB.17 1951 ROUTINE PATROL. SHORE BOMBARDMENT AT INTERVALS.

FEB.18 1951 ROUTINE PATROL. SHORE BOMBARDMENT AT INTERVALS.

FEB.19 1951 ROUTINE PATROL FIRED AT COASTAL INSTALLATIONS.

FEB.20 1951 ROUTINE PATROL OFF South Korea.

FEB.21 1951 ROUTINE PATROL OFF S. KOREA, FIRED ON COSTAL INSTALLATIONS.

FEB.22 1951 ROUTINE PATROL OFF S.KOREA.

FEB.23 1951 ROUTINE PATROL OFF S.KOREA.

FEB.24 1951 ENROUTE TO SASEBO, JAPAN. ARRIVED SAME. FUELED SHIP AND TIED UP PORT SIDE OF U.S.S.PRAIRIE.  
U.S.S.OZBOURN DD846 TIED UP ALONG SIDE BORIE.

FEB.25, 26,27,28,1951 IN SASEBO, JAPAN FOR LIBERTY.

MARCH 1,2, 1951-IN SASEBO, JAPAN.

MARCH 3 1951 UNDERWAY FOR OPERATING AREA OFF KOREA.

MARCH 4 1951 MY 21/ST. BIRTHDAY. FIRE SUPPORT SHIP OFF SOUTH KOREA. FIRED A FEW ROUNDS AT BEACH INSTALLATIONS.

MARCH 5,6,7,1951 FIRE SUPPORT SHIP.

MARCH 8 1951 BLEW UP ONE BRIDGE THE REDS WERE TRYING TO REPAIR.

MARCH 9 1951 CONTINUED TO ACT AS FIRE SUPPORT SHIP FOR GROUND OPERATIONS IN THE HUNGNAM NORTH KOREA AREA.

MARCH 10 1951 CONTINUE TO ACT AS FIRE CONTROL SHIP IN SUPPORT OF GROUND OPERATIONS.

MARCH 11 1951 ARRIVED IN SASEBO TO OPERATE WITH U.S.S.BATAN CVL-29.AIRCRAFT-CARRIER

MARCH 12 1951 IN SASEBO, JAPAN TIED UP ALONGSIDE U.S.S. HECTOR.  
MARCH 13 1951 IN SASEBO JAPAN TIED UP ALONGSIDE U.S.S. HECTOR.  
MARCH 14 1951 UNDERWAY FOR OPERATING AREA, TO SCREEN  
U.S.S. BATTAN CVE-29.  
MARCH 15 1951 RENDEZVOUS WITH THE BATTAN FOR PLANE GUARD DETAIL.  
MARCH 16 1951 PLANE GUARD DUTY WITH U.S.S. BATAAN.  
MARCH 17 1951 ST. PAT'S DAY. SAME OLD STUFF.  
MARCH 18 1951 PLANE GUARD DUTY FUELED SHIP FROM TANKER.  
MARCH 19 1951 PLANE GUARD DUTY WITH U.S.S. BATAAN.  
MARCH 20 1951 PLANE GUARD DUTY. MADE SICK LIST (CAT FEVER).  
MARCH 21, 1951 PLANE GUARD DUTY.  
MARCH 22, 1951 PLANE GUARD DUTY PROCEEDED TO SASABO JAPAN.  
MARCH 23, 1951 ESCORTING U.S.S. BATAAN TO ENROUTE TO SASABO.  
MARCH 24, 1951 ARRIVED SASABO JAPAN FUELED SHIP REPLENISHED AMMO &  
STORES, STANDING BY TO GET UNDERWAY.  
MARCH 25, 1951 SILL IN SASABO, GETTING UNDERWAY @0630. UNDERWAY FOR  
WONSAN EAST COAST OF North Korea.  
TODAY IS EASTER SUNDAY.  
MARCH 26, 1951 ENROUTE TO WONSAN North Korea, FOR OPERATIONS.  
MARCH 27, 1951 ARRIVED WONSAN AREA & IMMEDIATELY COMMENCED FIRING ON  
SHORE INSTALLATIONS. MOVED UP TO SONG-JIIN NORTH KOREA AREA.  
MARCH 28, 1951 BOMBARDING THE SONG-JIIN AREA. CONTINUED BLOCKADE OF RAIL  
CENTER ON EAST COAST.  
MARCH 29, 1951 CONTINUE BOMBARDMENT OF SONG-JIIN AREA.  
PATROLLED THE AREA OF SONG-JIIN THROUGH THE REST OF DAY.  
MARCH 30, 1951 PATROL OFF SONG-JIIN AREA. PROCEEDED TO WONSAN HARBOR FOR  
REPLENISHMENTS. WONSAN HARBOR ENTRANCE BLOCKED. ELEVEN MINES WERE FOUND  
IN THE CHANNEL. PROCEEDED TO SASABO, JAPAN, FOR REPLENISHMENTS. STOPPED  
AT PUSAN, SOUTH KOREA.  
MARCH 31, 1951 ARRIVED SASABO, JAPAN. FUELED & REPLENISHED AMMO RETURNED  
TO SEA.  
APRIL 1, 1951 RENDEZVOUS WITH U.S.S. BATAAN CVE-29 FOR PLANE GUARD DUTY.  
HEAVY WEATHER NO PLANES SENT UP.  
APRIL 2, 1951 PLANE GUARD, SCREENING U.S.S. BATAAN CVE-29.  
APRIL 3, 1951 PLANE GUARD, SCREENING U.S.S. BATAAN CVE-29.  
APRIL 4, 1951 PLANE GUARD, SCREENING U.S.S. BATAAN CVE-29.  
APRIL 5, 1951 PLANE GUARD, SCREENING U.S.S. BATAAN CVE-29.  
FUELED FROM A.O.-106.  
RECEIVED REPORT I MADE 2/ND CLASS PETTY OFFICER BT/2 OR BOILER  
TECHNICIAN.  
APRIL 6, 1951 PLANE GUARD, SCREENING U.S.S. BATAAN CVE-29.  
PROCEEDED TO SASABO, JAPAN FOR REPLENISHMENT.  
APRIL 7, 1951 ARRIVED SASABO, JAPAN FOR REPLENISHMENTS, FUELED FROM YARD  
OIL SUPPLY DUMP.  
APRIL 8, 1951 IN SASABO, JAPAN LIBERTY AND RECREATION.  
APRIL 9, 1951 IN SASABO, JAPAN. UNDERWAY FOR PLANE GUARD DETAILS.  
APRIL 10, 1951 RENDEZVOUS WITH U.S.S. BATAAN CVE-29 &  
U.S.S. ENGLISH DD696 & U.S.S. SPERRY DD697 ALSO BRITISH CARRIER AND FOUR  
FRIGATES.  
APRIL 11, 1951 PLANE GUARD, FUELED FROM TANKER. LEFT CARRIER TASK FORCE  
PROCEEDED TO WONSAN, NORTH KOREA, LEFT THERE AND PROCEEDED TO THE  
THIRTY-EIGHT PARALLELS.  
APRIL 12, 1951 PATROL OFF COAST NEAR THIRTY EIGHT PARALLEL, FIRED AT  
TROOPS INSTALLATIONS.  
APRIL 13, 1951 PROCEEDED TO SASABO, FOR REPAIRS OF HULL.  
APRIL 14, 1951 ARRIVED SASABO, FUELED AT PIER, HULL REPAIRED.



APRIL 15,1951 LEFT SASEBO, FOR OPERATIONS FIRE SUPPORT OFF THE COAST OF KOREA.

APRIL 16,1951 ARRIVED IN AREA COMMENCED FIRE SUPPORT NEAR THE BOMB LINE AT THIRTY-EIGHT PARALLEL.

APRIL 17,1951 LEFT OPERATING AREA PROCEEDED TO WONSAN, N.K. FOR FUEL, RETURNED TO THE BOMB LINE AREA AND CONTINUED FIRE SUPPORT.

APRIL 18,1951 CONTINUED FIRE SUPPORT OF GROUND FORCES IN THE VICINITY OF THIRTY-EIGHT PARALLEL. RELIEVED BY THE DESTROYER U.S.S.PERKINS DDR 877 PROCEEDED TO YOKUSKA, JAPAN TO WAIT ORDERS TO RETURN STATE SIDE. I HOPE THIS WILL BE OUR LAST DAY IN THE KOREAN AREA.

APRIL 19, 1951 ENROUT TO YOKUSKA, JAPAN WITH TASK FORCE 77. FUELED SHIP TODAY.

APRIL 20,1951 PROCEEDING TO YOKUSKA, JAPAN AT TWENTY-SEVEN KNOTS. SCREENING TASK FORCE 77, U.S.S.BOXER CV21 FLAGSHIP.

APRIL 21,1951 ENROUTE TO YOKUSKA, JAPAN AT TWENTY SEVEN KNOTS. ARRIVED YOKUSKA, JAPAN AT 1300HR. TIED UP ALONGSIDE U.S.S.BYRICE CANYON.

APRIL 22,23,24,25,26,27,28,29,1951 IN YOKUSKA, JAPAN FOR LIBERTY AND RECREATION PERIOD. SPENT A LOT OF TIME ASHORE VISITING TOKYO, YOKOHAMA, YOKOSUKA, LOCATED ON THE ISLAND OF HONSHU. SASEBO, IS LOCATED ON THE ISLAND OF KYUSHU.

APRIL 30,1951 LEFT YOKOSUKS, JAPAN FOR OPERATING AREA IN KOREA, SO MUCH FOR GOING STATE SIDE. SCREENING U.S.S.BOXER.

MAY 1,1951 UNDERWAY FOR KOREA. SCREENING U.S.S.BOXER.

MAY 2,1951 JOINED TASK FORCE 77 FOR DUTY OFF KOREA. FUELED TODAY.

MAY 3,1951 OPERATING WITH TASK FORCE 77 OFF KOREA.

MAY 4,1951 OPERATING WITH TASK FORCE 77. FUELED TODAY.

MAY 5,1951 OPERATING WITH TASK FORCE 77.

MAY 6,1951 OPERATING WITH TASK FORCE 77.

MAY 7,1951 OPERATING WITH TASK FORCE 77.

MAY 8,1951 OPERATING WITH TASK FORCE 77. FOGGY ALL DAY. TYPHOON HEADING UP FROM FORMOSA.

MAY 9,1951 OPERATING WITH TASK FORCE 77 NEAR KOREA. TYPHOON STILL MOVING NORTH WESTERLY. AT 12:55 HOURS DIV.161 OF SQUADRON 122 WAS DETACHED TO PROCEED TO YOKOSUKA, JAPAN AND THEN TO THE U.S.A.

MAY 10, 1951 PROCEEDING TO YOKOSUKA, JAPAN? TRYING TO OUT RUN TYPHOON.

MAY 11,1951 ARRIVED YOKOSUKA, JAPAN. TOOK ON STORES AND FUEL. TOOK OFF AMMUNITION. GOT UNDER WAY FOR MIDWAY ISLAND. FINALLY OUR TIME IN THE WAR ZONE IS OVER.

MAY 12,1951 UNDERWAY FOR MIDWAY, ISLAND.

MAY 13,1951 UNDER WAY FOR MIDWAY ISLAND. WEATHER IS FOUL SINCE WE LEFT YOKOSUKA.

MAY 14,1951 UNDERWAY FOR MIDWAY ISLAND, WEATHER STILL BAD.

MAY 15,1951 UNDERWAY FOR MIDWAY ISLAND, WEATHER STILL BAD.

MAY 16,1951 UNDERWAY FOR MIDWAY ISLAND, WEATHER CALMING.

MAY 16,1951 CROSSED THE 180/0 MERIDIAN AGAIN LOST ONE DAY. UNDERWAY FOR MIDWAY ISLAND.

MAY 17,1951 UNDERWAY FOR MIDWAY ISLAND, ARRIVED MIDWAY ISLAND, FUELED SHIP AND HAD FOUR CANS OF BEER. THEN IMMEDIATELY GOT UNDERWAY AT TWENTY-SEVEN KNOTS FOR PEARL HARBOR IN THE HAWAIIAN, ISLANDS.

MAY 18,1951 UNDERWAY FOR PEARL HARBOR AT TWENTY-SEVEN KNOTS. AT 0800 COMMENCED A FULL POWER RUN. AT 1400 HRS.SECURED FROM FULL POWER RUN AVERAGE SPEED 32.5 KNOTS.

MAY 19,1951 ARRIVED PEARL HARBOR, HAWAI. FUELED SHIP & AND A SHORT VISIT.

MAY 20,1951 IN PEARL HARBOR. TOOK A TOUR OF THE ISLAND.

MAY 21,1951-LEFT PEARL HARBOR, ENROUT TO SAN.DIEGO, CALIF.

MAY 22,1951 UNDERWAY FOR SAN.DIEGO, CALIF.

MAY 23, 1951 UNDERWAY FOR SAN.DIEGO, CALIF.  
MAY 24, 1951 UNDERWAY FOR SAN.DIEGO, CALIF.  
MAY 25, 1951 UNDERWAY FOR SAN.DIEGO, CALIF.  
MAY 26, 1951 ARRIVED SAN.DIEGO, CALIF. FUELED SHIP, WENT ASHORE FOR LIBERTY AND GOT SERVED SOME BEERS IN THE SAME TAVERN THAT REFUSED TO SERVE ME BECAUSE I WAS UNDER AGE ON MY LAST VISIT.  
MAY 27, 1951 IN SAN.DIEGO, SOME PLACE, and LOST WEEKEND.  
MAY 28, 1951 UNDERWAY FOR BALBO, PANAMA.  
MAY 30, 1951 UNDERWAY FOR PANAMA.  
MAY 31, 1951 UNDER WAY FOR PANAMA, RAN INTO HEAVY STORM OFF SOUTHERN CALIFORNIA.  
JUNE 1, 1951 UNDERWAY FOR PANAMA.  
JUNE 2, 1951 UNDERWAY FOR PANAMA.  
JUNE 3, 1951 UNDERWAY FOR PANAMA.  
JUNE 4, 1951 ARRIVED BALBO, PANAMA CANAL PACIFIC SIDE.  
JUNE 5, 1951 WENT THROUGH PANAMA, CANAL STOPPED COCL-SOLO OR CHRISTOBLE, PANAMA ON THE ATLANTIC SIDE.  
UNDERWAY FOR NORFOLK VA.  
JUNE 6, 1951 UNDERWAY FOR NORFOLK, VA.  
JUNE 7, 1951 UNDERWAY FOR NORFOLK, VA.  
JUNE 8, 1951 UNDERWAY FOR NORFOLK, VA.  
JUNE 9, 1951 UNDERWAY FOR NORFOLK, VA.

PICTURE OF SHIP'S RETURNING FROM KOREA APPEARED IN THE OLD COURIER EXPRESS NEWSPAPER FROM BUFFALO, N.Y. (Stored with my memorabilia).

ARRIVED IN NORFOLK VA, TO A TREMENDOUS WELCOME MANY PEOPLE AND DIGNITARIES, FIREBOATS AND FIRE HOSES ETC.  
MY LAST ENTRY, I QUOTE (AND THAT WAS THAT).  
JUNE 10, 1951, HOME.

AFTER WE WERE IN PORT OF NORFOLK TIED UP TO ONE OF THE PIERS. ONE SATURDAY MORNING WE HAD A PERSONELL INSPECTION BY THE CAPTAIN OF THE SHIP. ONE OF THE THINGS HE NOTICED WAS THAT MOST OF PERSONELL WERE NOT WEARING ANY RIBBONS OR AWARDS ON THERE UNIFORMS. WE WERE TOLD THE NEXT INSPECTION ALL HANDS WOULD BE WEARING THE APPORATE METALS AND AWARDS EACH OF US WERE ENTITLED TOO.

I WILL ADD SOME FOOT NOTES, TO CLARIFY SOME THINGS

YOU WILL NOTICE I MENTIONED FUELING QUITE A BIT. THE REASON THAT WAS ONE OF MY PRIMARY JOBS AS OIL KING. I WAS RESPONSIBLE FOR ALL FUEL USED BY THE BOILERS, CONSUMED AND TAKEN ABOARD. I HAD TO KEEP RECORDS AND REPORT THE USAGE TO THE OFFICER OF THE DAY ON THE BRIDGE, BY 1200 HRS. DAILY. THIS WAS NECESSARY IN ORDER TO BE REPLENISHED FUEL WHEN EVER NECESSARY. THEN I HAD TO ASSIGN ALL QUALIFIED ENGINEERING PERSONNEL TO MAN ALL FUELING STATIONS THIS REQUIRED ABOUT 12 TO 15 MEN TO COMPLETE. WHEN FUELING AT SEA WHILE UNDERWAY THIS WAS A COMPLICATED DETAIL. THE UP AND DOWN AND ROLL TO PORT AND STARBOARD. MADE IT DIFFICULT TO READ THE SOUNDING GAUGES AT THE VARIOUS STATIONS. THE END RESULTS WERE OVER FLOWS OF FUEL OIL AND SOME PISSED OFF FIREMEN WHO WERE MANING THEIR STATIONS WHEN FUEL OIL ERUPTED OUT OF THE SOUNDING TUBES. ANOTHER JOB OF THE OIL KING WAS TESTING ALL THE BOILLIERS AMD FEED WATER TANKS FOR SALINITY. THE CHEMICAL CABINET WAS LOCATED IN THE FORWARD FIREROOM AND ALL THE SALININTY AND WATER HARDNESS TEST WERE PERFORMED AT THAT STATION. NEVER THE LESS I ENJOYED THE RESPONSIBILITIES AND CHALLENGES IN THE BOILER ROOMS.

With the U.S.S. BORIE after returning from a thirty- day leave. Then some time in July I found out I was going to be transferred. I could have avoided this transfer had I chose to reenlist. I took the transfer.

On 15 August 1951, I received my orders and was transferred to the Charleston Group, Atlantic Reserve Fleet. Reporting for duty aboard the U.S.S. WREN (DD-568). The WREN was in the mothball Fleet. I helped to get her in shape for sea duty and on 7, September 1951 we commissioned her back into the U.S.S. NAVY at the Charleston Shipyard. I had the pleasure of standing the first under way watch in the after fire room as top watch in charge of the after fire room.

After recommissioning the Wren back into the U.S.S. Navy on 7 September 1951 and taking her on her shakedown cruise to Guantanamo Bay Cuba. We spent my last six-month cruising around the Atlantic near Charleston, South Carolina, and Norfolk, VA. The U.S.S. Wren D.D.568 became a part of Des Ron 2 the U.S.S. Borie D.D.704 was also a sister ship in this squadron. Small world isn't it.

I was Honorably Discharged at the Naval Base at Charleston, South Carolina on January 25, 1952 after completing four (4) years on Naval Service.