

DECLASSIFIED

With the United States Armed Forces }
at 12th Air Force Hospital
Cam Ranh Air Base, Cam Ranh Bay, RVN)

13 June 1969

AFFIDAVIT

On the date of the collision between the HMAS MELBOURNE and the USS FRANK E. EVANS, I was present and on duty aboard the USS FRANK E. EVANS. I had the midnight to 0400 watch. At approximately 0312 I had just finished blowing tubes on the steaming boilers when I received an emergency backdown bell on the Engine room Annunciator. I ran to the throttle board to close the forward throttles so that I could open the stern throttles. I was only able to pull the wheel once on the head throttle. At that time the ship was hit hard and the people in the engine room were thrown all over the place. I was thrown towards the forward bulkhead. After that I hit my head on the bow plate. Before I could recover I noticed that the space was full of steam and was flooding rapidly. When the water leveled in the space I was able to get up. The watch then regrouped by the inboard hatch as it was the only place we could get out. I was able to push a couple of guys out of the heat became too much and then I had to get out myself. All the rest of the space. There were six men including myself on watch in the engine room. FN PEACOCK was the Electrician's Mate of the Watch. FN BAUGHMAN was the Evaporator Man, and I don't recall who the third man was. The Evans has twin screws and both engines were going. We were for about 20 knots because we had to keep station. When I got looked forward and there was no bow left on the ship. I then went to the fantail where someone gave us blankets and life jackets. I went up a ladder onto the Melbourne. I have no broken bones, a few abrasions, most of my injuries are burns. The burns were suffered from steam. The water in the engine room was sea water as I swam. After we arrived on the Melbourne we were treated, flown to the hospital and then here to Cam Ranh Bay, RVN. When the ship broke in half it broke in the compartment next to ours going forward. There was a tight bulkhead between our compartment and the one forward of it. I can't tell where the water came from. The time element between the emergency signal and the collision was about 3 to 4 seconds. I was at the phones when the signal came. I grabbed the throttle, turned it about twenty turns for the throttle to take hold, and I had one second once when the collision occurred. The bridge might have given the order to standby for a collision but there was none.

FLORENTINE MACAYAN
BTCS, USN, 455 11 02

I, G.B. POWELL, Jr., LT, JAGC, USNR, the undersigned officer, do hereby certify that the foregoing instrument was subscribed and sworn to by me this 13th day of June, 1969, by BTCS Florentine MACAYAN, who is known to me to be a U.S. Armed Forces member on active duty. I do further certify that I am at the date of this certificate an officer of the grade, branch of service, and organization stated on the active service of the United States Armed Forces, that by my seal is required on this certificate, and same is executed in my presence as a judge advocate.

G. B. POWELL, Jr.
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