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U.S.S. FRANK E. EVANS DD-754

C/O FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA, 98801

26 June 1969

From: LCDR G. L. McMICHAEL, USN, 564066/1100  
To: Senior Member, Joint USN/RAN Board of Investigation  
Subj: General Quarters Assignments/Life Jacket Availability/Berthing Assignments

1. The following information is provided in accordance with the verbal directive issued to me on 26 June 1969 by the Senior Member of the Board:

<u>GENERAL QUARTERS STATIONS AFT</u>	<u>NO. OF MEN ASSIGNED</u>
After steering	3
After emergency diesel generator	2
Variable depth sonar booth	1
Mount 53	12
Upper/lower handling room (Mt. 53)	10
Supply stores	1
DASH Hangar	7
ECM II	1*
Torpedo deck	3**
Secondary conn	2*
Electronics op	1
Repair III	14
Radio III (Emergency radio)	1
DC Central	4
After engine room	11
After fire room	9
Forward engine room	12
Forward fire room	9
TOTAL - - - 104#	

\*Note 1: ECM II and After conn were not always manned at General Quarters. However, vest type (inflatable) life jackets were available on station in the numbers indicated.

\*\*Note 2: Personnel manning the torpedo tubes brought their life jackets with them from Sonar. These three jackets were, therefore, not on station at the time of the collision.

#Note 3: This total of 104 inflatable jackets included those for 9 men assigned to the forward fire room and 3 men on the torpedo deck. Therefore, the total number of life jackets of the inflatable type available for use in these spaces on 3 June totalled 92.

2. To the best of my knowledge, the information provided above accurately reflects the General Quarters assignments in effect as of 3 June 1969. Also, to the best of my knowledge, there was at least one inflatable life jacket provided for each man so assigned.

3. In addition to the inflatable jackets enumerated above, there were

*Exhibit 84*

EXHIBIT 84

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ENCLOSURE (8)

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approximately 48 additional life jackets of the kapok type available to personnel in the after portion of the ship on 3 June 1969. These life jackets were located as indicated below:

<u>Location</u>	<u>No. of jackets</u>	<u>How stored</u>
02 level (ECMII)	15	Life jacket locker
01 level (Aft of #2 stack)	15	Life jacket locker
Motor Whaleboat	8	Stowed in cockpit
Officers' Qtrs Aft	10	Individual State-rooms
<b>TOTAL - -</b>	<b>48</b>	

4. The total number of life jackets available for use on the after part of the ship on 3 June 1969 was 140 (92 inflatable and 48 kapok).

5. At the time of the collision on 3 June 1969, personnel were berthed as indicated below:

<u>Compartment</u>	<u>No. of men in compt.</u>
C-203-L	41
C-204-L	44
C-205-L	46
Officers' Qtrs Aft	8
<b>TOTAL - -</b>	<b>139</b> in berthing areas at time of collision.

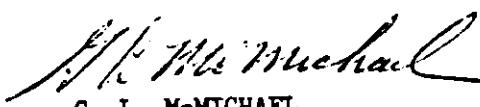
6. At the time of the collision, personnel on watch or working in the after portion of the ship were at the stations indicated:

<u>Watch Station/work</u>	<u>No. of men assigned</u>
Main Control	6
After fire room	4
After engine room	5
After steering	2
VDS booth	1
Laundry	1
After lookout	1
Sounding and security	1
DASH Hangar	2
<b>TOTAL - -</b>	<b>23</b>

7. Personnel on after portion of ship (totals):

Asleep/in quarters	139
On watch/working	23
<b>TOTAL</b>	<b>162</b>

8. The above statements are true and complete, to the best of my knowledge.

  
G. L. McMICHAEL

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