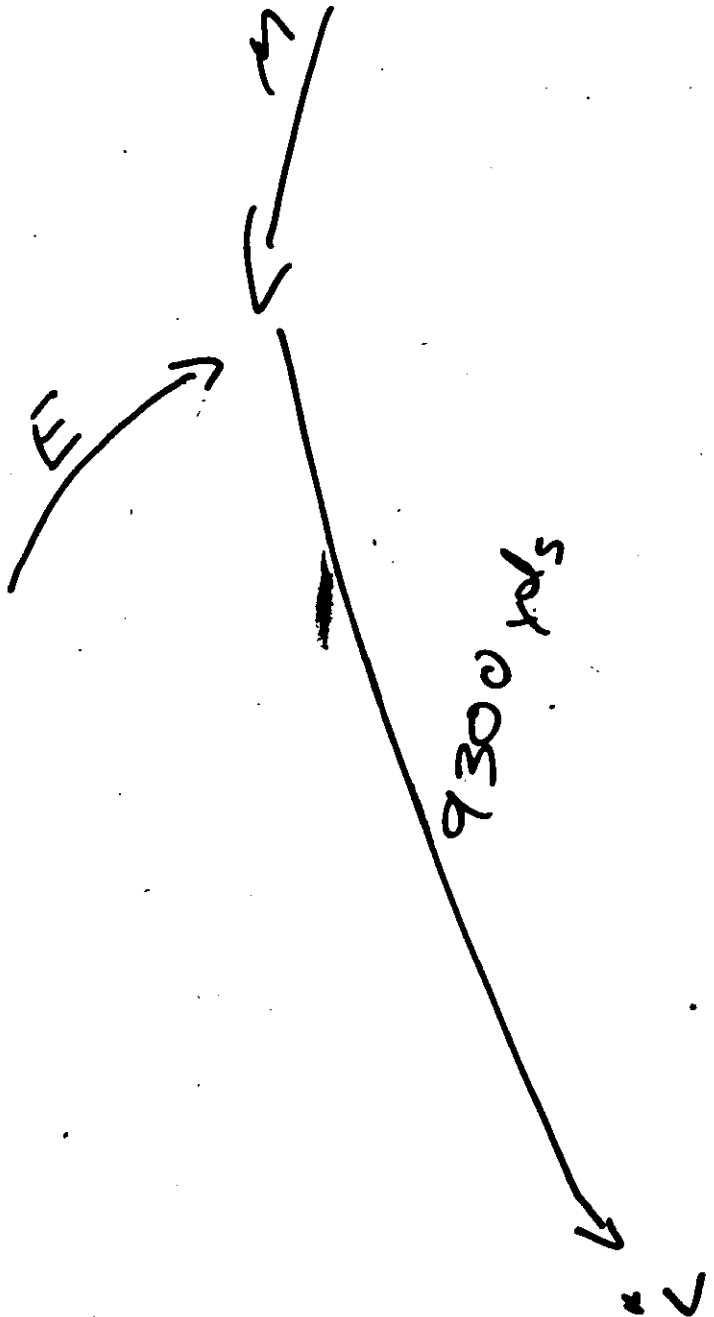


DECLASSIFIED

N ↑



~~SECRET~~

FIGURE (36)

DECLASSIFIED

TG TAC

280.0

DECLASSIFIED

TEXT '2 MAY 65' TIME

TO
N7
M2
L1

Fm

Ph
C6NOTHING HEARD OUT
EX TURN 9 ANS.

1332

1344

1399

NN3 design RAS T0550.

SITTON RD3 997-63-26

ASSUMED THE WATCH AS

NET RECORD

"XTF" "Z5" YT - FOR JO

"W2" - CORP P190 - SP 16

EX

KR1 "P2"

LG5 DES

F CORP 190 - 20

XTF G - "J1" - Q5 "110-5" STATION

PROPERLY REMOVED B BRISCOE RD310

Q5 KH7-93F - "P1" KH7-94F

- Q659Z

XTFSESADJ

BRISCOE ASSUMED THE WATCH

GY-ZZ-STA K DESIG

TG-YJY9 "M7" DESIG

7JZL9 "RB" DESIG 7MPWA

"P6" DESIG 7PXRXYFI

XFORM Y ERHULZCZA

TXJ S LEEJ

M2" KR Z5 0715

SITTON RD3 997-61-X

ASSUMED THE WATCH AS NET

RECORD

"P1" KR 94F

1400

1440

1445

1447

1452

1455

1455

1459

1500

1508

151

1510

1515

1515

1520

EX37

ENCLOSURE (37)

DECLASSIFIED

TG TAC 280.0

DECLASSIFIED

TO	FROM	TEXT	2 MAY 69	TIME
J1	I9	SP X		1523
Z1	I9	XTF T (IAC)		1534
Z1	I9	EX		
R8	I9	M STAT R8 - 120 J1		
		(J2)		
	N2	F CON 200 20		154
P1	I9	INT KU 94F		155
19	P1	A STAT		
CB	M2	XTF TF		
	M2	EX		1551
	X3	M4 SP 30		
CG	M2	XTF (UXRF) T SP 1A		1600
	R8	A STAT		1600
W2 24	M2	XTF TZ 175 - (WDXDC) E		1601
24	M2	XTF UBR		1601
W2	M2	EX		1601
	M2	EX		1601
F1 12	I9	XTF SP (HR)		1601
R1 PC	Q5	XTF SP (HR)		1610
P2	I9	EX		1611
CG	M2	XTF Q2" MS WS		1625
		CON A (NRRF) - SP (DH) EX		
CL	M2	XN		
W1 U3	TG	XTF XY-22 - SIA K		1627
		DES 36YJX5 "U3" DE 3JYLX5		
		"W1" DE 3LYNX5 "J3"		1630
	TL	EX		
P1	I9	TZ (IAC)		
	I9	XTF UBR		

DECLASSIFIED

TG TAC 280.0

①

TO	FROM	Text	2 MAY 69	TIME
W8	I9	For Y POR - 40 - 120 - 20		
	I9	EX		
I9	?	ST ANS 090 DES J1		1672
		- STAT ANS 270 DES "Q5"		
P1	H2	F COR2 220 - 22		1656
X6	X5	XTF FOR Y (VZAC LER)		1659
	P1			
CG	H2	INX TF		1658
H8 CC	H2	F SP 20		1655
CG	H2	XTF (ZLAC) T SP (WE) - "W2"		1700
		TR		
	H2	EX		
	I9	214 - (IAAC)		1801
- Y6	I9	INT 201 "H2"		
	I9	T2	0915	1715
	I9	H4 STA 140 QQ ANS	EX	1718
W3	X3	XTF SP (DP)		1717
	X3	SP (DP) EX		1721
		PROPERLY Relieved By		1725
		DITCHCREE R3		
		DITCHCREE ASSUMED THE WORK		1734
H8 CG	H2	F 210 - 22 0954		1734
W2X	M2	XTF TF		49
H4 CG	M2	FCAP 235	0956	52
CG	M2	XTF [ZLAC] T - SP [WE]		54
		- W2 TR FOX SP		57
LG	X5	LG5 [ROJL]		
Y6	M2	02 RELY VL20 D. Sij		1805
		WTA GATOR		

DECLASSIFIED

Q2	W2	Do (Horn) near 14	34
46	M2	76 m2 46 Q2 AJ	
CG	M2	Q2 W8 TANT 1136	35
Q2M	M2	Q2 W8 ZB 83F	37
		J2 [RHAC] -	
		[WE] - [WFM0]	39
		[SA]	
W8	13	Xm ZJ3	
24	46	XTF XK- 22-	45
		ST. K 7JXX10	
		U3 7KX10	
		W1 36/0X5	
		3JYLX5 Q2 3LYNX5	
		J7	
		DEARLIS ASSUMED 7-11	1845
		WATCH	
W8	M2	coming left 195	1905
W2-24	M2	EX TURN X	01
W2-24	M2	STBY EX.	07
CG	M2	YMI	07
FG	M2		-
J7	TG	BA 27	01
K8 24	W2	FCCION 13-10	11
CG	M2	EX FORM 1 W2, 57	16
CG	M2	STBY EX.	17
K8 24	W2	CB1	19
K8 24	W2	CB6	20

DECLASSIFIED

JO	FIM		
24 W2	M2	EX TURN 2175 - [L2BLCA]	23
		- J7 YW1	
W2	J7	LIGHT IN WATER ON YOUR PORT	24
J7	W2	QUARTER AM INVESTIGATING	
24 W2	M2	21 IS A FISHING STAKE	25
24 K2	W2	NEGAT 1124	25
C6	M2	CB-1	25
C6	M2	EX J7 SPA. X14-1	27
K224	W2	STBY EX	31
C6	M2	CB 6	32
C6	M2	EX TURN 5	34
C6	M2	STBY EX	34
C6	M2	EX 180 TURN	37
C6	M2	FORM 1 W2, J7	37
C6	M2	NEGAT 1139	39
K224	W2	EX F coop. 240-22	40
C6	M2	JMA TURN F STBY EX	41
K224	W2	CB 1	41
C6	M2	EX J7 SPA X14-1	43
C6	M2	STBY EX	43
K224	W2	CB 3 1142	42
C6	M2	EX SP. [WE] - J7	45
		2 BBIF	
C6	M2	STBY EX	45
K224	W2	CB 6	45
C6	M2	EX SP [AN] W2	49
C6	M2	STBY EX	49
		Property, Relieved By Cooper	1950
		ROOPER ASSUMED WATER	1950

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To	From				
24	M2	ETF	Time 175-[DPCA]		1953
C6	M2	TE3	1158e		1958
"	"	NEG. Time	1158e		1958
C6	M2	TE1	1158		1958
C6	M2	NEG. TE3	1159		1959
24	M2	STBY	ex.		2001
J7	W2	My Capet [LNUL]		1203	2003
C6	M2	NEG. TE1		1203	2003
C6	M2	SUB	1208e		2003
C6	M2	ETF	Time [XNRF]		2018
C6	W2	STBY	2x.		2018
C6	M2	ETF	T [RTUL]		2026
"	"	STBY	ex.		2026
M2	W2	AU-1	- + 1945	1239	2039
"	M2	R out			2039
Q2	+6	You understand you	stat. 354x5		2039
T6	Q2	Ref. Your Last AFT			2039
Q2	M2	Q2 ST. 354x5	1245		2039
		Properly relieved by Louitt			2039
		Louitt assumed watch as log recorder			2039
C6	M2	XTF (RH. AZ) turn			2039
C6	M2	STdy X			52
C6	M2	XTF FORM 1	J7		53
C6	M2	STdy Ex.			53
W2	Q2	Rd ck			56
K5	W2	F corp 196-22			56
C6	M2	ETF + F - J7 Stat x 14-1			58

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To	From	Message	Time
C6	M12	Stby X	
K8	W2	CB1	58
K8	W2	CB3	58
K8	W2	CB6	59
C6	M12	XTF Corp P [UXUL] - spd [EE] - 27 25830F	2100
C6	M12	Stby X	03
Q2	T6	W2 Rogers your Ad CK	06
W2	M12	XTF to Z [VCMID - WU AZ]	14
W2	M12	Stby X	16
C6	M12	XTF UB3	20
C6	M12	Neg T&I	21
C6	M12	Stby X	21
W2	M12	PROPERTY RELIEVED BY DITCHCREEK Forill	48
C6	M12	Fan 1 W2, J7	48
W2	W2	Fcmd 190 - 24	48
K8	W2	CB1	50
C6	M12	XTF J7 JVI	52
C6	M12	J7 STX 14-1	55
C6	M12	CB3	56
Q2	H8	2J3 - 298 75A AW 02.2	03
Q2	H8	YP ag EAST	05
C6	M12	XTF Fan 1 W2, J7 - 090	05
H6	H3	CMD SP 18	
AL	H6	2 195	
W1	H6	CMD A 180	01

DECLASSIFIED

K8	W2	CG6	07
U3W9 Q1	+6	For 1 U3 Q2 W8	12
		- JPI - 15 - B Corp	
		180 - BSP 20	
U3Q2	+6	SP 15	14
37	M2	153	15
U3Q2	+6	Int Corp 270	17
W1	U3	accumulation open fire	18
		target in left	
	+6	151	
	+6	Int SP 20	19
	+6	Int SP 25	21
U3	+6	Top WEST	23
Q2	+6	EAST	23
W8	+6	Sou 11	23
+6	H8	151 EAST 151	24
		From MC	
SR		PNAC	27
W8		DOAL 0	27
		Take Target UNDER 1 H	
CG	M2		40
H8	+6	ATT QY	41
+6	H8	ISCP	43
H8	H8	Auth MP	44
+6	H8	Auth 15 M 7	45

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DEARLES ASSNO & Co.
watch

1045

W-7C-1/ A

Q2	T6	IMX	SP 20	49
U3	T6	ZB	Desig M8	49
T6	M8	M coupon	[ZL 22-CH]	49
C6	M2	Form 1	W2, J7	1110
C6	M2	EX	SP [VE]	10
C6	M2	EX	Form 1 [GORE]-J7	10
		JUL - SP [VE]		
C6	M2	Study	EX	11
W8	U3	P coupon	139-25	11
C6	M2	Form 1	W2 J7 1513	13
C6	M2	U3 YG - coupon	[VLR]-SP	17
		[DH] 1517		
		Form 1	W2, J7 Desig	20
		2100		
	T6	EX	XY-ZZ - STARK Desig	23
		3K Mx5	W8	
		3M YNX5	K2	
		3P YRX5	J7	
		7M NX10	W1	
		7N YP10	U3	
		3M YNX5	Q2	
Q2	T6	3M YPX5		
Z4	T6	XY	Study EX	26
C6	M2	EX	SP [DP]	26
C6	M2	Study	EX	27
T6	M2	XW	[THAL] 1531	31
Z4	T6	EX	XY ZZ STARK Desig 3JK5 W8	

— 100 —

1968-1969

TG TAC 250.8
3 June 67

To	FROM	TEXT	TIME
M2	W8	M4 COMP 120 HRCA 10 QIR	0016
M2		AA GC3	0016
M2	W8	AB-GG3 - AA - STAT F	0019
CG	M2	XTF UB3	0020
CG	M2	EX	0021
K8	J7	AA-GG;	0021
K8 M2	J7	AA-GG3	0021
K8 M2	J7	AB-GG3	0021
K8 24	W2	CB4	0021
K8 24	W2	(B)	0021
24	M2	NEG TE 3	0022
W2	M2	XTF TEX	0022
CG	M2	M4 COMP 140	0022
CG	M2	XTF TQ (TQA2)	0022
CG	M2	EX	0022
W2 24	M2	XTF TR	0022
W2	M2	EX	0022
24 K8	W2	CB2	0022
CG	M2	XTF (COMP P (RHCA))	0022
24 K8	W2	CB4	0022
CG	M2	XTF T (GQH H)	0022
CG	M2	XTF [DPJ K] T	0022
CG	M2	EX	0022
24 W2	M2	XTF TR	0022
M2	M2	CB2	0022
24 W2	M2	EX	0022
24 K8	M2	CB4	0022
24 K8	W2	CB2	0022

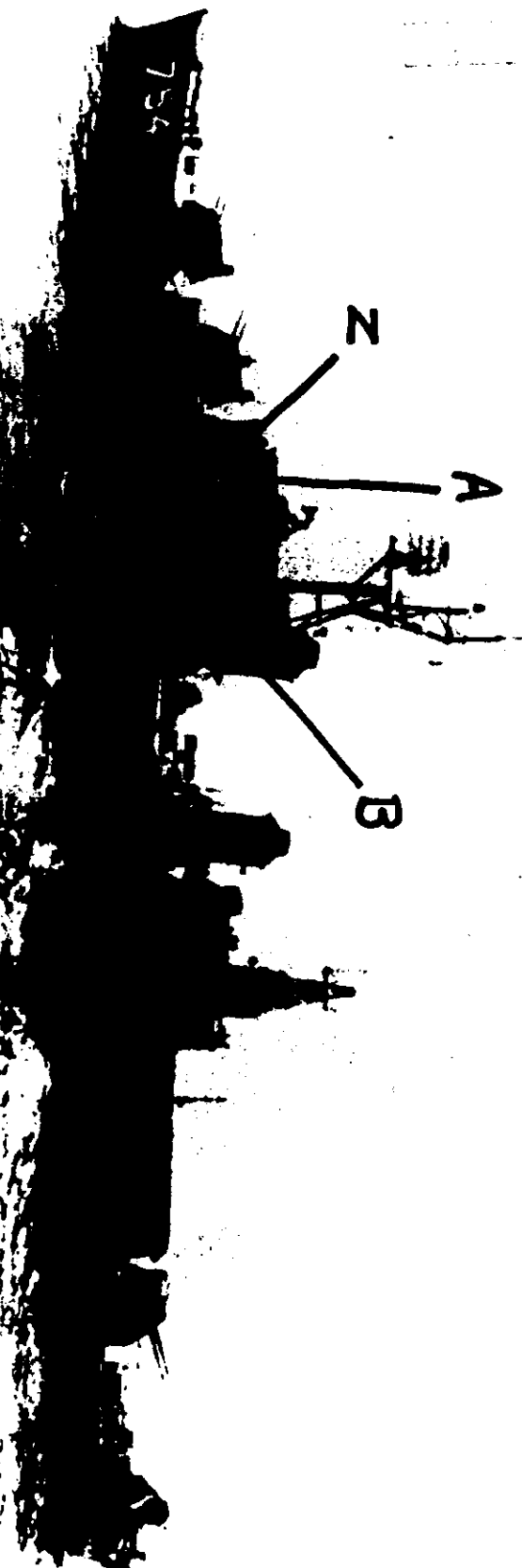
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TG TAC 250.8

TO	FROM	TEXT	TIME
CC	H2	XTF For I W2 J7	0409 0410
J7	H2	MY CON (2500L)	0411
J7	H2	YOU ARE ON COIL CONS	0412
J7	H2	I AM GOING HAD FOR	0413
W1	T6	ARE YOU CLOSE T6	0421
CG	H2	ALL SHIP CLOSE BY TO PICK UP SERVICES	0421
U3	W8	AM CHANNEL LEFT AND STOPPING SHORTLY	0422
U3	U3	I AM STOPPING	0430
H2	U3	WILL CIRCLE TO NAWI STATION PROPERLY RELIEVED BY SKELTON STATION RE ASSIGNED THE WATER AT NAWI RECEIVED	0445
W1	09	TEI	
Q5	09	WILL PICK UP YOUR DOCTOR	0459
CU	W2	I AM GOING FORWARD	0500
09	W1	Nothing heard	23
K8	W1	Disregard	23
T6	W1	HAVE IT OFF SLD LOW? a. y	24
W1	T6	salvage actions in my past Request you remain in	
W1	T6	What appears to appears to be a after some time	

RECEIVED

A - WRT-1 COUPLER
B - WRT-2 COUPLER OR AN/URC-32 COUPLER



ENCLOSURE (38)

ENCLOSURE (38)

H.M.A.S. MELBOURNE		Passage from MANILA		to ZAPATAN	
Tuesday		Date 3RD JUNE		Zone - 7	
TIME	EVENT	TIME	LOG	MEAN SUN	DISTANCE RUN
0100	Launched two Hobs for ascending duties	0100	498.90	154	18.0
0207	Ht 140	0200			
0215	Revised 2g 2g Plan 135 base Ca 220 Ht 2800	0300			
0244	Ca 190 Revised one Ht	0400			
0249	Ht 200	0500			
0253	Revised 2g 2g Plan 135 base Ca 220 Ht 2800	0600			
0200	Wind 110 Force 1 Weather 5/8 Clouds 1004 P.M.	0700			
	Temperature	0800			
		0900			
		1000			
		1100			
		1200			
		1300			
		1400			
		1500			
		1600			
		1700			
		1800			
		1900			
		2000			
		2100			
		2200			
		2300			
		2400			
		TOTAL			
		PREVIOUS TOTAL			
		PROGRESSIVE TOTAL			
		POSITION	LAT.	LONG.	FROM
		0001(x)			
		0600(x)			
		1200(x)			
		1800(x)	9°21'N	111°45'E	
		ANCHOR BEARINGS:			
		SUNSET 39			
		DRAUGHTS:			
		ENTERING HARBOUR			
		F. A			
		LEAVING HARBOUR			
		F. A			

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ENCLOSURE 39

RECEIVED

135 220 2300
2300
0200

53 185
56 280
0303 219
07 260
13 240
16 268
23 235
28 190
34 280
37 240
43 259

RECEIVED

RECORDED

55 A/C 180 Sp22

58 Recovered 1 Tracker
EVANS 280-260 3-5
~~A/C 220 Sp18~~

2305 Sp18 A/C 220

2309 commence 33 135

0207 A/C 140.

15 A/C 220

16 Comed 22135

0344 Co. 190 Recovery of Helo.

49 A/C 244

53 A/C 185

56 Record 22135.

13 35° hot wheel

both eyes slotted
at collision.

RECORDED

0318

Callanai Bon

(by 22 from

chart - 8° 55' N
110° 42' E

By GPS 8 58' N.
LOP. 110 30' E

0355

All Survivors off
wreckage aft -

0359

Slow ahead Port Eng.

0400

Stopped port Eng.

RECEIVED

SECRET

ORDERS

Ensign La Font

14 June

Call me a Lt Captain and at
0440 please - many stars

Don't worry please see until I deal
money. In etc to deal to put at
bridge, flat etc - deadlight etc

Don't worry DT
Merry

OK

EXHIBIT 42

ENCLOSURE 25

RECEIVED



ENCLOSURE (X3)

ENCLOSURE (X3)

ENCLOSURE (X3)

SHIP HANDLING.Lines of sight.

From above through base of WHDF mast - Stern at up.

From Std. Wing through base of 5th. stanchion on QF
base platform - Stern at W.L.

Gain and loss of Speed

Using present acceleration and deceleration is
approx. 100 yards / hour. 90 yards / hour has been found a
better figure (June '22) (assumes 90 yds / hour (0.11111))

Acceleration & Deceleration

Lead down in Captain's Standing Order No. 48.

Increasing :-

Up to 150 revs	as quickly as engine will generate steam
150 to 176	5 minutes
176 to 196	4 minutes
196 to 206	4 minutes
206 to full power	approx 5 minutes

Decreasing :-

Approx. $\frac{1}{2}$ of inc. above times.

Emergency increase - see F.V.L. A. 116.

Leeway

Must force 7 between bow and quarter - 3' leeway with
more for lower speeds.

Wind force 6 to 7 wind - $\frac{1}{4}$ - $\frac{1}{2}$ to bow 11/12s
- $\frac{1}{4}$ to $\frac{1}{2}$ to bow 10/12s.

Must force 6 to 1 when + $\frac{1}{2}$ wt.

Tip. With present displacement ship is almost
immediately driven by the bow. As noticed
under this condition makes the ship "lumpy".

6/24/12.

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H.M.A.S. Melbourne

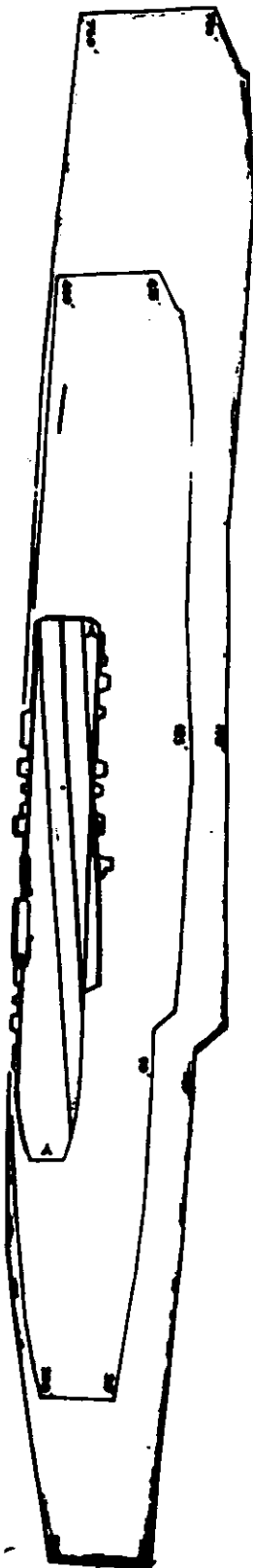
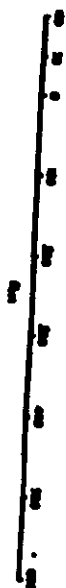
Validity



Compass Platform



G.D.P.



at 100

OF

Line a

Line b

away from

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Air Operations Office,
H.M.A.S. Melbourne.

3 June, 1969.

AIR OPERATIONS - 3 JUNE, 1969.

Report of Air Operations conducted following collision between
H.M.A.S. Melbourne and U.S.S. Evans - 3rd June, 1969.

At the time of the collision, Melbourne had two Wessex helicopters airborne on Screening duties ahead of the force, and one S2E aircraft on A.S.W. to the South West. The helicopters were recalled to the collision scene to render assistance - the S2E was advised that Melbourne's deck was damaged, and that he would be required to proceed to U.S.S. Kearsarge for recovery.

All available helicopters were brought to immediate readiness to assist in the search for survivors, and Rescue winches fitted to those helicopters unequipped.

Within 20 minutes of the report of the collision, three additional helicopters were ready, and the Flight Deck was cleared of Fixed Wing aircraft and personnel not connected with flying, so that maximum utilisation of the deck for helicopter operations would be possible.

Speedy recovery of the majority of the survivors was effected by the ship's boats. Only two survivors were rescued by helicopter, one of whom had great difficulty in getting into the strop. The sea state was very calm, and the rotor wash from the helicopter in these conditions at night made it very difficult for the survivor to see the strop.

SH3A Helicopters from U.S.S. Kearsarge were made available to assist, a Search Area was established, and six helicopters were ordered to search in the immediate vicinity of the wreckage.

Movement of aircraft on the Flight Deck of H.M.A.S. Melbourne was made easier by the ready assistance offered by Ship's personnel, who had mustered for Emergency Stations. The deck area remained clear for Rescue Operations.

One E1-B aircraft from U.S.S. Kearsarge was available to assist in the search for survivors, and to act as a Radio link if required.

One P3B aircraft also joined, and was employed in the search operating above the other units.

The Search Area was divided into 60 degree sectors, and each helicopter was ordered to search within his sector to a depth of five miles.

Control of the aircraft, both Fixed Wing and Rotary Wing, was passed to the Flying Control position, with adequate height separation established for Safety purposes.

Medical officers from other units of the force were transferred to H.M.A.S. Melbourne to assist in the care of the injured.

One seriously injured survivor was transferred to U.S.S. Kearsarge, which had been ordered to remain 5 miles clear of the search scene due to the large number of other units already in the search area.

The Datum position, relative to H.M.A.S. Melbourne, was re established throughout the day, and search sectors expanded to allow greater coverage. Visual inspection of Melbourne was carried out by helicopter, and initial assessment made of the damage to the bows and Starboard side.

ENCLOSURE (45)

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2.

Search areas were re allocated when helicopters were required to retire for refuelling, and all sectors were occupied throughout the daylight hours. Helicopters refuelled at their parent ship.

U.S.S. Kearsarge opened from the search area to fly off one Medical case to Cam Rhan Bay, with her helicopters remaining under Melbourne control. Numerous transfers of stretcher cases, walking wounded, medical personnel etc, continued throughout the day.

Instructions were issued that all wreckage sighted was to be recovered if possible, and FOCAP ordered the search to be continued for as long as possible.

The serviceability of the helicopters remained high through out the day, and additional aircrew were obtained from the other Squadrons to fly as search members.

The co operation between U.S.N. and R.A.N. aircraft in the congested search area was very good, and firm control was maintained through out , as crew fatigue was becoming a major consideration at this stage.

Air search in the area was ordered to be discontinued at 1815 local, and Flying Operations from H.M.A.S. Melbourne ceased at 1830.

D.C. McLaren
.....
(D.C. McLAREN.)
Lieutenant Commander
Royal Australian Navy.
Air Operations Officer.

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By: The Supply Officer, HMAS MELBOURNE

COLLISION WITH USS EVANS 3rd June, 1969 - SUPPLY DEPARTMENT ACTION

1. Vietualling Sub-Department

Within ten minutes of "Emergency Stations", bedding, stretchers, loan overalls, towels and gym shoes were being ~~posxpxaxkixix~~ positioned in the wardroom and cafeteria.

2. Items of foodstuffs were made available to the Main and Chiefs and POs Galley as required.

3. SAVs were posted by 6D, 6P and 6Q stores for futher issues.

COOKERY

4. Soup, kai and cold lime juice were available immediately after the collision. Coffee was then prepared and all beverages were distributed to the survivors in the cafeteria by the cookery staff.

5. Breakfast was prepared and available from 0430, the cooks then assisting to set up the cafeteria. Few survivors breakfasted immediately but most appeared to eat from 0500.

BAKERY

6. Were turned to in ; the normal course and baked additional quaktitles of rolls for ease of distribution. Scones were also prepared and distributed for survivors.

C&POs Galley

7. As for main galley. Sandwiches were also prepared immediately after the collision and put on tables on the ~~xxxxxxx~~ for survivors.

8. Breakfast was prepared and available from 0430. Few survivors breakfasted from this galley.

Wardroom galley

9. Soup, kai, tea and coffee were prepared by 0345 and d istributed to personnel and survivors on ; the AX. This galley was not flashed up at the time of the ~~collision~~ collision.

10. Sandwiches were prepared and distr ibuted by 0430.

11. Breakfast was availabled from 0430. Most survivors appeared to start breakfast at 0530 (approx).

CANTEEN

12. The canteen was opened at 0400 and cigarettes etc to the value of \$15.00 were distributed to survivors.

13. 5C Canteen Store was de=stored by Cantteen staff and volunteers when ordered by the NCBD Officer.

ENCLOSURE (46)

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Wardroom

14. The Wardroom proper was used as a distribution point for clothing and bedding.
15. Cold drinks and coffee were made available as survivors arrived.

16. Breakfast was available and served from 0430. Most survivors breakfasted from 0500 onwards.

Naval Stores

17. The medical stores was manned by 0320 after LSAN WHYTE had reported to the PMO. Other primary storerooms were manned by 0335. An inspection of all storerooms for leaks were completed by 0400.

18. Medical stores whip aerials and lamps, globes etc were issued immediately they were required.

GENERAL

19. Officers and senior sailors of the Department acted with commendable initiative in putting the above actions in train without instructions from the Deputy Supply Officer or myself. I would particularly commend the actions of LSAN WHYTE mentioned above who apparently narrowly missed injury at the moment of collision.

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MEDICAL

CASUALTIES RESULTING FROM COLLISION WITH USS EVANS

1. There were no casualties from MELBOURNE.
2. The following were the x major casualties among the survivors of
EVANS:-

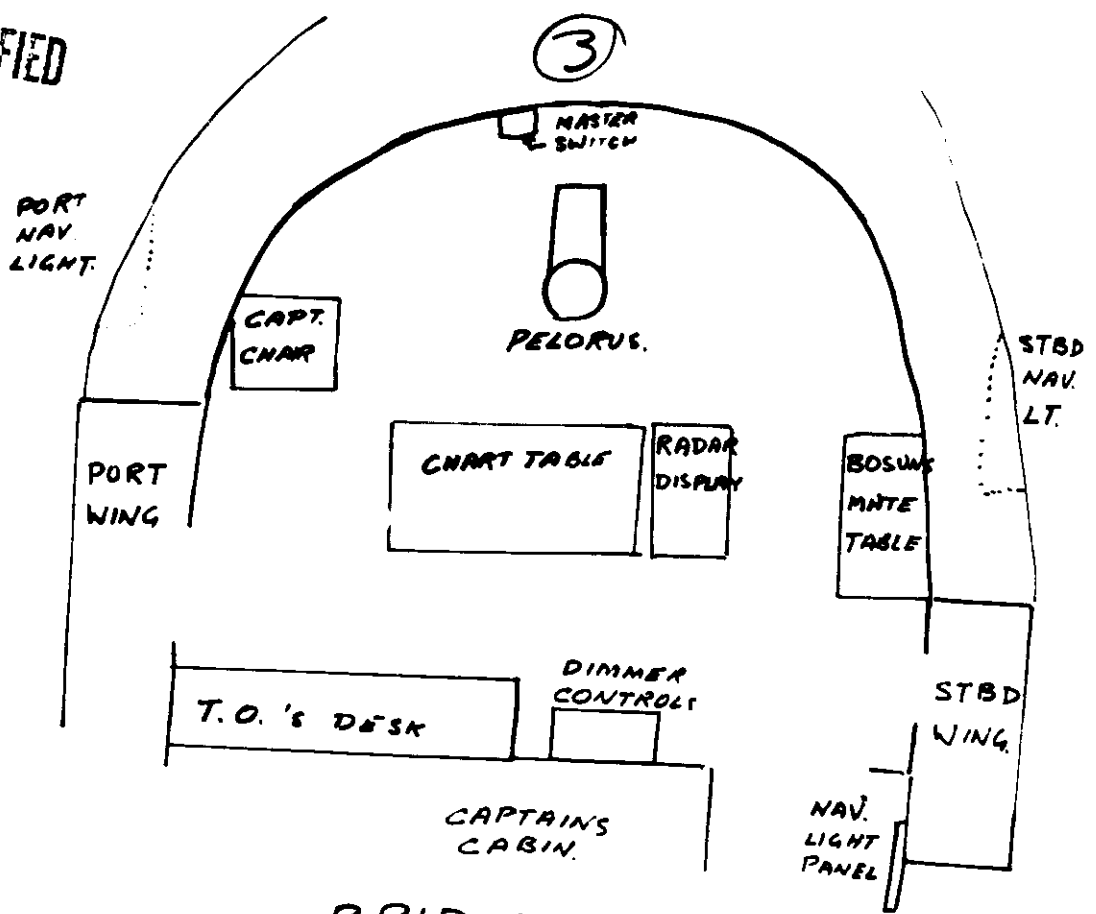
- a. RODRIGUEZ -
- b. MACKAY -
- c. GOULD -
- d. PEACOCK - Micheal. F.A. B634481 -
- e. EPPERSON Albert S.N. B734847 -
- f. LOCKWOOD Robert. F.N. B211626 -
- g. PETERS Roy MMB B503761 -
- h. McLENNORE - Captain -

3. All these cases, with the exception of the latter, were transferred by helo as soon as it was possible to USS KEARSARGE.
4. There were about 25 other cases of minor nature, eg. cuts abrasions, exhaustion etc. Among these there were no fatalities.
5. There was one case dead on arrival. He was unidentified, ; and ; was heloed to the KEARSARGE for identification and disposal.
6. Drs Hancock and Bellin from the KEARSARGE wasted no time in coming over to assist, and also Dr. Lauppe from the KYES.
7. The same applied to Drs Bennett, Anderson, Bain and Mein from the PARRAMATTA, SUPPLY, VAMPIRE, and STUART respectively.
8. I have sent separate signals to the KEARSARGE and the Australian ships thanking ~~them~~ them for their support.
9. I would also like to add that I ~~kw~~ was ~~impr~~ impressed with the ~~quik~~ quiet efficiency of my Sick Berth staff without exception. They did what had to be done and they did it well.

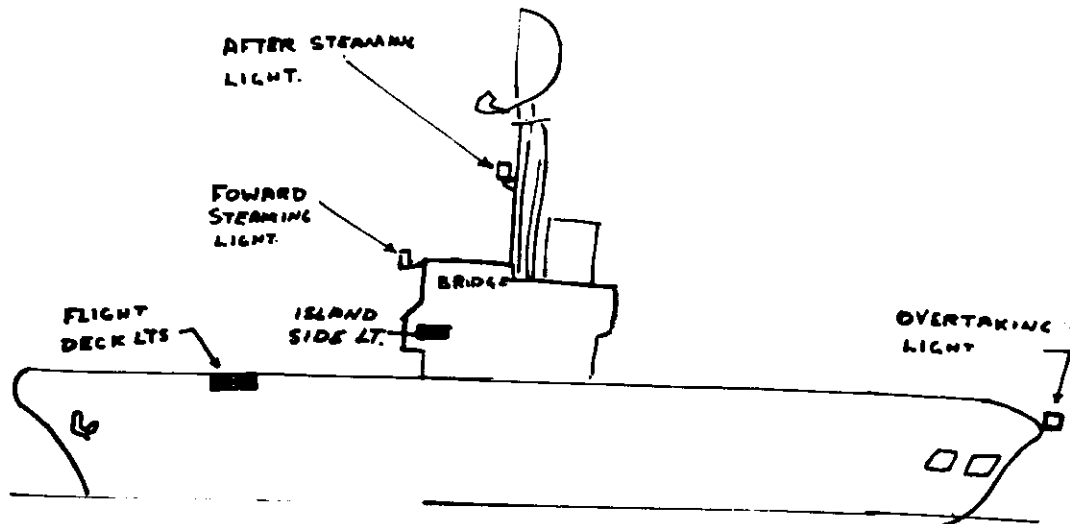
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ENCLOSURE

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BRIDGE LAYOUT.



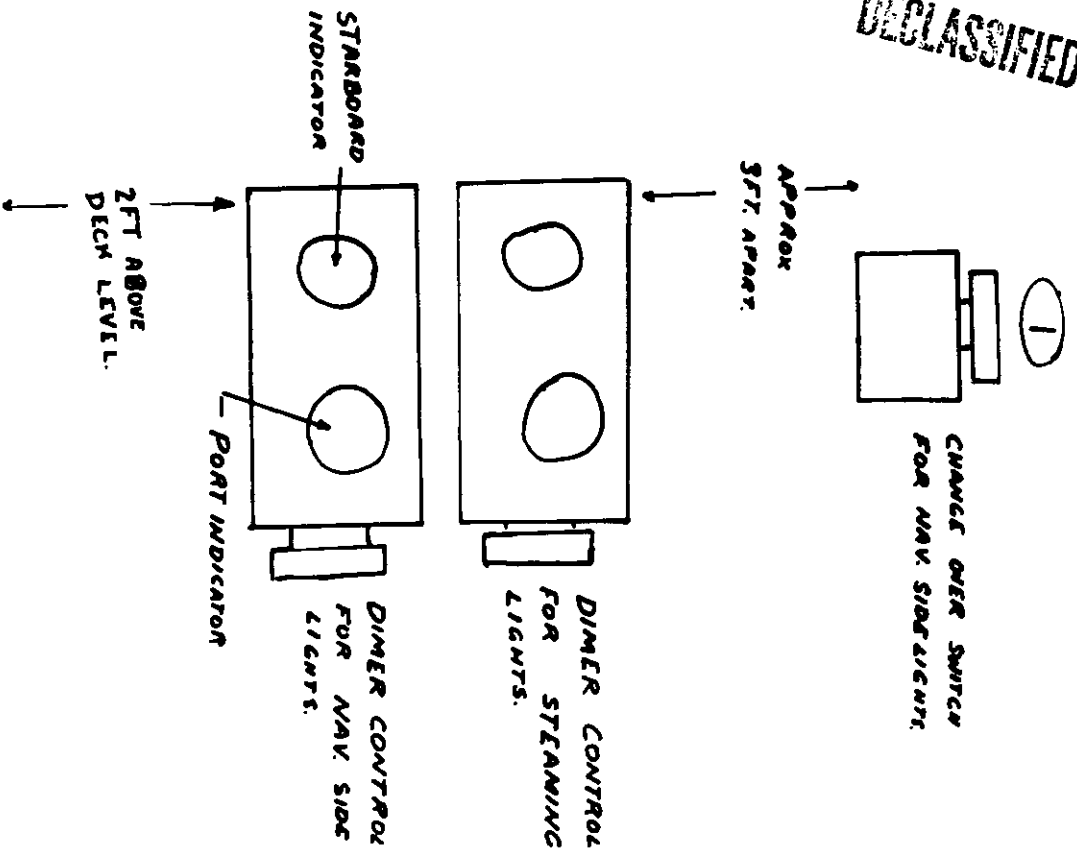
4

Exhibit 48

ENCLOSURE (48)

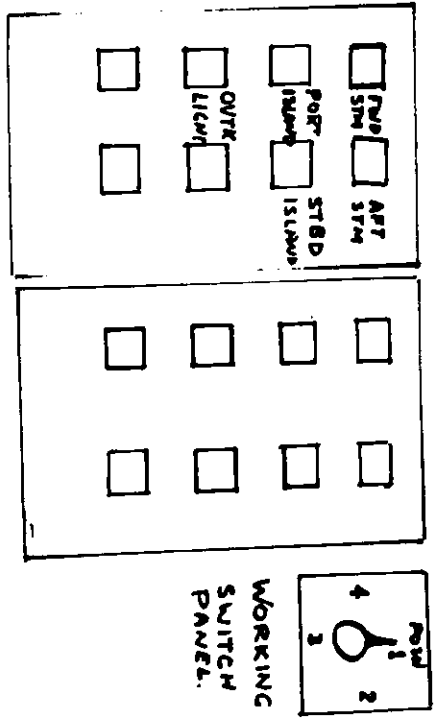
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(2)

NAV. LIGHT SWITCH PANEL
SITUATED IN PASSAGEWAY



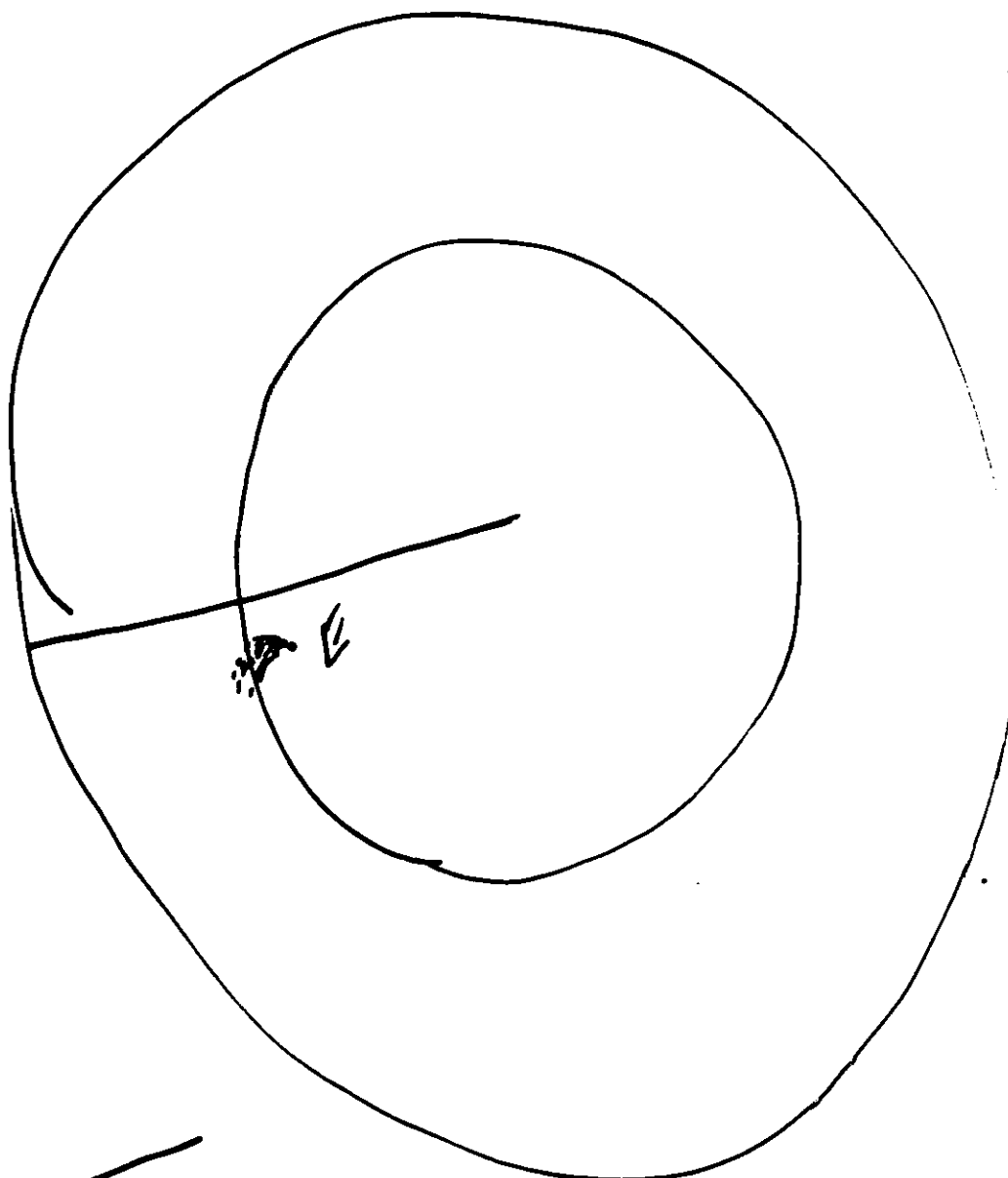
THIS PANEL INCLUDES
SUCH AS N.U.C. MASTHEAD
OBST ETC.

Exh 49

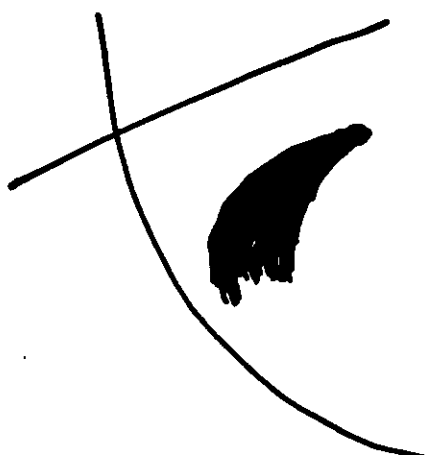
ENCLOSURE 49

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3000^x



Exh 50

Exh 50

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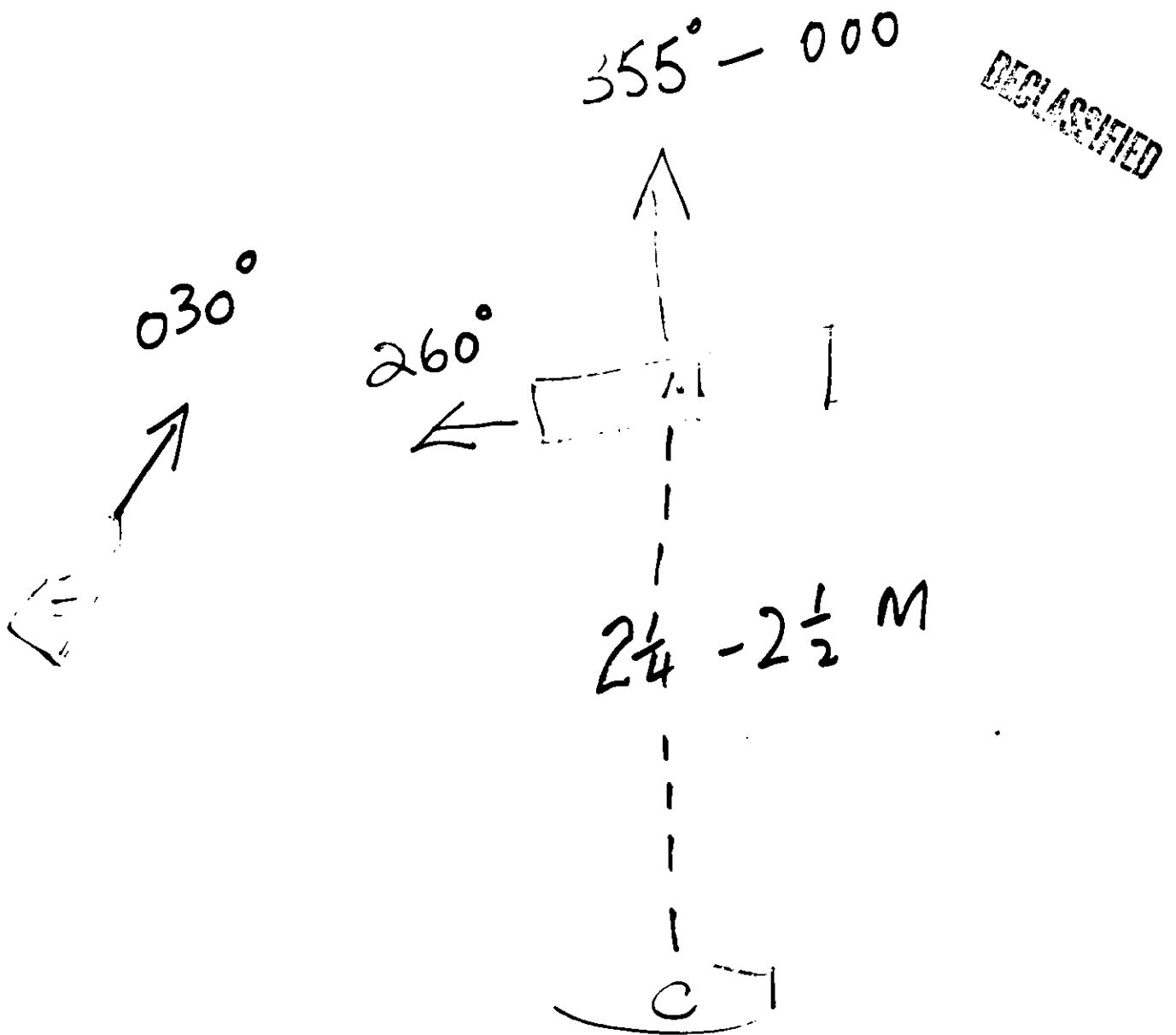
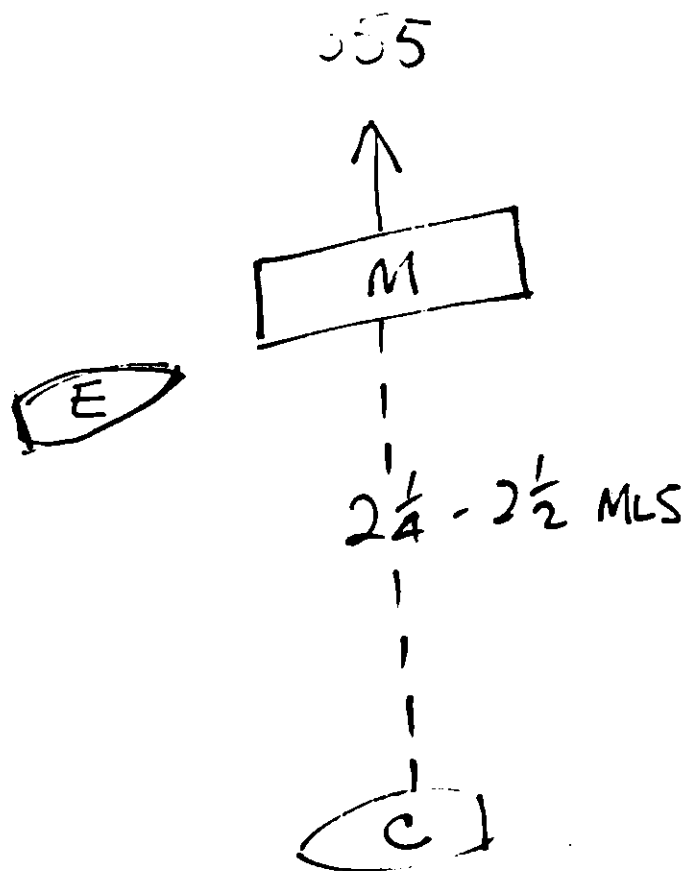


EXHIBIT 51

51

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EXHIBIT 52

52

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77.

三集

2.

075.

672

8 p 7

—

20 0
1A Ac

15 22

0718

0742

6749

0749.

Sp 20

$$2^{\circ} \quad \sqrt{10} - \sqrt{5} : A^{20}$$

10 = 13F 1A

st

19 6
ND AC

WA Md 18

53.

EX53

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79

TIME TO FM TC-RT

W2 MW TX UBO
(24)

0800 W2 M2 TX —
(24)

0810 P2 10 TX SP HR
P6 Q5 TX SP HR
A R8

0813 P2 10 TX —
X3 19 ? R6L
R8 19 fm 9s 10 10 9s 96 : 9s P2 8/10 209
9s 96 - 3100502 - 3 100 1A AC - 3 SP
HR

0815 CB M2 TX 9s Q2 KS 9s N8 - 10 A HR RF
SP 12 0 0818
CB M2 TX —
TB MW XN 0825

0830 U3 TB TX 19 - 22 - 35 + K 209 3 GY JXS U3
3 JY LXS W1
3 LY NXS 37

0832 U1 U3 TB TX —
J3

21(P) 19 TX 10 2 14 - 1A AC

0834 Z1 19 TX UBO

N8 Q2 10 y port - 40 - 120 - 20 0834

0835 Z1 19 TX —
(P)

0837 19 96 1st oms 000 209 9s 10 - 1st oms 270 209

0839 Z. 10 R1X 10 x 19 —
HF M2 F 100 220 - 22 0849

(C6)
L6 X5 10 : 0847

0854 L6 X5 TX 10 y NU AC LC ER 9s P1

0854 L6 X5 TX —

0900 C6 M2 R1X 10 F 19 —
HF M2 F SP 20 0859

(C6)

0902 C6 M2 10 0 AC 10 - SP NE - 9s W2
10 R

0903 C6 M2 TX —

0904 M2 Q2 IL 180 - 40 0900

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Time	To	From	Text	
	W4	Q2	1R7	
	Z1	19	1R 170 Z 14	1A AC
	U8	Q2	1L 180 - 40	
	M2	T6	Q2 1R7	
	M2	T6	Q2 2 R6	
0916	Z1	19	170 Z 1R	—
	U3	19	NH +	
	M7	19		
	U6	19	? ZB1 - 7/5 14	
	U4	X3	2 1R 1SP 0P 18	
0926	U4	X3	1R	—
	X3	U4	VL 15	
0930	U4	X3	? V 1SP	
	U4		4 1SP Ty-00	
	X3	M4	VR2 - 18T	
	X3	M4	K	
	X5	19	1 hwc off 24s cct for 20 mins	
0948		X5	Negative	
	19	X5		
	H8	M2	F 1C0 210 - 22	
	(C6)			
	M2	Q2	VL 20 csg Interrogator	
	T6			
0956	X1	X5	1R 1st X 13 - 94F - 1st P	
	C6	M2	1R 170 F	
	M8	M2	F 1C0 235	
	(C6)			
0957	C6	M2	1R	—
	M2	Q2	T-93 T6	MS9 0957 20
1000	C6	M2	1R ZL AC 170 - 1SP WE - 7/5 M2 170 R	
1001	C6	M2	1R	—
	L6	X5	LG5 RO IL	
	Z1	19	1R 170 S	
1010	Z1	19	1R	—
	T6	M2	3 hwc M2 T6 Q2 VL 20 csg M.	

2
0906
091
0915

091

0937

0934

0958

1006

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10
20
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Time	To	From	Text	
1015	21	10	IR FR R U63	
	(RS)			
1016	02	MD	Yt. msg 0053 Delayed to Yt Tb	
1018	21	19	IR —	
	(RS)			
1018	02	MD	AS Yt 02 Yt NF	1036
	CB	MD	Yt 02 Yt U8 Z8 -82F	1038
1018	02	MD	TU 02 RH AC - NC - NF MA -	
			SA - 19 0 20 17 5	1040
			16	
	02	Yt	- ZJ3	1042
24	Tb	IR	X11 -22 -15+ K dsg	
			7 J K X 10 U3	
			7 K J L 10 W1	
			3 G Y X 5 U8	
			3 J Y L X 5 02	
			3 L Y N X 5 J7	

1040 24 Tb IR —

Court off.

Change on 1830-0030.

W1	M2	Coming Left.	195	1105
W2	(Z4) M2	Tx	TU X 98 — K	
CB	M2	4M1		1107
T6	M2	BA 27		1109
J7	T6	BA 27		
P1	05			
K7	Z4	W2	F TCO 180-20	1111
J7	M2	SA	UK Lasi	
CB	M2	IR	FOI 95 W2 1507 38 — K	
K7	Z4	1	CB1	
K7	(Z4) W2	CB6		1121
W2	(Z4) M2	IR	TU Z 175 - (Z4 CA) - 4 J7 4W1	
J7	W2	its Affinity	score Dnt	
W2	(Z4) M2	NETA		
K7	(Z4) W2	CB1		1124
CB	M2	Tx	4 J7 ST X 14-1	
CB	M2	ST B	— K	
K7	(Z4) W2	CB6		1132
		K7	L+	
CB	M2	IR	TU 5 SB ————	

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C6 M2 TX 180 TU
 C6 M2 FOI % W2 % J7
 C6 M2 NEGAT
 K8 Z4 W2 TX F 100 240-22
 C6 M2 TX TU F SB — K
 K8 Z4 W2 CB1
 C6 M2 TX % J7 ST x 14-1 SB — K
 K8 Z4 W2 CB3
 P4(P2) TX TH 4 - H 100 (ZF AC) - 23
 O7 IS INT R 20
 C6 M2 TX SP (WE) - % J7 ZB 83F SB — K
 K8 (Z4) W2 CB6
 C6 M2 TX SP (AN) SB — K
 C6 M2 TX (AP AC) TU SB — K
 W2 (Z4) M2 TX TU Z 175 - (DP CA)
 C6 M2 TE3
 C6 M2 NEGAT
 C6 M2 TE7
 C6 M2 NEGAT TE3
 W2 (Z4) M2 SB — K 220
 J7 W2 100 (LN 4L)
 C6 M2 NEGAT TE7
 C6 M2 SU 3 1208
 C6 M2 TX TU (XN RF) 250
 Z1 (X5) I9 TX TU Z 14 - (IA AC) SB — K
 C6 M2 TX TU (RT 4L) 270 SB — K
 Z1 (X5) I9 TX UB3
 M2 W8 AU PREP - T1445
 Q2 T6 W2 15T 354LX5
 T6 Q2 A
 T6 (Q2) M2 % Q2 ST 13 354LX5
 C6 M2 (TX (RH A2) TU SB — K
 C6 M2 TX FOI % W2 % J7 SB — K
 K8 W2 F 100 190 - 22
 C6 M2 TX TU F % J7 ST x 14-1
 K8/Z4 W2 CB1
 K8 (Z4) W2 CB3
 K8 (Z4) W2 CB6
 C6 M2 TX Co P. 190 (4X 4L) - (SP (EE) - % J7
 ZB 83F
 SB — K

137

1139

1140

1141

1142

1143

1152

1158

1159

1203

12

1251

1245

1256

1258

1300

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W4 X3 13 8 190
W2(24) M2 F TL 2 (VC MD 2 WUPZ) SB — K
C6 M2 F U33 216 — K
C6 M2 NCHAF TE1 (121) 1321
W4 X3 F SB (HR) SB — K
W4 X3 F Co (2W W4) 350 SB — K
W4 X3 F DP RF Co SB — K
W2(24) M2 Rix TL X SB — K
C6 M2 Rix Fc1 2/3 W2 2/3 J7 SP — K
W4 X3 F SP (FV) SB — K
R3 24 W2 F TL 170 - 24 1307
R3 24 W2 F TL 170 - 24 1350
C6 M2 F TL F - 2 J7 J11 SB — K
C6 M2 F 2 J7 ST x 10-1 SB — K
K7 24 W2 C33 1400
T6 (4382) W2 ZJ3 - 29B dosig skunk AW 0402
H3 82 20
J2 43 W2 T6 UP dosig 2025
C6 M2 Fc1 2/3 W2 2/3 J7 — 20K Co
SP 18 SB — K
T6 H3 20K Co 195
J2 43 W2 T6 Co A 180
K7 24 W2 C33 1210
4382 W2 T6 Fc1 2/3 W2 2/3 J7 — 15-B Co
180 - B SF 20
W4 X3 Co (FV-D) SB — K
W4 X3 Co SF 15 SB — K
J7 M2 NCHAF TE1 1418
4382 W2 T6 Fc1 Co 270 15A SB — K
T6 43 Simulated gun in to target on left
4382 W2 T6 PFL
4382 W2 T6 Rix SP 20 SB — K
W4 X3 Co 21 SW SB — K
4382 W2 T6 Rix SP 20 15A SB — K
W4 X3 Rix
V3 T6 your target dosig West
82 T6 your target dosig East
W8 your target dosig South
T6 H3 Pass enemy away from me
W4 X3
4382 W2 T6 Rix Co 335 SB — K
W4 T6 Breakoff and take target to the north
under fire

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T6 W8 Request bearing of target
 W6 T6 AS-UR 179 display U3
 U3 DZ My main battery will not cover
 Target

T6 W8 am shift broken in target 225
 U3 T6 R12 Co C90 SB — A
 W4 X3
 Z1 19 Z Tu (CH P
 T6 DZ Damaged Western ship western 144
 C6 M2 "JAMMING"
 H8 T6 D4
 T6 DZ EM J 230-16
 C) C30-20
 T14 W8 am engaging Northernly target 1442
 T5 H8
 DZ T6 Is SP 130 SB — A
 U3 DZ W8 T6 ZB display H8
 T6 H8 A K 124
 T6 W8 W8 T6 1553
 W8 T6 ZB display H8 U3
 KJ C17 D14 120-25
 U3 DZ W8 T6 TE1
 Z1 I7 T4 Z14 - A
 W4 X3 Co (VLCA) SB — 6
 T6 W8 INT F1 C1 SB 1555
 J7 M2 4-
 W4 X3 A SP (PN) SB — K
 C6 M2 Z F1 1/3 W2 1/3 J7 SB — K
 DZ W8 U3 P co 185-SP 25
 X3 P1 -35 1570
 U3 W8 DZ M T6 185-25
 C6 M2 F1 1/3 W2 1/3 J7 1573
 W4 X3 T6 SM JZ 10 SB — A
 X1 X5 KL - 1/4 F 250 1575
 U4 M2 1/3 U3 40- Co (VL RF) - SP (DH) 1577
 Z4 (J7) T6 T6 X4 - 22- S7A 7JRX10 1/3 W1
 7K410 1/3 U3
 3342X5 1/3 J7
 3J42X5 1/3 DZ

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1521
C6 M2 F01 06 W2 05 J7 design not/lyny op 2100
24 T6 TX XY - ZZ - ST K design 3KMX5 06 W8
3M4AX5 0802
3P8AX5 05 J7
7MXX10 06 W1
7NYP10 06 W3

24 T6 - SB - K18
C6 M2 TX SP (DP)
T6 M2 XW (IH AC) 220
24 T6 TX XY - ZZ - ST K 1531
3JK5 06 W8
3LM5 06 W2
3NP5 06 J7
3K4L10 06 W1
7MNA 10 06 W3

C6 M2 SB 220 K
(TT AZ) TX SB - K
W4 X3 M4 Curdler is MGL
W4 X3 M4 Curdler is Amiship
W4 X3 TX (UX CA) Co - CF (KU)
C6 M2
K8 (4) W2 F Co 180 - SP 22 1550
P2 TX SB
24 T6 SJ

~~K8 (76) W2~~ GG REF 3 - T23
M2 (TX) WY UM INT - GG 3 - T23 1550
K8 24 W2 CB1 1549
W8 (76) W2 A - 1550

C6 M2 TX TX F - 06 J7 JVI SB - K
K8 24 W2 CB3 1557
C6 M2 TX 06 J7 ST X W - 1 06 W8 - K
C6 M2 TX TX (IH AC) - SP (EE) - 06 J7
2B 83F

C6 M2 SB - K
K8 (4) W2 CB6 135 220 1600
W2 (4) M2 TX TX Z (JH W6 - IH CA) SB - K
M2 WY M Co 120 - 10 (HRCAXBR)
M2 W8 AA - GG3 1616
M2 W8 AB - GG3 - AA - ST E. 1619
C6 M2 TX W83 SB - K
EM R - AA -

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LF MTF JZ AA - G63
48 MTF J7 AB - G63

Cont. on 0030-0630

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	KF	U2	CB4	1801
	(24)			
	KF	U2	CB7.	1802.
	(24)			
02	02	M2	NAGAT TE3	1822
1908	U2	M2	TX $\sqrt{10}$ X	
	(24)			
1908	002	M2	TX —	
	(24)			
1909	CB	M2	M50 140	1909
1914	CB	M2	TX $\sqrt{10}$ T ²² A ⁰ Z	
1915	CB	M2	TX —	
1916	U2	M2	TX $\sqrt{10}$ R	
	(24)			
1916	U2	M2	TX —	
	(24)			
	K8	U2	CB2	
1943	CB	M2	KCO P (RH ¹⁹⁰ CA)	
	K8(24)	U2	CB4	
	CB	M2	1x T ²⁴⁴ (G ²⁴⁴ HK)	
1950	CB	M2	TX —	
	CB	M2	TX $\sqrt{10}$ J ⁵ K $\sqrt{10}$	
1953	CB	M2	TX —	
1955	U2	M2	TX $\sqrt{10}$ R	
	(24)			
	K8	U2	CB2.	1955.
	(24)			
1956	U2	M2	TX —	
	(24)			
	K8	U2	CB4	2002
	(24)			
	K9	U2	CB7	2004
	(24)			
	CB	M2	TX $\sqrt{10}$ 1/5 WD 7/5 J7.	
2010	CB	M2	TX —	

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TIME TO FM 26 TBS
 2013 J7 42 M JCO ZU UL
 2014 J7 42 U R on a collision course.
 2015 J7 42 I am going hard left.
 2016 CB 42 All ships close to pick up survivors.
 2017 TB 42 There are a lot of S in water behind
 2018 US 42 Please pick them up
 2019 CB 42 Request u turn on low lights.
 2020 US 42 All ships close to pick up survivors. 2021
 2022 US 42 Am coming left & stopping shortly 2023
 2024 US 42 I am stopping.
 2025 42 US Low circle to North.
 2026 US 09 Rite 1 TB is —
 2100 OS 09 KSCF we have help pick up your
 Doctor.
 CB 42 I am going slow ahead. 2100
 K8 K1 Asked
 2114 TB 42 How J7. Still bow do u require
 any salvage efforts.
 2115 42 TB Remain in immediate vic.
 2126 42 TB What appears to be condition of buoyancy.
 2126 42 TB After section slightly under water.
 2129 TB 42 What appears to be salvage sit.
 TB I recommend put personnel subject to
 access flooding control.
 2130 TB 42 Request you start salvaging. Be
 extremely careful and keep me informed.
 2134 42 US Do you desire my motor vehicle to
 assist you in salvaging.
 2134 42 US Request u come over and start by
 2138 42 09 Rite 10 TB —
 2140 42 TB To your knowledge has anyone been on the
 stem section of Evans
 2140 TB 42 Am making my approach to Green at
 this time.

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U3	Q2	AFFIRMATIVE = K 50	R	47
TC-K8	Q2	111 - 270 - 12 = 51	R	0541
P1	K8	Z 100 355 = K	R	0552
K8-T6	Q2	Z 100 T 330 = 0602 K	R	0600
P1	K8	Z 100 270 = 0601 K	R	0601
P1	K8	Z 100 270 = 0601 K	R	0601
K8	P1	100 T 132 = K	R	0601
K8 T6	Q2	100 T 345 = 0604	R	0601
K8 T6	U3	100 T 318 = 0602	R	0602
Q2	U3	I WILL PROCEED NORTH OF	R	0605
		CURTAIN - K		
U3	Q2	PSE. PLACE your SELF BETWEEN		
		THE CONTACT & THE CONTACT K.		0606
W/W 1/57	P1	TX XR 11C10A - EN 81 %WB		
		S 3 %W1		
		S 5 %57-A		
W/W 1/57	P1	88 — K	R	0610
P1	K8	CLARIFY YOUR 11C K	R	0613
K8	P1	SHIPS ON OUTER CIRCLE HAVE		
		BEEN POSITIONED TO COVER		
		PRESENT — 11C10A, 0600 K		0620
P1	K8	Z 100 270 = 0623 K	R	0622
P1	K8	Z 100 225 = 0627 K	R	0626
W/W 1/57	P1	Z 100 190 = K	R	0627
		TX XR 11C10A - 12 - 190 - EN 81 - W		
		2 - W8		
		3 - 57-A		0632
W/W 1/57	P1	88 — K	R	0633
Q2	U3	111 - 193 - 300 K	R	0634
Q2	U3	1 R. BEMG CALLED BY K8 +		
K8	Q2	= 02 = 0206 K	R	0636
U3-Q2	K8	ZB = K	R	0637
101/27	K8	TX %ZS YT - FM 10 %W2		
		CO P 190 - 16 =		0640
		TX XR 11C10A - 6 - 190 -		
		EN 81 %PC 2, %P1 3, %P1 7		

EX 54

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Tb	M2	XW	
43W117		TX XY - 22-	0808045X5 12 0808045 WJ 0808045 J7
W8	Q2	form 5	best -418 -120
		-20/08842	
P1	I9	ck L6 is coming you using X5	K R 0807
	M2	F TCO 220 - 22	0809 K R 0800
L6	X5	JO 0847	K R 0850
L6	X5	TX FM Y (WU AC LOR)	
		cls P1	K R 0851
L6	X5	30 -	K R 0852
P6	R8		K 0856
L6	M2	Rix Tu F 30 -	K R 0857
W8	M2	CL ck M2	K R 0858
H8 info CL	M2	F TSP 20 0859	K R 0859
L6	M2	TX (2L AC) Tm - SP (WE) - cls M2 Tm R	K R 0903
		30 -	K R 0904
L6	M2	IL 180 - 40 0905	K R 0905
M2 W8	d2	int Roger my 0900	K R 0906
	d2	1K7 0908	K R 0908
M2 W8	d3	Tu 2 14 - (1200)	K R 0910
P2	I9	IL 180 - 40 0911	K R 0911
W8 M2	d2	1K7 0915	K R 0915
M2 16	d2	int Roger 0915	K R 0916
	d2	Tu 2 30 -	K R 0916
21	I8	Rick	K 0916
Y6	I9	Rick	K 0916
X3	I9		K 0916
M7	I9		K 0917
14	I9		K 0917
M7 14	I9	N 11	K 0917
P1	I9	11 13N 110 dk MNS	K R 0918
I9	Y6	Shore - 2. ck 14 = 2J 3 -	K R
Y6	I9	2B int 1 ck 24	K R

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44	X3	TX SP (OP)	K R 0921
13	W4	Request u: call cl R3	* R 0922
44	X3	SP (DP) SB —	K R 0925
13	W4	X SP 15	K R 0928
15	19	I have been off the car for 10 mins was there any the for me	K R
10	16	ref your last msgt	K R 0927
10	19	Rick	K R 0928
10	12	F G 210 - 22 0951	K R 0927
10	12	VL 20 DSG INTERROGATOR	K R 0924
10	15	TX SP X 13 - 94F - SP P	K R 0925
10	12	TX F	K R 0926
10	15	SB — 16 07	K R 0927
10	12	SB — 13	K R 0928
10	12	-L- into T6 my 0954 R	K R 0929
10	12	TX (2L AC) TX - SP (WB) -	K R 0930
10	12	cl W2 TX R	K R 0931
10	12	SB — 13	K R 0932
10	15	LG 5 (R 14) 1006	K R 0933
10	19	R TX 13 T2	K R 0934
10	19	Rick	K R 0935
10	12	VL 20 DSG INTERROGATOR	K R 0936
10	19	R TX R - UB 3 - J1 R	K R 0937
10	12	YR 0953 - 1/2 T6	K R 0938
10	19	SB SB — 12 15	K R 0939
10	12	K	K R 0940
10	12	-T- m2 T6 15 02	K R 0941
10	12	AT 1/2 02 1/2 1/2 1/2 1/2	K R 0942
10	12	1/2 02 1/2 1/2 1/2 1/2	K R 0943
10	12	JTU (R 14 AC) - (1/2) - (1/2)	K R 0944
10	12	1/2 02 1/2 1/2 1/2 1/2	K R 0945
10	12	1/2 02 1/2 1/2 1/2 1/2	K R 0946
10	12	1/2 02 1/2 1/2 1/2 1/2	K R 0947
10	12	1/2 02 1/2 1/2 1/2 1/2	K R 0948
10	12	1/2 02 1/2 1/2 1/2 1/2	K R 0949
10	12	1/2 02 1/2 1/2 1/2 1/2	K R 0950

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			3 GYIX 5	C/S W8	
			3 JY LX 5	C/S Q2	
			3 LY NX 5	C/S J7	
				K R+	1045
24	T6	SB		K R+	1046
N8	m2	coming LERAS	TM1104	K R+	1045
29	N2	m2	IX TM X	K R+	1105
29	N2	m2	SB	K R+	1105
C6	m2	YM +	TM 1107	K R+	1107
T6	m2	BB 27	TM 1109	K R+	1109
J7	T6	BA 27		K	1109
Q2	T6	ARE u in Comms with C/S J7		K R+	1110
J7	Q2	K	N/H		
24	K8	W2	F 100 180 - 200	TM 1111	K R+
X	T6	Q2	UNABLE TO HEAR C/S J7 THIS CT	K R+	1112
T6	J7	K	R/K	R/B BA 27	K R+
J7	T6	R/C	K		1113
J7	m2	SA	UR LAST	K	1114
m2	J7	AS+			
C6	m2	TX	FR + C/S W2 C/S J7	K R+	1115
C6	m2	SB		K R+	1115
29	K8	W2	CB +	TM 1119	K R+
N2	J7	R/C	K	R/K	R+
29	K8	N2	CB 6	TM 1121	K R+
24	W2	m2	IX TM Z 175 - (EL CA) -		
			C/S J7 YWL	K R+	1123
W2	J7		HAVE LITE IN WATER UR		
			PORT ART AM INEST	K R+	1123
J7	W2		IT IS A FISHING STAKE		
			DIBR	K R+	1124
24	N2	m2	NEGAT	TM 1124	K R+
24	K8	N2	CB +	TM 1124	K R+
C6	m2	IX	C/S J7 TSN X 14 - 1	K R+	1126
C6	m2	SB			1131
24	K8	N2	CB 6	TM 1132	K R+

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C6 m2	IX	TU S		KR+	1133
C6 m2	SB			KR+	1133
C6 m2	IX	180 TU		KR+	1137
C6 m2	FR	L 8W2 1/2 J7	TM 1137	KR+	1137
C6 m2	NEGAT		TM 1139	KR+	1139
24 KR W2	IX	F TO 240 - 22	TM 1140	KR+	1140
C6 m2	RIX	TU F SB		KR+	1141
24 KR W2	CB	L	TM 1141	KR+	1141
C6 m2	IX	1/2 J7	TSN X 14-1	KR+	1141
C6 m2	SB			KR+	1142
24 KR W2	CB	3	TM 1142	KR+	1142
C6 m2	IX	ISP (WE) - 1/2 J7	2883F	KR+	1145
C6 m2	SB			KR+	1145
24 KR W2	CB	6	TM 1145	KR+	1145
C6 m2	IX	ISP (AN)		KR+	1147
C6 m2	SB			KR+	1147
C6 m2	IX	(AP AC) TU		KR+	1149
m2 W8	SA	WB AC		KR+	1149
W8 m2	ISA	WB AC - 1P		KR+	1150
C6 m2	SB			KR+	1150
24 W2 m2	IX	TU Z 175 - (AP CA)		KR+	1152
C6 m2	TE3		TM 1154		1154
C6 m2	NEGAT		TM 1154	KR+	1154
C6 m2	TE1		TM 1154	KR+	1154
C6 m2	NEGAT	TE3	TM 1154	KR+	1154
24 W2 m2	SB			KR+	1201
J7 W2	M	TO (LN 44)	TM 1203	KR+	1203
C6 m2	NEGAT	TE3	TM 1203	KR+	1203
C6 m2	S43		TM 1203	KR+	1203
14 X3	R/C	K			
C6 m2	IX	TU (AN RE)			
C6 m2	SB				
C6 m2	IX	TU (RT 44)			
C6 m2	SB				
m2 W8	AL	PP L	TM 1205		

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02	T6	K	UNDETECTED	3 JX LXS	K Rt	1243
T6	02		REF NR LAST	AFFIRMATIVE	1246	1246
02	m2		C/S 02	3 JY LXS	1245	
WA	02	Rt			K Rt	1246
W2	02	R/C K	R/W SN			1250
W2	02	R/C K				
T6	02	T6	W2 lges	int 4c	Rt	1228
W2	03	R/C K	K	SN		
W2						
W2	m2	TX	TURN Z	135	190	
			"WU AZ"	11W2		
W2	ZU	m2	SR		K	Rt
02	m2	TX	UB3	U3	K	Rt
02	m2	NEGATIVE				
02	m2	SR		/K		Rt
		ISPS				
W2	ZU	m2	Rt	X	SI	
C6	02	Rt	Fm 1	c/s	W2	c/s
			J7	33		
		F	100	190	-24	Tm
ZU	W2	CB1		Tm	1350	
148	ZU	W2	CB3	11Tm	1400	1400
T6	W2	148	ZJ3	-29B	J9	SKUNK AW
02	W2		0202		/T6 02	Rt
148	02	SA	ISA	etc		Rt
02	W2	T6	YP	D9	EAST	11K
C6	m2	TX	Fm 1	c/s	W2	c/s J7
			-090	100	-SP	
C6	m2	SR		J7		Rt
T6	02		enemy boats	195	11K	

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J7	W8	T6	Co A 180 //K	Rt
W8	W2	T6	CB6	K8
W8	T6	"	Fm 1 c/s 1210 58 //	K1
			JP 1 - 15 - B Co	
			180 - B spec 90	
			//K	Lt
T6	W8	WT		
W8	W2	Rtx	SP 15 30 — K	Lt
J7	m2	Negr	TE3	
J7	m2	K		
			Tm 1418 1418	
W8	T6	Rtx	Co 270 30 — K	Lt
T6	W8			
W8	T6	PFL		
W8	T6	Rtx	SP 20 30 — K	Lt
W8	T6	Rtx	SP 25 30 — K	Lt
W8	T6	your target	Dg WEST	Lt
W8	T6	" "	Dg EAST	Lt
W8	T6	" "	" SOUTH	Lt
T6	W8	Force enemy away from		
		me	//K	Lt
W8	T6	Rtx	Co 335 30	Lt
W8	T6	Break off and take target		
		to north under fire	//K	Lt
T6	W8	on shifting southwest 225		
T6	W8	son to target		
		bearing 2		
W8	T6	Rtx	Co 335 30 — K	Lt

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