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Chief of Naval Personnel

NAVPERS-138 (REV. 1-44)

DECK LOG—LIST OF OFFICERS

CONFIDENTIAL

LIST OF OFFICERS
ATTACHED TO AND ON BOARD THE U. S. S. ZELLARS (DD-777)

COMMANDED

BY L. S. KINTBERGER, Commander U. S. N. , DURING THE PERIOD COVERED BY THIS LOG BOOK, WITH DATE OF

REPORTING FOR DUTY, DETACHMENT, OR DEATH, FROM 1 October 1946 , TO 31 October 1946

NAME AND FILE NUMBER (Show file No. below name)	RANK	DATE OF REPORT- ING ON BOARD	PRIMARY DUTIES	NAME, RELATIONSHIP, AND ADDRESS OF NEXT OF KIN (Show address at which BuPers may most readily communicate with next of kin in an emergency)
		DATE OF DETACHMENT (Show detachment date below report- ing date)		
KINTBERGER, L. S. 71416	Comdr.	2-8-45	Commanding	Dora Legum KINTBERGER (Wife)
ZUMWALT, E.R. 165660	Lieut.	7-1-46	Exec. Officer	Mrs. Louza ZUMWALT
LYON, H.E. 447654	Ensign	9-30-45	Asst. Gunnery	Mrs. Mable C. LYON (Mother)
ENGELMANN, H.A. 447328	Ensign	3-12-46	Comm. Officer	Mrs. Henry A. ENGELMANN
CHAPMAN, K.J. 275079	Ensign	6-28-46	Asst. Engineer	Mr. Irwin John CHAPMAN (Father)
KWISINSKY, A.P. 448474	Ensign	10-1-45	First Lieut.	Mrs. R.B. KENNEDY (Mother)
GROSVENOR, H.D. 483933	Ensign	7-16-46	Asst.Gun.Off.	Mr. Herbert Loyd GROSVENOR (Father)
SAMIEC, W.A. 486736	Ensign	7-9-46	First Lieut.	Mr. Michael SAMIEC (Father)
ROGERS, J.L. 486735	Ensign	7-9-46	CIC Officer	Mrs. LaRue Halsey ROGERS
BAKER, K.A. 249022	Ensign	8-21-46	Asst.1st.Lt.	Kenneth L. BAKER (Father)
KEARNEY, S.D. 485305	Ensign	8-6-46	Asst.Gun.Off.	Mrs. W. Percy KEARNEY (Mother)
COE, K. S. 485034	Ensign	8-10-46	Asst.Eng.Off.	Mr. John L. COE
JANDRALL, J.A. 447534	Ensign	8-27-46	Eng. Officer	Mr. J. M. JANDRALL (Father)
PROSUCH, C.B.	Ensign	10-12-46	Supply Officer	Mrs. A. KOOLISH

EXAMINED AND FOUND TO BE CORRECT:

E. R. Zumwalt
E. R. ZUMWALT, Lieutenant. U. S. N. NAVIGATOR.

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

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NAVPER-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELIARS (DD-777)Tuesday 1 October 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to Pier Fox, Long Island, Casco Bay, Portland, Maine, with six (6) six (6) inch manila lines doubled up and one single one (1) inch wire rope supplement ~~to~~ manila lines Aft. Boiler No. 4 steaming for auxiliary purposes, generator No. 1 furnishing light and power. Ships present—various units of the U.S. Atlantic Fleet and small craft. S.O.P.A. is ComDesLant in the U.S.S. Yosemite (AD-19).

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S.N.R.

04-03

0400 Moored as before. 0700 Lit off No. 3 boiler. 0720 Commenced taking on fresh water from dock. 0730 Mustered crew at quarters - absentees, none. 0800 Secured taking on fresh water having received 5,140 gallons.

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S.N.R.

03-12

0800 Moored as before. 0830 Stationed special sea detail. 0831 BROWN, Columbus (n), CM2c, 279 62 70 and DAGNESE, William D., F2c, 208 62 96, reported aboard for duty in accordance with CSFL Dis. 261750Z of September form Receiving Station, Brooklyn, New York. 0850 Underway, proceeding on various courses and various speeds conforming to Hussey Sound, Casco Bay, Maine. Captain at the Conn, Executive Officer and navigator on the bridge. 0908 Passed Buoy No. 11 abeam to port. 0910 Passed Crow Island light abeam to starboard. 0910 Secured special sea detail; set regular underway watch. 0912 Passed College Island light abeam to port. 0913 Passed Pumpkin Island Light abeam to starboard. 0920 Passed RAIL Island Light abeam to starboard. 0921 With Portland Head Light abeam to starboard, distance one (1) mile; set course 143° true and P.G.C. 184° P.S.C., speed 15 knots (136 R.P.M.). 0927 C/S to 095° true and P.G.C. 100° P.S.C. Enroute to operating area in accordance with ComDesLants Dis 281550Z of September. 1025 Exercised ship at steering casualty drills. 1033 Secured steering casualty drills. 1045 C/S to 150° true P.G.C., 176° P.S.C. 1048 C/S to 10 knots (089 R.P.M.) 1132 C/S to 170° true and P.G.C., 191° P.S.C. Made daily inspection of magazines and smokeless powder samples, conditions: normal.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

12-16

1200 Steaming as before on base course 170° true and P.G.C., 191° P.S.C., speed 10 knots (089 R.P.M.) 1200 Changed course to 180° true and P.G.C., 196° P.S.C. 1300 Went to General Quarters Prior to firing. 1315 C/S to 000° true and P.G.C., 012° P.S.C. C/S to 15 knots (136 R.P.M.). 1331 Commenced firing at AA bursts. 1353 C/S to 050° true and P.G.C., 075° P.S.C. C/S to 10 knots (089 R.P.M.). Ceased firing, secured from General Quarters, set regular underway watch. 1406 C/S to 307° true and P.G.C., 317° P.S.C. C/S to 15 knots (136 R.P.M.). 1418 General Quarters: C/S to 030° true and P.G.C. C/S to 10 knots (089 R.P.M.). 1440 C/S to 180° true and P.G.C., 192° P.S.C. 1441 C/S to 030° true and P.S.C. 1500 Commenced firing five (5) inch thirty eight (38) at sleeve towed by plane. 1520 Ceased firing having expended fifty two (52) AA Common projectiles; no casualties. 1527 Secured from General Quarters set regular underway watch. 1528 C/S to 15 knots (136 R.P.M.). C/S to 238° true and P.G.C., 292° P.S.C. 1529 C/S to 20 knots (185 R.P.M.). 1533 C/S to 281° true and P.G.C., 291° P.S.C.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

16-20

2000 Steaming as before. 1700 Passed Halfway Rock abeam to starboard, distance 1,000 yards. 1713 Passed Hussey Island Light abeam to starboard, distance 500 yards. 1714 changed course to 322° true and P.G.C., 337° P.S.C. 1718 Passed Ram Island Light abeam to port, distance (1,000) one thousand yards. 1720 changed course to 316° True and P.G.C., 321° P.S.C. Set all the special sea detail. Starboard anchor ready for letting go. 1722 Proceeding on various courses and speeds in order to conform to Hussey Sound Casco Bay, Maine. 1723 Passed Channel Beacon abeam to port. 1725 Passed Pumpkin Mob Island light abeam to port. 1745 Moored starboard side to Pier Fox, Fuel Annex, Long Island, Casco Bay, Maine, with six (6) six (6) inch manila lines doubled up. 1755 Secured special sea detail, set regular in port watch. Secured main engine. 1830 Secured No. 3 boiler. No. 4. boiler steaming for auxiliary purposes, No.2 generator supplying lights and power.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

20-24

2000 Moored as before.

EXAMINED:

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

[Signature]
U. S. [Signature], U. S. N.

COMMANDING.

[Signature]
U. S. [Signature], U. S. N.

NAVIGATOR

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NAVPERS-134 (REV. 1-44)

DECK LOG-REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Wednesday 2
(Day) (Date)October
September, 1946
(Month)00-04

0400 Moored starboard side to east side of Pier Fox Naval Fuel Annex, Long Island, Casco Bay, Maine with six (6) six (6) inch manila lines doubled up. No. 4 boiler steaming for auxiliary purposes, No. 1 generator supplying light and power. Other ships present - various units of the U.S. Atlantic Fleet. S.O.P.A. is ComDesLant in U.S.S. Yosemite (AD-19).

J. L. Rogers Ensign
J. L. ROGERS, Ensign, U.S.N.R.

04-08

0400 Moored as before.

J. L. Rogers Ensign
J. L. ROGERS, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0800 Mustered the crew at quarters; absentees: None. Assumed ready-duty destroyer guard of Casco Bay; hoisted Roger flag. Made daily routine inspection of magazines and powder samples, conditions: normal. 0840 Commenced taking on fresh water from dock. 0900 Secured from taking on fresh water, having received 5,140 gallons. 1120 By authority ComDesLand SpdLtr serial 5251 of 21 September 1946, CHITTENDEN, Curtis J., 990 36 20, S2c, USN. left for N.T.C.C. Bainbridge, Md., (Ship's cooks and bakers School), with baggage and records.

H. D. Grosvenor
H. D. GROSVENOR, Ensign, U.S.N.R.

12-16

1200 Moored as before.

W. A. Samiec
W. A. SAMIEC, Ensign, U.S.N.R.

16-20

1600 Moored as before. 1603 a thirty three (33) foot Hampton Fishing boat, owned and piloted by R.H. MacVANE of Long Island, making speed of about fifteen (15) knots collided head-on with the port quarter just aft. of the propeller guard of this vessel, denting the hull just above the water line and scraping paintwork. The fishing vessel got underway at once and pulled alongside the pier directly ahead of this vessel where it sank.

J. A. Jandrall
J. A. JANDRALL, Ensign, U.S.N.

20-24

2000 Moored as before.

J. A. Jandrall
J. A. JANDRALL, Ensign, U.S.N.

APPROVED:

EXAMINED:

[Signature]
U. S. N. COMMANDING.

[Signature]
U. S. N. NAVIGATOR

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP USS LAR (DD-777)Thursday 3 October 1916
(Day) (Date) (Month)00-04

0000 Moored starboard side to Pier Fox, Naval Fuel Annex, Long Island, Casco Bay, Maine, with six (6) six (6) inch manila lines doubled up. Boiler No. 4 Steaming and in use for auxiliary purposes. Ships present include various units of the U.S. Atlantic Fleet plus harbor craft. S. C.P.A. is Comedant in the U.S.C. Yosemite (AD-19).

J. A. J. J.
J. A. J. J., Ensign, U.S.N.

04-08

0400 Moored as before. 0755 Lighted fires under No. 2 Boiler.

J. A. J. J.
J. A. J. J., Ensign, U.S.N.

08-12

0800 Moored as before. 0750 Engaged jacking gear. Lit off No. 3 boiler. 0800 Mustered crew at quarters, absentees: none. 0930 Stationed special sea detail. 0932 Put No. 3 and No. 4 boilers on main steam line. 0935 Tested main engines. 0954 Underway from alongside Fuel Pier Annex, Long Island Casco Bay, Maine in route to Naval Submarine Base, New London, Connecticut. 0955 Using various courses and speeds to conform to the channel in Hussy Sound. 1016 Set course 143° true and P.G.C., 168° P.S.C. speed ten (10) knots (089 R.P.M.). 1022 Passed Portland head light abeam to starboard, distance two thousand (2,000) yards. 1033 Gave permission to secure the fathometer. 1035 Secured the special sea detail. Set regular sea watch, changed course to 095° true and P.G.C., 119° P.S.C. 1100 Changed course to 123° true and P.G.C., 150° P.S.C. Made daily inspection of magazines and smokeless powder samples, conditions: normal.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

12-16

1200 Steaming as before on base course 123° true and P.G.C., 150° P.S.C., speed ten (10) knots (089 R.P.M.). 1234 Changed course to 150° true and P.G.C., 177° P.S.C. Changed speed to fifteen (15) knots (136 R.P.M.). 1303 General Quarters, set condition Able. 1329 Changed course to 120° true and P.G.C., 202° P.S.C. 1331 C/S to ten (10) knots (089 R.P.M.). 1403 C/C to 210° true and P.G.C., 254° P.S.C. 1405 Commenced firing at sleeve drawn by plane. 1430 Ceased firing, having expended forty eight (48) rounds AA common five inch thirty eight (5"/38); one hundred and sixty (160) 40 M/M Heit-SD; one hundred and twenty (120) rounds 20 M/M. 1434 C/S to fifteen (15) knots (136 R.P.M.). 1442 Secured from General Quarters; set condition Baker; set regular underway watch. 1500 C/C to 206° true and P.G.C., 221° P.S.C. 1522 C/S to ten (10) knots (089 R.P.M.) in preparation for lifeboat drill. Proceeding on various courses and various speeds during lifeboat drill. 1553 Secured from life boat drill. 1554 C/S to fifteen (15) knots (136 R.P.M.), C/C to 206° true P.G.C., 222° P.S.C.

H. A. Engelman
H. A. ENGELMAN, Ensign, U.S.N.

16-20

1600 Steaming as before, base course 206° P.S.C., 222°, speed fifteen (15) knots (136 R.P.M.). 1806 Cape Cod Light bearing 178° true, distance off twelve (12) miles. 1820 Race Pt. Light bearing 174° true, ten (10) miles off. 1839 C/C 212° true, 226° P.S.C.; 1919 Cape Cod light abeam bearing 302°, one (1) mile off. 1930 Ghost Tower abeam bearing 302°, fifteen and seven tenths (15.7) miles off. 1934 Race Pt. abeam bearing 302°, three (3) miles off, 1935 Changed course to 203° true, 218° P.S.C. Steaming on No. 3 and 4 boilers, No. 2 Turbo-generator.

K. A. Baker
K. A. BAKER, Ensign, U.S.N.R.

20-24

2000 Steaming as before. 2021 Changed course to 201° true and P.G.C., 216° P.S.C. 2051 Picked up pilot, Mr. R.E. CLEAVAND, at seaward entrance to Cape Cod Cannal. 2106 Stationed all the special sea detail. Standing up Cape Cod Cannal. Captain and navigator on the bridge. Using various courses to conform to the Cannal. Speed ten (10) knots (089 R.P.M.). 2014 Passed Cleveland East Ledge Light House abeam to port distance, one hundred and fifty (150) yards. Dropped Pilot. 2125 Secured special sea detail, set regular sea watch. Course 220° true and P.G.C., 2300 P.S.C., speed fifteen (15) knots (136 R.P.M.). 2302 Changed course to 242° true and P.G.C., 2520 P.S.C. 2303 Changed course to 215° true and P.G.C., 255° P.S.C. 2333 Changed course to 215° true and P.G.C., 226° P.S.C. 2347 Changed course to 253° True and P.G.C., 262° P.S.C. Speed seven (7) knots (063 R.P.M.).

APPROVED:

EXAMINED:

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

[Signature]
U.S.N. COMMANDING.

[Signature]
U.S.N. NAVIGATOR

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP FAIRBANKS (DD-777) Friday 4 October, 19 46
(Day) (Date) (Month)00-04

0000 Steaming on base course 253° True and P.G.C., 262° P.S.C. at speed 07 knots (063 R.P.M.). Enroute from Casco Bay, Maine to New London, Connecticut in accordance with ComDeslants Dis 3021382 of September as modified by ComDeslants Dis 0220502 of October. Steaming on boilers No. 3 and No. 4, generator No. 2. Condition Baker and regular sea watch set. 0100 Sighted Brenton Reef Lightship bearing 290° true, distance thirteen (13) miles. 0120 Sighted Point Judith Light bearing 276° true, distance thirteen (13) miles. 0225 Sighted Block Island Northern Light bearing 236° true, distance thirteen (13) miles. 0245 C/G to 262° true and P.G.C., 270° P.S.C. 0250 C/G to 270° true and P.S.C., 277° P.S.C. 0300 Passed Point Judith Light bearing 000° true distance ten (10) miles. 0319 Sighted Watch Hill Light bearing 274° true and P.G.C. distance thirteen (13) miles. 0320 C/G to 261° true and P.G.C., 268° P.S.C. Passed Block Island North and South Lights bearing 180° true range eight (8) miles.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

04-08

0400 0500 Passed Watch Hill Light abeam bearing 346° distance off three (3) miles, 0505 C/G 261° true, 266° P.S.C. 0530 Latimer Reef abeam bearing 351° distance off three and seven tenths (3.7) miles. 0621 C/G 282° true, 289 P.S.C., approaching New London Channel on various courses and speeds. 0650 Race Point abeam bearing 025° distance off one half (1/2) mile. 0740 The Dumpling abeam bearing 038° distance off three (3) miles. 0740 North Dumpling abeam bearing 075° distance off two (2) miles. 0747 Stationed all special sea detail, 0751 Southwest Lodge Light abeam to starboard. 0754 Pilot BETH on board.

E. A. Baker
E. A. BAKER, Ensign, U.S.N.R.

08-12

0800 Steaming as before. New London Light house abeam to port six hundred yards. 0805 Proceeding up Thames River from seaward. 0847 Passed Bailey Point Beacon abeam to starboard at one hundred yards. 0855 First lines over to U.S.S. Putman (DD-757). 0900 Moored starboard side to Pier One, U.S.N. Submarine Base New London, Connecticut in a nest of two (2) ships outboard of U.S.S. Putman (DD-757). Began giving power to U.S.S. Putman (DD-757). 1000 Made daily routine inspection of magazines and smokeless powder samples, Conditions: normal.

A. F. Katsinsky
A. F. KATSKINSKY, Ensign, U.S.N.

12-16

1200 Moored as before. 1420 Commenced taking on fuel oil from dock. 1430 Lit off No. 1 turbo-generator. 1440 Shifted ships full electrical load from No. 2 generator to No. 1 turbo-generator. 1565 Secured taking on fuel oil having received forty two thousand (42,000) gallons of Navy Special fuel oil. 1600 U.S.S. Small (DD-838) along-side port.

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S.N.R.

16-20

1600 Commenced taking on fresh water from Pier. 1630 RILEY, Francis W., 222 83 67, CSF, U.S.N., F.4D, left ship for transfer to Receiving Station, South Boston, Mass., Auth: Al Nav 453-46 and 445-46 collected. 1631 THOMPSON, David (n), 755 03 57, M.M.3c, U.S.N. left ship for transfer to WTC, was San Diego, California. 1850 Secured taking on fresh water after having received 11,500 gallons.

W. A. Samiec
W. A. SAMIEC, Ensign, U.S.N.R. was

20-24

2000 Moored as before.

S. K. Kearney
S. K. KEARNEY, Ensign, U.S.N.

APPROVED:

EXAMINED:

E. R. Jewell
E. R. JEWELL, Lieutenant, U.S.N.

COMMANDING.

E. R. Jewell
E. R. JEWELL, Lieutenant, U.S.N.

U.S.N.

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DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777) Saturday 5 October, 1946
 (Day) (Date) (Month)

00-04

0000 Moored starboard side to U.S.S. Putnam (DD-757) at Pier one U.S. Navy Sub Base, New London, Connecticut, with six (6) six (6) inch lines doubled up in a nest of four (4) ships from starboard to port; U.S.S. Putnam (DD-757), U.S.S. Zellars (DD-777), U.S.S. Small (DD-838) and the U.S.S. Kennedy (DD-350). No 3 Boiler steaming for auxiliary purposes and No. 1 generator supplying power and lights. Other ships present - various units of the U.S. Atlantic Fleet and small craft.. S.O.P.A. is ComSublant, Admirl Wilkes.

K. J. Chapman
 K. J. CHAPMAN, Ensign, U.S.N.R.

04-08

0400 Moored as before.

W. A. Samiec
 W. A. SAMIEC, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0800 Mustered crew at quarters with following absentees; ALSTON, C. (n) St3c, 813 10 78, U.S.N.; BROWN, C. (n) CK2c, 279 62 70 U.S.N.: 0810 Commenced taking on feed water from U.S.S. Putnam (DD-757). 0815 Lit off No. 1 boiler. 0827 U.S.S. Kennedy (DD850) got underway. 0930 Engaged jacking gear. 0935 Secured taking on feed water having received three thousand(3,000) gallons. 0945 Secured jacking gear. 1045 Commenced taking on fresh water. 1116 Put No. 1 boiler on auxiliary line. 1124 Secured No. 3 boiler. 1130 Made daily inspection of magazines and smokeless powder samples, condition: normal.

K. S. Coe
 K. S. COE, Ensign, U.S.N.

12-16

1200 Moored as before.

H. A. Engelmann
 H. A. ENGELMANN, Ensign, U.S.N.

16-20

1600 Moored as before.

H. E. Lyon
 H. E. LYON, Ensign, U.S.N.

20-24

2000 Moored as before.

H. E. Lyon
 H. E. LYON, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Hildebrand
 L. S. HILDEBRAND, Cmdr. U.S.N.

COMMANDING.

E. R. Zimmert
 E. R. ZIMMERT, Lieutenant

U.S.N.

NAVIGATOR

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NAVPERS-134 (REV. 1-44)

DECK LOG-REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777) Sunday 6 October, 1946
(Day) (Date) (Month)

00-04

0000 Moored starboard side to U.S.S. Putnam (DD-757) Pier One U.S. Navy Sub Base, New London, Connecticut, with six (6) six (6) inch manila lines doubled up in a nest of three ships from starboard to port: U.S.S. Putnam (DD-757), U.S.S. Zellars (DD-777) and the U.S.S. Small (DD-838). Other ships present - various units of the U.S. Atlantic Fleet and small craft. S.O.P.A. is ComSubLant - Admiral Wilkes. Boiler No. 1 steaming for auxiliary purposes with No. 1 turbo-generator supplying light and power.

K. J. Chapman
 K. J. CHAPMAN, Ensign, U.S.N.R.

04-08

0400 Moored as before.

K. J. Chapman
 K. J. CHAPMAN, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0956 Engaged jacking gear. 1010 Secured jacking over main engines. 1130 Made daily inspection of magazines and smokeless powder samples, conditions: normal.

K. S. Coe
 K. S. COE, Ensign, U.S.N.

12-16

1200 Moored as before.

H. E. Lyon
 H. E. LYON, Ensign, U.S.N.

16-20

1600 Moored as before. 1645 Commenced receiving feed water from U.S.S. Putnam. 1815 Secured taking on feed water, having received 5,000 gallons.

H. A. Engelmann
 H. A. ENGELMANN, Ensign, U.S.N.

20-24

2000 Moored as before.

H. A. Engelmann
 H. A. ENGELMANN, Ensign, U.S.N.

APPROVED:

EXAMINED:

E. R. Zumwalt
 E. R. ZUMWALT, U.S.N.

COMMANDING.

E. R. Zumwalt
 E. R. ZUMWALT, Lieutenant

U.S.N.

NAVIGATOR

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NAVPERS-134 (REV. 1-44)

DECK LOG-REMARKS SHEET

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UNITED STATES SHIP ZELLARS (DD-777)Monday
(Day)7
(Date)October, 1946
(Month)00-04

0000 Moored starboard side to U.S.S. Putnam (DD-757) at Pier One U.S. Navy Sub Base, New London, Connecticut, with six (6) six (6) inch manila lines doubled up in a nest of three (3) ships from starboard to port: U.S.S. Putnam (DD-757), U.S.S. Zellars (DD-777) and the U.S.S. Small (DD-838). No. 2 boiler steaming for auxiliary purposes with No. 1 generator supplying light and power. Other ships present - various units of U.S. Atlantic Fleet and small craft. S.O.P.A. is Com SubLant, Admiral Wilkes.

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S.N.R.

04-08

0400 Moored as before. ALSTON, C.(n) St3c, 813 10 '78 U.S.N. reported on board at 0525 after being A.O.I. since 0800 October 5 1946, a period 45 hours and 25 minutes.

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S.N.R.

08-12

0800 U.S.S. Small (DD-838) got underway and stood out to sea. 0801 Mustered crew at quarters with the following absentees: WINKLER, A.C. S2, 339 69 15, U.S.N., VICKLE, M.E., S2, 339 69 40 U.S.N. BROWN, C. (n), CM2, 279 62 70, U.S.N., DODD, M. (n) Jr., SI, 581 55 40, U.S.N., BURN, P.J., S2, 226 75 09, U.S.N. 0831 Engaged jacking gear; jacked over main engines. 0841 Disengaged jacking gear. 0931 BURNHAM, D.N., Col3c, 338 57 63, U.S.N. reported on board for duty, AUTH: Verbal Orders of Com DesRon Two. 0915 JAY, J.N., SI, 243 00 44, U.S.N.; MILES, R.H., S2, 351 31 85 U.S.N. and HAMMOND, G.B., SI, 293 59 85, U.S.N., left the ship for transfer to U.S.S. Putnam (DD757), AUTH: Verbal orders of ComDesRon two. 1000 Made daily routine inspection of smokeless powder samples and magazines, condition: normal.

W. A. Samie
W. A. SAMIE, Ensign, U.S.N.R.

12-16

1200 Moored as before.

H. D. Grosvenor
H. D. GROSVENOR, Ensign, U.S.N.R.

16-20

1600 Moored as before.

J. J. Landrell
J. J. LANDRELL, Ensign, U.S.N.

20-24

2000 Moored as before.

J. J. Landrell
J. J. LANDRELL, Ensign, U.S.N.

APPROVED:

EXAMINED:

[Signature]
L. S. KIRBY, JR., Commander, U.S.N.

COMMANDING.

[Signature]
E. R. COMMIT, Lieutenant, U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 817095

CONFIDENTIAL

NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

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UNITED STATES SHIP ZELLARS (DD-777)Tuesday 8 October 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to U.S.S. Putnam (DD-757), north side of Pier One, U.S. Navy Submarine Base, New London, Connecticut, with six (6) six (6) inch manila lines doubled up, in a nest of two ships, starboard to port: U.S.S. Zellars (DD-777) and U.S.S. Putnam (DD-757). S.O.P.A. is ComSub Lant (Admiral Wilkes). Also present are various units and small craft of the U.S. Atlantic Fleet. No. 1 boiler steaming for auxiliary purposes. No. 1 turbogenerator on the line. This ship furnishing U.S.S. Putnam (DD-757) with steam and power.

H. D. Grosvenor
H. D. GROSVENOR, Ensign, U.S.N.R.

04-08

0400 Moored as before. 0650 VITALE, Max "E", S2, 336 69 40, U.S.N. reported on board having been absent over leave a period of twenty two (22) hours and fifty (50) minutes. 0700 MC PHEE, F.(n), Ck3, 560 93 40, U.S.N. left for temporary additional duty for ComDesRon 2, verbal orders of ComDesRon 2. 0730 WACK, Donald W., S2, 232 26 95, U.S.N. left for school, Bainbridge, Md. AUTH: ComDesLant Spltr. serial 5272, 23 September 1946. ANDERSEN, Edwin B., S1, 206 09 15, U.S.N. left for school, Bainbridge, Md., AUTH: ComDesLant Spltr. serial 5272 23 September 1946. Held muster on stations: Absentees, DODD, Mack Jr., S1, 581 62 70, U.S.N., BROWN, Columbus (n), Ck2, 279 62 70, U.S.N., GUNN, Peter J., S2, 226 75 09, U.S.N. Posted special sea detail.

H. D. Grosvenor
H. D. GROSVENOR, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0810 Tug Y.T. 438 came alongside to starboard to assist turning in the Channel. 0813 Cast off all lines, underway from alongside U.S.S. Putnam (DD-757) for Submarine operations in Long Island sound. Captain at the conn, Executive Officer and Navigator on the Bridge using various courses and speeds to conform to channel of the Thames River. 0815 Mustered crew on stations; three (3) men were absent: DODD, Mack Jr., S1, 581 62 70, U.S.N., BROWN, Columbus (n), Ck2, 279 62 70, U.S.N., GUNN, Peter J., S2, 226 75 09, U.S.N. 0846 Passed New London Light-house bearing 264° true, range two hundred yards. 0849 Passed Cleveland Ledge Light abeam to port bearing 084° true, range one hundred and fifty (150) yards. 0900 Commenced target run for Submarine torpedo practice, using various courses conforming to zig zag plan. Base course 090° true and P.G.C., 106° P.S.C., speed twelve (12) knots (108 R.P.M.). Changed base course to 235° true and P.G.C., 245° P.S.C. 1056 Changed base course to 060° true and P.G.C., 073° P.S.C., speed sixteen (16) knots (145 R.P.M.). 1119 Changed base course to 240° true and P.G.C., 255° P.S.C. 1141 Changed Base course to 065° true and P.G.C., 080° P.S.C., speed twelve (12) knots (108 R.P.M.). Made daily inspection of all magazines and smokeless powder samples, condition: normal.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

12-16

1200 1150 Commenced torpedo fire rehearsal run No. 5, proceeding on various courses conforming to zig zag plan No. 9, speed twelve (12) knots (108 R.P.M.). 1224 Completed run No. 5. 1227 Commenced rehearsal run No. 6, proceeding on various courses and various speeds conforming to zig zag plan No. 11, base course 270° true P.G.C., 278° P.S.C., speed twelve (12) knots (108 R.P.M.). 1254 Completed exercises. 1319 Changed course to 060° true and P.G.C., 076° P.S.C. 1334 Changed course to 027° true P.G.C., 045° P.S.C. 1337 Changed course to 030° true and P.G.C., 048° P.S.C. 1338 Stationed special sea detail. 1345 Passed Cleveland Ledge Light bearing 054.5° true, distance one hundred and fifty yards. 1346 Proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. Captain at the conn, Executive Officer and Navigator on the Bridge. 1350 Passed buoy No. 6A bearing 084.5° true and P.G.C., distance two hundred (200) yards. 1402 Moored port side to U.S.S. Rush (DD-714) at buoy No. 4, anchorage Baker, Thames River, New London, Connecticut, with six (6) six (6) inch manila lines doubled up. 1431 Secured special sea detail, set regular port watch. 1434 Secured main engines. 1500 Let fires die under boiler No. 2. 1507 Secured anchor cable to buoy.

H. A. Engemann
H. A. ENGEMANN, Ensign, U.S.N.

16-20

1600 Moored as before. 1600 WALKER, W.A., STML, returned aboard for duty from annual leave, SIMIS, Wendel, S1, 883 84 57, U.S.N., and HICKS, Robert A., S1, 731 33 45, U.S.N. reported aboard for duty from U.S.N. R/S Portland, Maine, AUTH: C.S.L. Disp. 011930Z of October 9 1946, 1700 FLEMING Jack C., STML, 294 59 69, U.S.N. left ship on annual leave, twenty one (21) days. 1735 DEVER, Jerold D., S1, 386 56 93, U.S.N. returned aboard for duty.

K. A. Baker
K. A. BAKER, Ensign, U.S.N.R.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.

E. R. Zumwalt
E. R. ZUMWALT, Lieutenant U.S.N.

NAVIGATOR

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U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 817804

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NAVPERS 105 (REV. 1-44)

DECK LOG—ADDITIONAL REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)

Tuesday 8 October, 19 46
(Day) (Date) (Month)

ADDITIONAL REMARKS

20-24
2000 Moored as before.

A. F. Kwibinsky
A. F. KWIBINSKY, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Mintberger
L. S. MINTBERGER, Comdr. U. S. N.

COMMANDING.

E. R. Zumwalt
E. R. ZUMWALT, Lieutenant.

U. S. N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

CONFIDENTIAL

NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

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UNITED STATES SHIP

ZELIARS (DD-777)

Wednesday 9 October 1946
(Day) (Date) (Month)00-04

0000 Moored port side to U.S.S. Rush (DD-714) at buoy No. 4, Thames River, New London, Connecticut with six (6) six (6) inch manila lines doubled up, No. 2 boiler steaming for auxiliary purposes with No. 1 main turbo-generator supplying light and power. Other ships present: various units of U.S. Atlantic Fleet and small craft. S.O.P.A. is ComSubLant - Admiral Wilkes.



K. J. CHAPMAN, Ensign, U.S.N.R.

04-08

0400 Moored as before. 0615 Lit off No. 1 boiler. 0725 DODD, M. (n), S1, 581 55 40 returned aboard after being absent over leave a period of forty seven hours (47) and fifty five (55) minutes. 0745 Mustered crew at quarters - the following were absentees: BROWN, C. (n), Ck2, 279 62 70, U.S.N. and GUNN, P. (n), S2, 226 75 09, U.S.N.



K. J. CHAPMAN, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0800 Made all preparations for getting underway. Stationed all the special sea detail. 0805 Tested main engines. 0833 Underway, proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. Captain at the Conn, Executive Officer and Navigator on the bridge. 0842 Passed mooring buoy No. 4 abeam to starboard. 0843 Passed mooring buoy No. 3 abeam to starboard. 0847 Passed buoy No. 6 A abeam to port. 0847 Secured special sea detail, set regular underway watch. 0849 New London Light House abeam to starboard distance off four (4) miles. 0853 Cleveland Ledge Light abeam to port, distance off one forth ($\frac{1}{4}$) mile, 0857 Set course 166° true, speed 15 knots (136 R.P.M.). 0904 Changed course 164° true 185 P.S.C. 0911 Changed course to 092° true 109° P.S.C., Changed speed to 20 knots (185 R.P.M.). 0912 Valiant Rock Light bearing 254° distance off one forth ($\frac{1}{4}$) mile. 0914 Race Point Light bearing 002° one forth ($\frac{1}{4}$) mile off. 1003 Changed speed to fifteen (15) knots (136 R.P.M.). 1004 Commence screen run No. 1, 1004 Base course for run 255° true 265 P.S.C. 1017 Made daily inspection of magazines and smokeless powder samples, condition: normal. 1029 Commence screen run No. 2, base course 065° true. 1059 Commence screen run No. 3, changed speed to 18 knots (165 R.P.M.), initial course 240°, base course 260° using various courses and speed to conform with all screen runs. 1126 Commence screen run No. 4, changed speed to 17 knots (155 R.P.M.) initial course 060° base course 080°. 1148 Changed speed to 15 knots (136 R.P.M.). 1152 Commence firing run No. 1, changed speed to 16 knots (145 R.P.M.) initial course 260° base course 260°, using various courses and speeds conforming to firing run No. 1.



K. A. BAKER, Ensign, U.S.N.R.

12-16

1200 Underway as before. 1207 Changed base course to 230° true and P.G.C., 240° P.S.C. 1215 Changed course to 010° true and P.G.C., 020° P.S.C. changed speed to 20 knots (185 R.P.M.). 1222 changed course to 030° true and P.G.C., 044° P.S.C. changed speed to 15 knots (136 R.P.M.). 1224 Practice torpedo surfaced on port beam, using various courses and speeds to approach torpedo. 1239 Torpedo recovered by Y.T.B. 364. Set course 180° true and P.G.C., 197° P.S.C. speed 10 knots (089 R.P.M.). 1247 Commenced next practice run set base course 060° true and P.G.C., 076° P.S.C., speed 16 knots (145 R.P.M.). 1308 Changed base course to 090° true and P.G.C., 105° P.S.C. 1332 Sighted surfaced practice torpedo on port beam, distance four hundred (400) yards. Maneuvering on various courses and speeds to lay ship alongside torpedo. 1342 Torpedo recovered by Y.T.B. 364. 1348 Completed exercises, underway for New London, Connecticut, course 271° true and P.G.C., 280° P.S.C. speed (20) twenty knots (185 R.P.M.). 1351 Exercised crew at General Quarters. 1412 Held Abandon ship drill. 1443 Passed Race Point Light abeam to starboard bearing 002° true, range two hundred (200) yards. 1444 Changed course to 346° true and P.G.C., 355° P.S.C. 1455 All departments report readiness for entering port. Set all the special sea detail. 1455 Changed course to 354° true and P.G.C., 003° P.S.C. 1458 Passed Cleveland Ledge Light bearing 084° true distance (300) three hundred yards. 1500 Passed New London Light House bearing 269° true. 1503 Passed buoy No. 6A bearing 034° true range one hundred (100) yards. Proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. Captain at the Conn, Executive Officer and Navigator on the bridge. 1512 Moored to buoy No. 3 anchorage Baker, Thames River, New London, Connecticut. 1525 Secured special sea detail, secured main engines. Set regular port watch.



H. E. LYON, Ensign, U.S.N.

16-20

1600 Moored as before. 1530 Captain held mast and awarded the following.

APPROVED:

EXAMINED:



L. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.



E. R. ZUCHALT, Lieutenant. U.S.N.

NAVIGATOR

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U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 517665

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NAVPERS 125 (REV. 1-44)

DECK LOG—ADDITIONAL REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Wednesday 9 October, 1946
(Day) (Date) (Month)

ADDITIONAL REMARKS

16-20 (Cont.)
1600NAME
ALSTON, Campbell (n), 813 10 78, ST3, U.S.N.OFFENSE
AOL from 0800, 10/5/46 until
0525, 10/7/46, a period of
about 1 da, 21 hrs & 25 min.AWARDED
Deck Court
Martial.

EVANS, Andrew (n), 571 29 68, FLAM, U.S.N.

Shirking duty.

20 Hrs. extra
duty.

WINKLER, William L., 339 69 45, S2, U.S.N.

AOL from 0730, 10/7/46 until
2050, 10/7/46, a period of
about 13 hrs and 20 min.

Warning.

KATSARIDES, George (n), 227 02 16, F2, U.S.N.

Shirking Duty.

10 days re-
striction on
Warning Slip

DODD, Mack Jr., 581 55 40, S1, U.S.N.

AOL from 0730, 10/7/46 until
0725, 10/9/46, a period of
about 1 da, 23 hrs and 55 min.20 days re-
striction.

SELBY, James F., 248 28 66, S2, U.S.N.

Altered I.D. Card (Date of birth
changed from 11/9/28 to 11/9/23)20 days re-
striction on
Warning Slip.

VITALE, Max "E", 339 69 40, S2, U.S.N.

AOL from 0730, 10/7/46 until
0650, 10/8/46, a period of
about 23 hrs and 20 min.

Warning.

1600 Secured No. 2 boiler. No. 1 boiler and No. 1 generator supplying steam and power. 1630
Called away fire detail to small fire in blower amidships on port side caused by a burning rag.
1645 Secured fire detail; fire extinguished, no damage.K. S. Coe
K. S. COE, Ensign, U.S.N.20-24

2000 Moored as before.

K. S. Coe
K. S. COE, Ensign, US.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.

E. R. Zumwalt
E. R. ZUMWALT, Lieutenant. U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Thursday 10 October, 19 46
(Day) (Date) (Month)00-04

0000 Moored to buoy No. 3, Thames River, anchorage Baker, New London, Connecticut. Steaming boiler No. 1 for auxiliary purposes; No. 2 generator for electrical power. Ships present U.S.S. Putnam (DD-757), U.S.S. Proteus (AS-19), and various units of the U.S. Atlantic Fleet. S.O.P.A. Rear Admiral Wilkes ComSubLant.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

04-08

0400 Moored as before. 0655 Lit off boiler No. 2. 0745 Mustered crew at quarters, Absentees: BROWN, Columbus (n), CK2, 279 62 70, U.S.N.; GUNN, Peter J., S2, 226 75 09, U.S.N.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

08-12

0800 Moored as before. 0800 Cut boilers No. 1 and No. 2 in on the main steam line. 0810 Tested main engines; set all the special sea detail; made all preparations for getting underway. 0832 Underway from mooring buoy No. 3 in Thames River, New London, Connecticut for operating area "C" in Long Island sound. Captain at the conn, Executive Officer and Navigator on the Bridge. 0846 Passed New London Lighthouse abeam to starboard. 0847 Set course 174° true and P.G.C., 191° P.S.C. speed ten (10) knots (089 r.p.m.). 0850 Passed Cleveland Ledge bearing, 084° true range one hundred (100) yards. Secured from special sea detail, set regular sea watch. 0852 Changed course to 189° true and P.G.C., 203° P.S.C. speed fifteen (15) knots (136 r.p.m.). 0858 Passed Rolls Point Light bearing 130° true, range three (3) miles. 0930 Commenced operations with Submarine U.S.S. Spikfish (SS404), set base course 240° true and P.G.C., 249° P.S.C. 1004 Made daily inspection of all magazines and smokeless powder samples, conditions: normal. 1024 Changed base course to 060° true and P.G.C., 075° P.S.C. 1055 Passed Oyster Island Light, bearing 148° true range seven hundred and fifty (750) yards. 1132 Changed course to 155° true and P.G.C., 171° P.S.C. 1133 Passed Bratlett Reef Beacon bearing 310° true, range five hundred (500) yards. 1142 Changed course to 240° true and P.G.C., 247° P.S.C. 1149 Changed course to 070° true and P.G.C., 085° P.S.C. 1156 Changed course to 335° true and P.G.C., 343° P.S.C.

H. E. LYON, Ensign, U.S.N.

12-16

1200 Steaming as before. 1200 Changed course to 280° true, 287° P.S.C., changed speed to twenty (20) knots (185 r.p.m.). 1206 Gull Island light abeam bearing 190° distance one half (½) mile. 1211 Changed speed to fifteen (15) knots (136 r.p.m.). 1217 Commenced run No. 4 using various courses and speeds conforming with run No. 4. 1219 Base course for radar calibration run No. 4 260° true. 1227 Vessel hit buoy (channel) along port side, but with no apparent damage except small dent in propeller guide, course 320° true, 327° P.S.C., speed twelve (12) knots (127 r.p.m.). 1234 Buoy appears to be sunk, port engine stopped, upon investigation there appears to be a thumping vibration coming from port shaft. Channel buoy definitely determined to be sunk. 1247 Changed speed to sixteen (16) knots (145 r.p.m.). 1306 Changed course to 065° true, 079° P.S.C., secured from exercise. 1309 Changed speed to fifteen (15) knots (136 r.p.m.), changed course to 045° true, 059° P.S.C. 1311 Changed speed to twenty (20) knots (185 r.p.m.) to test shaft vibration after collision with buoy. 1312 Changed speed to fifteen (15) knots (136 r.p.m.) shafts showed no unusual vibration, Gull Island Light house abeam bearing 135° distance one (1) mile. 1318 Engineers report engines running cool no leakage of water. 1319 Changed course to 027° true, 042 P.S.C., changed speed to ten (10) knots (089 r.p.m.). 1323 Shoal beacon abeam bearing 279° distance two (2) miles. 1325 Race Point light house abeam bearing 117° distance one (1) mile. 1328 Changed speed to fifteen (15) knots (136 r.p.m.). 1331 Set special sea detail Captain at the conn, Executive Officer and Navigator on the bridge. Proceeding on various courses and speeds conforming to Thames River, New London, Connecticut. 1338 Passed Southwest Ledge Light bearing 084° true, distance two hundred (200) yards. 1342 Passed New London Light house bearing 080° true, distance one hundred (100) yards. 1411 Moored starboard side to U.S.S. Small (DD-838) north side of Pier No. 1, Submarine Base, New London, Connecticut with six (6) inch manila lines doubled up. 1426 Secured special sea detail; set regular inport watch. 1426 Moored as before, secured main engines. 1432 Let fires die under No. 1 boiler. 1436 Secured gyrocompass, 1437 U.S.S. Putnam (DD-757) came alongside. 1535 Secured No. 1 turbo-generator, commenced receiving steam and power from U.S.S. Putnam (DD-757). 1540 Let fires die under No. 2 boiler.

H. D. Grosvenor
H. D. GROSVENOR, Ensign, U.S.N.R.

APPROVED:

EXAMINED:

L. S. KINTNER, Comdr., U.S.N.

COMMANDING.

E. R. ZURALT, Lieutenant., U.S.N.

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NAVPERS 135 (REV. 1-44)

DECK LOG—ADDITIONAL REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)

Thursday 10 October, 19 46
(Day) (Date) (Month)

ADDITIONAL REMARKS

16-20

1600 Moored as before. 1945 Commenced taking on fresh water from Pier.

W A. Samiec

W. A. SAMIEC, Ensign, U.S.N.R.

20-24

2000 Moored as before. 2030 Secured from taking on fresh water after having received (8,000) eight thousand gallons.

W A Samiec

W. A. SAMIEC, Ensign, U.S.N.R.

APPROVED:

EXAMINED:

L. S. KINTBERGER
L. S. KINTBERGER, Comdr.

U. S. N.

COMMANDING.

E. R. ZUMWALT

E. R. ZUMWALT, Lieutenant.

U. S. N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

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NAVPER-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Friday 11 October, 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to port side of U.S.S. Small (DD-838) in a nest of four (4) ships at Pier No. 1, U.S. Navy Submarine Base, New London Connecticut, with six (6) six (6) inch manila lines doubled up. Order of ships from starboard to port: U.S.S. Ware (DD-865), U.S.S. Small (DD-838), U.S.S. Zellars (DD-777), U.S.S. Putnam. Receiving fresh water service from the dock. Ships present include various units of the U.S. Atlantic Fleet plus harbor craft. S.O.P.A. is Rear Admiral Wilkes, ComSub Lant.

J. A. Jandrall
J. A. JANDRALL, Ensign, U.S.N.

04-08

0400 Moored as before. 0500 GUNN, Peter J., S2, 226 75 09, U.S.N. returned on board absent over leave since 0730 5 October 1946.

J. A. Jandrall
J. A. JANDRALL, Ensign, U.S.N.

08-12

0800 Moored as before. 0745 Quarters for muster; WILSON, W.A., S2, 555 09 50, U.S.N., absent over leave from 0730 11 October 1946. 0810 U.S.S. Small (DD-838) got underway. U.S.S. Zellars (DD-777) breastad alongside U.S.S. Ware (DD-865) with six (6) six (6) inch manila mooring lines. 0820 All lines doubled up and secured. 0845 All shafts locked on U.S.S. Zellars, U.S.S. Putnam, and U.S.S. Ware. Diver from U.S.S. Falcon commenced diving to check port screw and strut. 0845 A deck Court Lieutenant E. R. ZUMWALT, U.S.N. met to the case of ALSTON, C. (n), S2, 813 10 78, U.S.N. and adjourned at 0900. 0930 WILSON, W.A., S2, 555 09 50, U.S.N. reported aboard two (2) hours absent over leave this date 11 October 1946 declared a Prisoner -at-large. Made daily inspection of magazines and smokeless powder, conditions: normal.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

12-16

1200 Moored as before. 1300 Published the findings and sentence in the deck court of ALSTON, Campbell (n), St3, 813 10 78, U.S.N; finding: the specification proved by plea, sentence: to lose thirty (30) dollars a month from his pay for a period of two (2) months, total loss of pay sixty (60) dollars, and to be confined for a period of twenty (20) days.

K. A. Baker
K. A. BAKER, Ensign, U.S.N.R.

16-20

1600 Moored as before.

A. F. Kwisinsky
A. F. KWISINSKY, Ensign, U.S.N.

20-24

2000 Moored as before.

A. F. Kwisinsky
A. F. KWISINSKY, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.

E. R. Zumwalt
E. R. ZUMWALT, Lieutenant. U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 817551

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

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UNITED STATES SHIP ZELLARS (DD-777)Saturday 12 October 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to U.S.S. Ware (DD-865) with six (6) six (6) inch manila lines, north side of Pier One, U.S. Submarine Base, New London, Connecticut, in a nest of ships, in order from starboard to port, U.S.S. Ware (DD-865), U.S.S. Zellars (DD-777), U.S.S. Putnam (DD-757), U.S.S. Rush (DD-714), U.S.S. Small (DD-838). Receiving steam and power from U.S.S. Putnam (DD-757). S.O.P.A. is Admiral Wilkes, ComSublant. Also present are various units and small craft of the U.S. Atlantic Fleet.

H. D. Grosvenor
H. D. GROSVENOR, Ensign, U.S.N.R.

04-08

0400 Moored as before.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

08-12

0800 Moored as before. 0835 Took ships power load on No. 1 and No. 2 diesel generators and ceased receiving electrical power from the Putnam (DD-757). 0900 Made daily inspection of magazines and smokeless powder samples, conditions: normal.

J. A. Randall
J. A. RANDALL, Ensign, U.S.N.

12-16

1200 Moored as before. 1342 Secured No. 1 and No. 2 diesel generators and commenced receiving electrical power from the U.S.S. Putnam (DD-757).

H. D. Grosvenor
H. D. GROSVENOR, Ensign, U.S.N.R.

16-20

1600 Moored as before. 1930 Took in wire rope from fantail to stern chocks of U.S.S. Ware (DD-865).

W. A. Samiec
W. A. SAMIEC, Ensign, U.S.N.R.

20-24

2000 Moored as before.

W. A. Samiec
W. A. SAMIEC, Ensign, U.S.N.R.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.

E. R. Zumwalt
E. R. ZUMWALT, Lieutenant. U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 612609

CONFIDENTIAL

NAVPERS-134 (REV. 1-44)

DECK LOG-REMARKS SHEET

PAGE _____

UNITED STATES SHIP ZELLARS (DD-777)Sunday 13 October 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to port side of U.S.S. Ware (DD865), with six (6) six (6) inch manila lines, and a one (1) inch wire rope, in a nest of ships in order from starboard to port: U.S.S. Ware (DD-865), U.S.S. Zellars (DD-777), U.S.S. Putnam (DD-757), U.S.S. Rush (DD-714), U.S.S. Small (DD-838) at the North side of Pier One, U.S. Submarine Base, New London, Connecticut. Receiving steam and power from U.S.S. Putnam (DD-757). S.C.P.A. is Admiral Wilkes, ComSublant. Other ships present: various units and small craft of the U.S. Atlantic Fleet.

W. A. Samiec

W. A. SAMIEC, Ensign, U.S.N.R.

04-08

0400 Moored as before.

W. A. Samiec

W. A. SAMIEC, Ensign, U.S.N.R.

08-12

0800 Moored as before. 1100 Made daily inspection of magazines and smokeless powder samples, conditions: normal.

J. A. Sandrell

J. A. SANDRELL, Ensign, U.S.N.

12-16

1200 Moored as before. 1240 Commenced receiving fresh water from the Pier No. 1. 1325 Secured from taking on fresh water, having received 2860 Gallons.

H. D. Grosvenor

H. D. GROSVENOR, Ensign, U.S.N.R.

16-20

1600 Moored as before. 1840 Lit off gyro.

W. A. Samiec

W. A. SAMIEC, Ensign, U.S.N.R.

20-24

2000 Moored as before.

W. A. Samiec

W. A. SAMIEC, Ensign, U.S.N.R.

APPROVED:

EXAMINED:

L. S. Kintzinger

L. S. KINTZINGER, Comdr., U.S.N.

COMMANDING.

E. P. Zimmelt

E. P. ZIMMELT, Lieutenant

U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 517095

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Monday 14 October 1946
(Day) (Date) (Month)

00-04

0000 Moored starboard side U.S.S. Ware (DD-865), at Pier No. 1, North side U.S. Submarine Base, New London, Connecticut, with six (6) six (6) inch manila lines, in a nest of ships from starboard to port U.S.S. Ware (DD-865), U.S.S. Zellars (DD-777), U.S.S. Putnam (DD-757), U.S.S. Rush (DD-714), U.S.S. Small (DD-838). S.O.P.A. is ComSubLant, Admiral Wilkes. Receiving steam and electrical power from U.S.S. Putnam. Other ships present are various units and small craft of the U.S. Atlantic Fleet.

H. D. Grosvenor
H. D. GROSVENOR, Ensign, U.S.N.R.

04-08

0400 Moored as before. 0525 Lit fires under No. 2 boiler. 0547 Lit fires under No. 1 boiler. 0530 Auxiliary plant placed on lines, ceased receiving steam from U.S.S. Putnam (DD-757). 0640 No. 2 turbo-generator placed on line; ceased receiving electrical power from U.S.S. Putnam (DD-757). 0730 Held quarters for muster, absentees: SIMS, Wendel (n), S1, 883 84 57, U.S.N., JUAREZ, Peter (n), 111, 382 31 64, U.S.N. and NEMCEK, John M, S2, 359 13 74, U.S.N. 0745 Posted the special sea details.

H. D. Grosvenor
H. D. GROSVENOR, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0845 Underway, proceeding on various courses and various speeds, conforming to Thames River, New London, Connecticut. Steaming by standard compass, due to gyro compass repeater system failure. 0918 Passed buoy No 4, bearing 282° P.S.C., distance one hundred and fifty (150) yards. 0932 Secured special sea detail; set regular underway watch. 0933 Buoy No. 6 abeam bearing 101° P.S.C. distance one ~~seven~~ (1) mile, set course 191° P.S.C., speed 15 knots (136 R.P.M.). 0934 New London Light house abeam bearing 281° P.S.C., distance one hundred and fifty (150) yards. 0935 Changed course 193° P.S.C., Changed speed to 20 knots (195 R.P.M.). 0937 Passed Cleveland ledge light abeam bearing 103° P.S.C., range (1/8) one eighth mile. 0938 Changed course 217° P.S.C. 0947 Changed course 262° P.S.C. 0949 Shoal beacon abeam bearing 352° P.S.C. distance three (3) miles. 0950 Passed buoy No. 2A abeam bearing 352° P.S.C. distance one forth (1/4) mile 1020 Passed Relief Light Ship abeam 260° true distance one (1) mile. 1024 Changed course to 250° P.S.C. 1027 Changed speed to fifteen (15) knots (136 R.P.M.). 1042 Changed course to 090° P.S.C.. 1050 Changed speed to seventeen (17) knots (155 R.P.M.). 1052 Changed speed to sixteen and five tenths (16.5) knots (150 R.P.M.). 1053 Changed speed to sixteen and three tenths (16.3) knots (148 R.P.M.). 1055 Commenced zig zag run No. 1 base course 265° true 275° P.S.C., initial course 245° true 255° P.S.C. 1100 Made daily inspection of magazines and smokeless powder, condition: normal. Using various courses and speed conforming with zig zag run No. 1. 1115 Red Shoal buoy abeam bearing 325° true distance three forth (3/4) mile. 1126 Cease zig zag No. 1, changed course 074° P.S.C. 060° true. 1132 Changed speed to (18) eighteen knots (165 R.P.M.). 1153 Changed course 245° true 255° P.S.C., changed speed to fifteen (15) knots. 1154 Commenced zig zag run No. 2 on various courses and speeds conforming with No. 2 plans.

K. A. Baker
K. A. BAKER, Ensign, U.S.N.R.

12-16

1200 Underway as before. 1201 Changed course to 235° true, 245° P.S.C. 1208 Changed course to 205° true, 218° P.S.C.. 1211 Changed course to 235° true, 245° P.S.C. 1219 Changed course to 185° true 225° P.S.C. 1226 Changed course to 215° true, 225° P.S.C. 1229 Changed course to 055° true, 066° P.S.C. 1310 Commenced submarine practice run No. 3, changed course to 240° true, 250° P.S.C. 1316 Changed course to 290° true, 300° P.S.C. 1319 Changed course to 240° true, 250° P.S.C. 1335 Changed base course to 265° true, 275° P.S.C. 1340 Completed operation. Set base course 055° true, 066° P.S.C., speed (25) twenty five knots, (240 R.P.M.). 1355 Changed base course to 077° true, 090° P.S.C. Changed speed to twenty (20) knots (185 R.P.M.) 1410 Changed base course to 088° true, 109° P.S.C. 1430 Changed speed to fifteen (15) knots (136 R.P.M.) 1441 Changed course to 000° true, 006° P.S.C. 1442 Set the special sea detail, starboard anchor ready for letting go. Proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. Captain at the conn, Executive Officer and Navigator on the bridge. 1454 Passed mooring buoy No. 3 abeam to port bearing 276° P.S.C., distance two hundred (200) yards. 1518 Passed beneath railroad and highway bridge. 1536 Moored starboard side to U.S.S. Small (DD-838) with six (6) six (6) inch manila lines at Pier One, Submarine Base, New London, Connecticut. 1544 Secured special sea detail, set regular in port watch. 1545 Secured main engines. 1555 Let fire die under boiler No. 1.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

APPROVED:

EXAMINED:

[Signature]
U.S.N. COMMANDING.

[Signature]
U.S.N. NAVIGATOR

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NAVPERS 128 (REV. 1-44)

DECK LOG—ADDITIONAL REMARKS SHEET

UNITED STATES SHIP ZELLIPS (DD-777)Monday 14 October, 1946
(Day) (Date) (Month)

ADDITIONAL REMARKS

16-20

1600 Moored as before. Steaming boiler No. 2 for auxiliary purposes, generator No. 2 for electrical power. 1840 In accordance with verbal orders ComDesLant, CODEK, Emil E., LM2, 202 46 48, U.S.N. reported aboard for duty from Submarine Base, New London, Connecticut. In accordance with verbal orders ComDesLant, LINDBLOM, Charles F., RM3, 225 52 56, U.S.N., reported aboard for duty from U.S.S. Strong (DD-758).

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

20-24

2000 Moored as before.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.

E. R. Zumwalt
E. R. ZUMWALT, Lieutenant. U.S.N. NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

CONFIDENTIAL

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Tuesday 15 October 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to U.S.S. Small (DD-838) with six (6) six (6) inch manila lines doubled up. Ships moored in nest at Pier One, U.S. Submarine Base, New London, Connecticut as follows: U.S.S. Putnam (DD-757), U.S.S. Small (DD-838), U.S.S. Zellars (DD-777). No.2 boiler steaming for auxiliary purpose. No. 2. generator furnishing power. Ships present: Various units of U.S. Atlantic Fleet and small craft. S.O.P.A. Admiral Wilkes, ComSublant.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

04-08

0400 Moored as before. 0600 NEMCEK, John M., S2, 359 13 74, U.S.N. reported aboard after being Absent over leave since 0730 14 October 1946. A period of about twenty two (22) hours and thirty (30) minutes.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

08-12

0800 Mustered the crew at quarters; absentees: SIMS, Wendel (n), S2, 883 84 57, U.S.N., BROWN, Columbus (n), CK2, 279 62 70, U.S.N. and GABRIEL, George Jr., SC1, 645 27 29, U.S.N. 0805 U.S.S. Small (DD-838) got underway. 0810 U.S.S. Putnam (DD-757) got underway. 0830 Breasted into dock. 0831 Moored to Pier One, U.S. Naval Submarine Base, New London, Connecticut with six (6) six (6) inch manila lines. 0854 Jacked over Main engines. 0915 Commenced taking on fresh water from Pier. 0925 Secured from jacking over main engines. 1007 GABRIEL, George Jr., SC1, 645 27 29, U.S.N. returned on board absent over leave since 0730 15 October 1946, a period of two (2) hours and thirty seven (37) minutes. 1036 Secured from taking on fresh water after having received (6,040) six thousand forty gallons. 1036 Made daily inspection of magazines and smokeless powder samples, condition: normal.

W. A. Samiec
W. A. SAMIEC, Ensign, U.S.N.R.

12-16

1200 Moored as before. 1235 Mr. Appell, representative from the Pitometer Log Corporation, came on board. 1420 Mr. Appell, representative from Pitometer Log Corporation, left. 1430 The Captain held mast this date and took action in the case of the below named men as indicated: GUNN, Peter J. S2, 226 75 09, U.S.N.; offense, (1) Absent over leave from 0730 7 October 1946 until 0500 11 October 1946, a period of three (3) days twenty one (21) hours thirty (30) minutes; (2) shirking duty; awarded: Recommended for General Court Martial. WARD, Thomas H., S1, 264 89 98, U.S.N.; offense, improper performance of duty; awarded: Twenty (20) hours of extra duty. NEMCEK, John M., S2, 359 13 74, U.S.N.; offense, absent over liberty from 0730 14 October 1946, until 0600 15 October 1946, a period of about twenty two (22) hours and thirty (30) minutes; awarded: Ten (10) days restriction. 1540 BROWN, Lewis E., WT3, 759 00 74, U.S.N. transferred for treatment at U.S. Submarine Base Dispensary.

H. D. Grosvenor
H. D. GROSVENOR, Ensign, U.S.N.R.

16-20

1600 Moored as before. 1712 U.S.S. Rush (DD-714) moored alongside to port. 1722 U.S.S. Ware (DD-865) moored starboard side to port side of U.S.S. Rush. 1730 JEFFCOAT, Robert J., F2, 592 59 36, U.S.N. was transferred with bag and records to N.T.S. Great Lakes, Illinois, for course in E.M. school; by authority ComDesLant DisPatch 101945Z of October 1946.

J. A. Landrall
J. A. LANDRALL, Ensign, U.S.N.

20-24

2000 Moored as before.

J. A. Landrall
J. A. LANDRALL, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.

E. R. Zumwalt
E. R. ZUMWALT, Lieutenant. U.S.N.

NAVIGATOR

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Wednesday 16 October, 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to Pier One, U.S. Submarine Base, New London, Connecticut, with six (6) six (6) inch manila lines. U.S.S. Rush (DD-714) and U.S.S. Ware (DD-865) moored starboard side to port side in that order. Boiler No. 2 steaming and in use for auxiliary purposes. S.O.P.A. is ComSubLant, Admiral Wilkes. Ships present include various units of the U.S. Atlantic Fleet plus harbor craft.

J.A. Jandrall
J. A. JANDRALL, Ensign, U.S.N.

04-08

0400 Moored as before. 0628 Lighted fires under boiler No. 1. 0730 Made all preparations for getting underway. 0800 Set all the special sea detail.

H.E. Lyon
H. E. LYON, Ensign, U.S.N.

08-12

0800 Moored as before. 0816 Underway, proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. Captain at the conn Executive Officer and navigator on the bridge. 0820 Gyro compass error as computed by azimuth of sun is 0.0°. 0831 Passed buoy No. 8 abeam to port. 0853 Secured special sea detail, set regular underway watch. 0856 Passed New London Lighthouse abeam to starboard bearing 264.5° true, range one hundred (100) yards. 0859 Passed Cleveland Ledge Light to port, bearing 048.5° true, range one hundred (100) yards. 0910 Set base course 248° true and P.G.C., 255° P.S.C., speed twenty (20) knots (185 r.p.m.) 1000 Commenced operations with Submarine using zig zag plan No. 9, base course 240° true, speed fourteen (14) knots (127 r.p.m.) 1027 Made daily inspections of all magazines and smokeless powder samples, conditions: normal. 1030 Commenced run No. 2 base course 060° true and P.G.C., 076° P.S.C. 1135 Commenced run No. 3 base course 275° true and P.G.C., 281° P.S.C., speed sixteen (16) knots (148 r.p.m.).

H.E. Lyon
H.E. LYON, Ensign, U.S.N.

12-16

1200 1201 Swinging ship in accordance with run No. 3. 1215 Commenced run No. 4 with base course 030° true, initial course 050° true, 066° P.S.C., speed fifteen (15) knots (136 r.p.m.) using various courses to conform with run No. 4. 1247 Light Ship bearing 020° distance seven (7) miles. 1255 Concluded run No. 4, set speed twenty (20) knots (185 r.p.m.) course 062° true, 080° P.S.C. 1306 Light Ship bearing 031° distance five (5) miles. 1313 Breakwater light house abeam bearing 282° distance five (5) miles, changed course 040° true, 056° P.S.C. 1316 Changed course 060° true, 076° P.S.C. 1317 Changed course 065° true, 081° P.S.C. 1322 Changed course 072° true, 088° P.S.C. 1323 Changed course to 075° true, 091° P.S.C. 1325 Changed speed to fifteen (15) knots (136 r.p.m.) 1326 Changed speed to twenty (20) knots (185 r.p.m.) 1327 Changed course 080° true, 101° P.S.C. 1329 Changed course 070° true, 086° P.S.C. 1329 Passed Shoal Beacon bearing 340° true range one forth (1/4) mile. 1339 Gull Island abeam bearing 160° true distance two (2) miles, changed course 050° true, 066° P.S.C. 1343 Changed course to 060° true, 078° P.S.C. 1344 Changed course to 034° true, 050° P.S.C. 1346 Changed speed to fifteen (15) knots (136 r.p.m.) 1348 Changed course 355° true, 004° P.S.C. 1351 Cleveland ledge light abeam bearing 124° true distance one hundred and forty (140) yards, Stationed special sea detail. Captain at the conn, Executive officer and navigator on the bridge. Proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. 1354 Passed New London Lighthouse abeam to port. 1405 Moored to buoy No. 4 anchorage Baker, Thames River, New London, Connecticut. Secured special sea detail. 1425 Secured No. 1 boiler. 1530 JENKINS, G.T., S2, 797 86 67, U.S.N. returned on board, being absent over leave since 0730 16 October 1946, a period of eight hours. WRIGHT, Elmer G., S2, 251 31 57, U.S.N. returned on board, being absent over leave since 0730 16 October 1946, a period of eight hours.

A.F. Kwisinsky
A. F. KWISINSKY, Ensign, U.S.N.

16-20

1600 Moored as before. 1600 U.S.S. Small (DD-838) while mooring alongside U.S.S. Zellars (DD-777) Punched a hole in port side of hull at frame 9, 14 inches below main deck, length 7 inches, width 3 inches. 1700 Commenced fueling U.S.S. Small (DD-838). 1701 U.S.S. Putnam (DD-757) alongside starboard side. 1800 SPANGLER Powell (n), SF3, 266 73 57, U.S.N. reported aboard absent over leave ten (10) hours and thirty (30) minutes, since 0730 16 October 1946; also lost liberty card. 1825 Mustered P.A.L.'s and restricted Men, no absentees.

K.A. Baker
K. A. BAKER, Ensign, U.S.N.R.

20-24

2000 Moored as before. 2220 Completed fueling having transferred thirty three thousand (33,000) gallons to U.S.S. Small (DD838) and twenty five thousand (25,000) gallons to U.S.S. Putnam (DD757). Total transferred fifty eight thousand (58,000) gallons.

S.D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

APPROVED:

EXAMINED:

L.S. Kintberger
L. S. KINTERGER, Comdr., U.S.N.

COMMANDING.

E.R. Zumwalt
E. R. ZUMWALT, Lieutenant., U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

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NAVPERS-134 (REV. 1-44)

DECK LOG-REMARKS SHEET

PAGE _____

UNITED STATES SHIP

ZELLARS (DD-777)

Thursday

17

October

1946

(Day)

(Date)

(Month)

00-04

0000 Moored to buoy No. 4 Thames River, New London, Connecticut, with anchor chain to buoy. The U.S.S. Putnam (DD-757) moored to starboard. No. 2 Boiler steaming for auxiliary purposes with No. 2 main turbo-generator supplying light and power. Ships present: Various units of the U.S. Atlantic Fleet and small craft. S.O.P.A. Admiral Wilkes, ComSubLant. 0135 Secured fueling U.S.S. Putnam (DD-757) having discharged twenty five thousand (25,000) gallons of Navy special fuel oil to same.

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S.N.R.

04-08

0400 Moored as before. 0615 Lit off No.1 boiler. 0730 Mustered the crew at quarters - absentees as follows: HICKS, Robert A. Jr., Sl, 713 33 45, U.S.N., ROTHWELL, Frederick W., CY, 201 27 49, U.S.N., GLIDWELL, Nashville L., Sl, 296 42 07, U.S.N.

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0832 U.S.S. Small (DD-838) underway from alongside. 0840 U.S.S. Putnam (DD-757) underway from alongside. 0848 Underway proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut, Captain at the conn, Executive Officer and navigator on the bridge. 0857 Passed buoy No. 6A abeam to port. 0859 Passed New London Lighthouse abeam to starboard. 0900 Secured special sea detail, set regular underway watch. 0904 South west Ledge abeam to port distance one hundred and fifty (150) yards. 0905 Course 202° true, 212° P.S.C., speed ten (10) knots (089 r.p.m.). 0906 Changed speed to fifteen (15) knots (136 r.p.m.). 0910 Changed speed to twenty (20) knots (185 r.p.m.), changed course to 204° true, 216° P.S.C. 0915 Race Point abeam bearing 114° true distance two and one half (2½) mile, changed course to 247° true, 256° P.S.C. 0933 Changed course 249° true, 257° P.S.C. 0939 Gull Island light abeam bearing 159° distance seven (7) miles. 0942 Changed course 251° true, 259° P.S.C. 0946 Light ship (New London) abeam bearing 191° distance five (5) miles. 0957 Changed speed fifteen (15) knots (136 r.p.m.). 0958 Changed speed to five (5) knots (045 r.p.m.). 1001 Commenced zig zag run No.1 base course 235° true, 243° P.S.C., speed twelve (12) knots (108 r.p.m.), using various courses conforming to run No. 1. 1004 Operational plane No. 115U28 in the area. 1030 Made daily routine inspection of magazines and smokeless powder samples, condition: normal. 1057 Commenced run No. 2, base and initial course 065° true, 082° P.S.C., speed fourteen (14) knots (127 r.p.m.) using various courses to conform with run No. 2. 1124 A/E stop cease run No. 2.

K. A. Baker
K. A. BAKER, Ensign, U.S.N.R.

12-16

1200 Steaming as before. 1202 Commenced run No. 3 base course 070° true, speed sixteen (16) knots (145 r.p.m.). 1331 Commenced torpedo recovery operations, using various courses and speeds to lay ship alongside torpedo. 1340 Torpedo recovered and taken on board. 1420 Commenced search for lost torpedo, base course 335° true, and P.G.C., 346° P.S.C. 1450 Torpedo sighted and taken alongside by U.S.S. Tusk (SS-426). 1513 Completed operations, set base course 070° true and P.G.C., 085° P.S.C., speed twenty (20) knots (185 r.p.m.).

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

16-20

1600 1611 Stationed special sea detail, Captain at the conn, Executive Officer and navigator on the bridge. Proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. 1617 Passed Southwest Ledge Light bearing 084° true, distance two hundred (200) yards. 1643 Passed Bailey Beacon No. 2 abeam to starboard. 1650 Moored starboard side to U.S.S. Putnam (DD-757), North side of Pier One, Submarine Base, New London, Connecticut, with six (6) six (6) inch manila lines doubled up. 1756 Secured special sea detail, set regular in port watch, secured main engines. 1700 Secured No. 1 boiler, steaming No. 2 boiler for auxiliary purposes, generator No.2 furnishing power. 1727 ROTHWELL, F.W., CY, 201 27 49, U.S.N., and BALL, J.C., C.R.M., 359 68 28, U.S.N. returned on board after being absent-over-leave since 0730 17 October 1946; a period of about ten (10) hours. 1750 COOPER, Max G. S2, 349 45 14, U.S.N. reported aboard for duty from U.S. Naval Hospital, Portsmouth, New Hampshire. 1810 EAGAN, Edward J., GML, 382 59 99, U.S.N. reported aboard for duty from Naval Receiving Station, New York, New York.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

20-24

2000 Moored as before.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. KINTBERGER, Comdr.

U.S.N.

COMMANDING

E. R. ZUMWALT, Lieutenant.

U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

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UNITED STATES SHIP ZELLARS (DD-777)Friday 18 October 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to the U.S.S. Putnam (DD-757) at the north side of Pier One, U.S. Submarine Base, New London, Connecticut, with six (6) six (6) inch manila lines doubled up. No. 2 boiler and No. 2 generator lit off for auxiliary purposes. S.O.P.A. is Com Sub Lant. Admiral Wilkes. Ships present: Various units of the U.S. Atlantic Fleet.

J. L. Rogers
J. L. ROGERS, Ensign, U.S.N.R.

04-08

0400 Moored as before.

J. L. Rogers
J. L. ROGERS, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0745 Mustered crew at quarters with the following absentees: GLIDWELL, N.L., Sl, 296 42 07 U.S.N., HICKS, R.A., Sl, 713 33 45, U.S.N., SIMS, W. (n), Sl, 883 84 57, U.S.N., BROWN, C. (n), CK2,, 279 62 70, U.S.N. 0813 U.S.S. Putnam (DD-757) cast off all lines and got underway. YTB 273 and YTB 369 came alongside and assisted in moving starboard side to Pier One, U.S. Submarine Base, New London, Connecticut. 0950 Commenced jacking over main engines. 1000 Secured jacking over main engines. 1100 Captain held mast and awarded the following: WHITEING, Johnnie C., StM1, 269 72 75, U.S.N., Offense: (1) Refusal to turn out at reveille, (2) Shirking duty. Awarded: Five (5) days bread and water. SPANGLER, Powell (n), SF3, 266 73 75, U.S.N., Offense: Absent over leave from 0730 until 1800 16 October 1946, a period of ten (10) hours and thirty (30) minutes. Awarded: Thirty (30) days restriction. 1114 Lit off No. 1 boiler. 1130 Made daily inspection of magazines and smokeless powder samples, conditions: normal. 1145 DAY, T. (n), FC2, 755 98 22, U.S.N. left ship with bag and baggage, orders, pay records, health record for transfer to U.S. Submarine Base, New London, Connecticut, by authority Alnav 384 and BuPers Manual Artical D9104.

K. S. Coe
K. S. COE, Ensign, U.S.N.

12-16

1200 Moored as before. 1235 Stationed special sea detail. 1245 Commenced receiving fuel oil. 1255 Tested main engines. 1315 Ceased taking on fuel, having received fifteen thousand (15,000) gallons at 65 ° F. 1322 Underway, proceeding on various courses and various speeds enroute to Marine Railway, South of Pier One. Captain at the conn, Executive Officer and navigator on the bridge. 1342 Drydocked in Marine Railway, south of Pier One, Submarine Base, New London, Connecticut. 1344 Secured main engines. Draft (11' 4") eleven feet and four inches forward, thirteen feet and six inches (13' 6") Aft. 1554 Secured special sea detail. Set regular in port watch.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

16-20

1600 Drydocked as before. 1627 GUNN, Peter J., S2, 226 75 07, U.S.N. left the ship for Submarine Base Brig under guard of RUHLAND, Donald M. SolM3. 1750 Receipt for GUNN, P.J. received on board. 1810 Commenced taking on fresh water from dock. 1905 Commenced taking on steam from dock.

J. L. Rogers
J. L. ROGERS, Ensign, U.S.N.R.

20-24

2000 Drydocked as before.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.

E. R. Zuehl
E. R. ZUEHLT, Lieutenant.

U.S.N.

NAVIGATOR

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U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 81704

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Saturday 19 October 1946
(Day) (Date) (Month)00-04

0000 Drydocked in marine Railway, Pier one, Submarine Base, New London, Connecticut. Receiving electrical power and steam from the dock. Ships present: U.S.S. Putnam (DD-757), U.S.S. Ware (DD-865), U.S.S. Rush (DD-714) and various submarines and small craft of the U.S. Atlantic Fleet.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

04-08

0400 Drydocked as before. 0745 Mustered crew at quarters, absentees: HICKS, R. A. Jr., S1, 713 33 45, U.S.N., GLIDWELL, N.L., S2, 296 42 07, U.S.N., BROWN, Columbus (n), CK2, 279 62 70, U.S.N. SIMS, Wendel (n), S2, 883 84 57, U.S.N.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

08-12

0800 Drydocked as before. 0845 Broke steam, water, fire main, and power shore connections. 0855 Stationed special sea detail. 0911 Marine railway began moving into water. 0950 Lit off No. 2 and No. 1 diesel generators. 1010 YTB-438 and YTB-174 standing by to assist in berthing. 1021 Began casting off lines to railway. 1011 Water borne, draft forward 11'3", Aft 13'6". 1029 All lines cast off, shifting to berth undertow. 1630 Due to insufficient tug power starboard bow drifted into Marine Railway Dock and sheared off telegraph pole. 1119 First line over to U.S.S. Putnam (DD-757) 1130 All lines doubled up. Secured special sea detail, moored starboard side to U.S.S. Putnam (DD-757) with six (6) six (6) inch manila lines doubled up alongside Pier One U.S. Submarine Base, New London, Connecticut in a nest of four (4) ships from starboard to port: U.S.S. Rush (DD-714), U.S.S. Ware (DD-865), U.S.S. Putnam (DD-757), and U.S.S. Zellars DD-777. 1135 Began taking auxiliary steam from U.S.S. Ware (DD-757). 1155 Lighted fires under No. 4 Boiler.

A. F. Kwisinsky
A. F. KWISINSKY, Ensign, U.S.N.

12-16

1200 Moored as before. 1335 Shifted full electrical power from emergency Diesel generators No. 1 and No. 2 to No. 2 main turbo-generator.

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S. N.R.

16-20

1600 Moored as before. 1755 Secured taking on water.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

20-24

2000 Moored as before. 2110 HICKS, R.A., S1, 713 33 45, U.S.N. GLIDWELL, N.L., S1, 296 42 07, U.S.N. reported aboard, absent-over-leave from 0730 17 October to 2110 19 October 1946, a period of about two (2) days thirteen (13) hours and forty (40) minutes and were made P.A.L.'s.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr., U.S.N.

COMMANDING.

E. R. Zumwalt
E. R. ZUMWALT, Lieutenant, U.S.N.

NAVIGATOR

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NAVPERS-124 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777) Sunday 20 October, 19 46
 (Day) (Date) (Month)

00-04

0000 Moored starboard side to Pier One, U.S. Submarine Base, New London, Connecticut, with six (6) six (6) inch manila lines doubled up in a nest of four (4) ships from starboard to port: U.S.S. Rush (DD-714), U.S.S. Ware (DD-865), U.S.S. Putnam (DD-757) and U.S.S. Zellars (DD-777). Steaming boiler No. 4 for auxiliary purposes and generator No. 2 for power.

A. F. Kwisinsky
 A. F. KWISINSKY, Ensign, U.S.N.

04-08

0400 Moored as before.

A. F. Kwisinsky
 A. F. KWISINSKY, Ensign, U.S.N.

08-12

0800 Moored as before. 0845 Mustered crew at quarters, the following were absentees: BROWN, C. (n), CK2, U.S.N., 279 62 73, SIMS, Wendel, S2, 883 84 57, U.S.N. 0930 Made daily inspection of magazines and powder samples, conditions: normal.

K. J. Chapman
 K. J. CHAPMAN, Ensign, U.S.N.R.

12-16

1200 Moored as before.

S. D. Kearney
 S. D. KEARNEY, Ensign, U.S.N.

16-20

1600 Moored as before.

K. A. Baker
 K. A. BAKER, Ensign, U.S.N.R.

20-24

2000 Moored as before.

A. F. Kwisinsky
 A. F. KWISINSKY, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
 L. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.

E. R. Zumwalt
 E. R. ZUMWALT, Lieutenant. U.S.N.

NAVIGATOR

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U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 817288

CONFIDENTIAL

NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

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UNITED STATES SHIP ZELLARS (DD-777)Monday 21 October, 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to Pier One U.S. Submarine Base, New London, Connecticut with six (6) six (6) inch manila lines doubled up, out-board in a nest of four ships reading from starboard to port: U.S.S. Rush (dd-714), U.S.S. Ware (DD-865), U.S.S. Putnam (DD-757) and U.S.S. Zellars (DD-777). Steaming boiler No. 4 for auxiliary purposes and generator No. 2 for power. S.O.P.A. Rear Admiral Wilkes, U.S.N. ComSubLant.

A. F. Kwinsky
A. F. KWISINSKY, Ensign, U.S.N.

04-08

0400 Moores as before. 0605 Lighted fores under No. 3 boiler. 0630 Began jacking over main engines. 0641 Began taking on fresh water from dock. 0745 Mustered crew at quarters; absentees: BROWN, C. (n), SC2, 279 62 70, U.S.N., SIMS, Wendel (n), S2, 883 84 57, U.S.N., and WILLIAMS, Glen A. Jr., F2, 992 31 88, U.S.N.

A. F. Kwinsky
A. F. KWISINSKY, Ensign, U.S.N.

08-12

0800 Moored as before. 0800 Stationed the special sea details. 0810 Secured form taking on fresh water from the dock, having received four thousand (4,000) gallons. 0825 Underway, proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. Captain at the conn, Executive Officer and navigator on the bridge. 0836 Passed Bailey Beacon No. 2 abeam to port, bearing 085° true, distance one hundred and fifty (150) yards. 0848 Passed under railroad and highway bridge. 0901 Passed buoy No. 6A abeam to port, bearing 085° true, distance two hundred (200) yards. 0904 Secured special sea detail; set regular underway watch. 0906 Passed Southwest Ledge Light abeam to port, bearing 085° true, distance three hundred (300) yards. 0907 Changed course to 207° true and P.G.C., 217° P.S.C., speed twenty (20) knots (185 r.p.m.). 0917 Changed course to 240° true and P.G.C., 250° P.S.C. in route to operating area. 1011 Commenced operations with Submarine, base course 060° true and P.G.C., 069° P.S.C., speed 14 knots (127 r.p.m.). 1042 Made daily inspection of all magazines and smokeless powder samples, conditions: Normal. 1050 Changed base course to 265° true and P.G.C., 273° P.S.C. 1130 Changed base course to 240° True and P.G.C., 249° P.S.C., speed 15 knots (136 r.p.m.).

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

12-16

1200 Commenced run No. 5 initial course 050°, base course 025° true, speed twelve (12) knots (108 r.p.m.) using various courses to conforming with run No. 5. 1222 Plum Island buoy abeam bearing 130°, distance two hundred (200) yard. 1224 Cease run No. 5; 1225 Commenced run No. 6 initial course 235° base course 210° P.S.C. 246°, speed twelve (12) knots (108 r.p.m.), using various courses to conform with run No. 6. 1310 Cease run No. 6. 1312 Changed speed to five (5) knots (045 r.p.m.). 1340 Changed speed to (25) twenty five knots (245 r.p.m.). 1345 Changed course 055° true, 072° P.S.C., Changed speed to (20) twenty knots (185 r.p.m.). 1351 Changed course to 021° true, 030° P.S.C. 1356 Stationed special sea detail. Proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. Captain at the conn, Executive Officer and navigator on the bridge. 1359 Passed Southwest Ledge Light bearing 260° true, distance one hundred and fifty (150) yards. 1404 Passed buoy No. 6A bearing 085° true, range one hundred and fifty (150) yards. 1437 Moored starboard side to U.S.S. Putnam (DD-757) with six (6) six (6) inch manila lines doubled up at pier One. Submarine Base, New London, Connecticut. 1510 Secured special sea detail, set regular in port watch. 1505 Moored as before, let fires die under No. 3, No. 4 boiler and No. 1 turbo-generator steaming for auxiliary purposes. 1515 BROWN, Lewis E., 759 00 74, WT3, U.S.N. reported on board for duty from U.S. Naval Hospital, U.S. Naval Submarine Base, New London, Connecticut. 1530 EDMOND, George P. C.T.M., 243 66 07, U.S.N. reported on board for duty from U.S. Naval Submarine Base, New London, Connecticut, Authority, ComDesLant Despatch 201550Z of 20 October 1946. 1550 U.S.S. Ware (DD-865) moored to port side.

H. D. Grosvenor
H. D. GROSVENOR, Ensign, U.S.N.R.

16-20

1600 Moored as before. 1601 U.S.S. Ware (DD-865) Moored alongside to port. 1640 Commenced taking on fuel from the dock.

J. A. Jandrall
J. A. JANDRALL, Ensign, U.S.N.

20-24

2000 Moored as before. 2015 Completed fueling having received ninety thousand (90,000) gallons of fuel.

J. A. Jandrall
J. A. JANDRALL, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.

E. R. Zumwalt
E. R. ZUMWALT, Lieutenant, U.S.N.

NAVIGATOR

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Tuesday 22 October 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to port side of the U.S.S. Putnam (DD-757) at Pier one U.S. Submarine Base, New London, Connecticut with six (6) six (6) inch manila lines in a nest of three (3) ships, moored from starboard to port: U.S.S. Putnam (DD-757), U.S.S. Zellars (DD-777) and U.S.S. Ware (DD-365) No. 4 Boiler steaming for auxiliary purposes; No. 1 generator for power. S.O.P.A. is ComSubLant. Other ships present are various units of the U.S. Atlantic Fleet.

W A Samiec

W. A. SAMIEC, Ensign, U.S.N.R.

04-08

0400 Moored as before. 0610 Lit off No.3 boiler. 0640 Engaged jacking gear, jacked over main engines. 0717 Commenced taking on fresh water from Pier. 0745 Mustered the crew at quarters; absentees: BROWN, Columbus (n), CK2, 279 62 88, U.S.N., SIMS, Wendell "V", S1, 883 84 37, U.S.N., and WILLIAMS, Glen A. Fr., F2, 992 31 88, U.S.N. 0750 Secured from taking on fresh water after having received four thousand (4,000) gallons on board.

W A Samiec

W. A. SAMIEC, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0801 Stationed special sea detail. 0807 Cut in boilers No. 3 and No. 4 on main steam line. Tested main engines. 0834 Underway, proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut, Captain at the conn, Executive Officer and navigator on the bridge. 0845 Passed Bailey Beacon No. 2 bearing 065° true, range two hundred (200) yards. 0857 Passed under railroad and highway bridges. 0911 Passed buoy No. 6A abeam to port bearing 064° true distance one hundred (100) yards. 0913 Secured special sea detail, set regular underway watch. 0915 Passed Southwest Ledge light abeam to port. 0916 Set course 163° true, 183° P.S.C., speed twenty (20) knots (185 r.p.m.). 0922 Changed speed to twenty five (25) knots (240 r.p.m.). 0925 Race Light abeam bearing 053° true distance one forth ($\frac{1}{4}$) mile, changed course 115° true, 135° P.S.C. 0937 Changed course 117° true, 137° P.S.C. 0949 Changed course 123° true, 143° P.S.C. 0955 Montauk Point light house abeam bearing 213° true distance four (4) miles. 1014 Changed speed to twenty (20) knots (185 r.p.m.). 1029 Changed course to 100° true, 120° P.S.C. 1030 Changed course to 095° true, 113° P.S.C. 1032 Changed speed to twenty five (25) knots (240 r.p.m.). 1034 Block Island light house abeam bearing 005° true, distance six (6) miles. 1036 Changed course 090° true, 117° P.S.C. 1042 Changed speed to twenty (20) knots (185 r.p.m.). 1046 Changed speed to ten (10) knots (89 r.p.m.). 1047 Changed speed to fifteen (15) knots (145 r.p.m.) 1050 Commenced run No. 1 base and initial course 265° true, 271° P.S.C., speed sixteen knots (16), using various courses to conform with run No. 1, 1111 Cease run No. 1, Changed speed to fifteen (15) knots (145 r.p.m.). 1114 Changed course to 085° true, 101° P.S.C. 1115 Commenced run No. 2 Base and initial course 090° true, 106° P.S.C., using various courses to conform with run No. 2. 1136 Cease run No. 2. 1137 Changed speed to ten (10) knots (89 r.p.m.). 1140 Changed to 020° true, 035° P.S.C. 1142 Commenced run No. 3 base course 245° true, initial 265° true, speed fifteen (15) knots (145 r.p.m.), using various courses to conform with run No. 3. 1159 Cease run No. 3.

K. A. Baker

K. A. BAKER, Ensign, U.S.N.R.

12-16

1200 Underway as before. 1210 Commenced run No. 4, using Japanese zig zag plan No. 10. Base course 060° true, speed fifteen (15) knots (136 r.p.m.). 1232 Commenced run No.5 using Japanese zig zag plan No. 14, base course 260° true, speed fourteen (14) knots (127 r.p.m.). 1320 Completed scheduled exercise, changed course to 295° true and P.G.C., 306° P.S.C. Speed twenty (20) knots (185 r.p.m.). 1355 Changed speed to twenty five (25) knots (240 r.p.m.). 1425 Changed course to 300° true and P.G.C., 309° P.S.C. 1442 Passed Red Point light abeam to starboard, bearing 030° true, range one thousand (1,000) yards. 1442 Changed base course to 344° true and P.G.C., 353° P.S.C. 1450 Stationed all the special sea detail. 1451 Changed speed to 15 fifteen knots (136 r.p.m.). 1456 Passed South west Ledge Light bearing 085° true, distance one hundred (100) yards. Proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut, Captain at the conn, Executive Officer and navigator on the bridge. 1502 Passed buoy No. 6A abeam to starboard. 1526 Passed beneath railroad and highway bridges. 1533 Passed Bailey Beacon No.2 abeam to starboard. 1543 Moored starboard side to U.S.S. Ware (DD-365), pier one, U.S. Submarine Base, New London, Connecticut with six (6) six (6) inch manila lines doubled up.

H. E. LYON

H. E. LYON, Ensign, U.S.N.

16-20

1600 Moored as before. 1603 Secured main engines, 1604 Secured special sea detail, 1605 Secured No.4 boiler. 1635 U.S.S. Small (DD-838) moored alongside to port. 1700 SIMS, Wendel (n), S2, 883 84 57, U.S.N. declared a straggler. 1720 Captain held mast in the cases of the following enlisted men and

APPROVED:

EXAMINED:

L. S. Kintberger

L. S. KINTBERGER, Comdr.

U.S.N.

COMMANDING.

E. R. Zussalt

E. R. ZUSSALT, Lieutenant.

U.S.N.

NAVIGATOR

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DECK LOG—ADDITIONAL REMARKS SHEET

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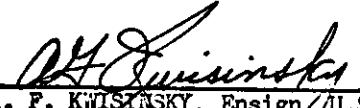
UNITED STATES SHIP ZELLARS (DD-777)

Tuesday 22 October, 1946
(Day) (Date) (Month)

ADDITIONAL REMARKS

16-20 (Cont.)

took action as indicated; HICKS, Robert A. Jr., S1, 713 33 45, U.S.N., awarded summary court martial; GLIDWELL, N.L. S2, 296 42 07, U.S.N. awarded ten (10) days restriction. 1825 Ensign Charles B. PROSUCH (SC), U.S.N.R., (486155) reported on board for duty as per authority of Pers 3181-BJM-1A of 30 September 1946.


A. F. KULSINSKY, Ensign, U.S.N.

20-24

2000 Moored as before.


A. F. KULSINSKY, Ensign, U.S.N.

APPROVED:

EXAMINED:


L. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.


E. R. ZUMWALT, Lieutenant. U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Wednesday 23 October, 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to U.S.S. Ware (DD-865) with (6) six (6) inch manila lines doubled up in a nest of four (4) ships from starboard to port: U.S.S. Putnam (DD-757), U.S.S. Ware (DD-865), U.S.S. Zellars (DD-777) and U.S.S. Small (DD-838) at pier one, U.S. Submarine Base, New London, Connecticut. No. 3 Boiler supplying steam for auxiliary purposes and No. 1 Main turbo-generator supplying electrical power. Other ships present - various units of U.S. Atlantic Fleet with small craft. S.O.P.A. ComSub.Lant, Admiral Wilkes.

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S.N.R.

04-08

0400 Moored as before. 0630 Lit fires under No 4 Boiler. 0745 Mustered all crew at quarters, the following were absentees: WILLIAMS, Glen A., F2, 992 31 88; SIMS, Wendel (n), S2, 883 84 57; BROWN, Columbus (n), SC2, 279 62 70, U.S.N. 0755 Stationed special sea detail.

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0805 U.S.S. Putnam (DD-757) got underway. 0818 U.S.S. E.G. Small (DD-838) got underway. 0831 Underway, proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. 0851 Passed beneath railroad and highway bridges. 0906 Passed buoy No. 6A abeam to port, bearing 084° true, distance one hundred and fifty (150) yards. 0906 Secured special sea detail. Set regular underway watch. 0909 Passed New London Light to starboard, range three hundred and fifty (350) yards. 0910 Passed Southwest Ledge Light abeam to port, distance one hundred (100) yards. Set base course 164° true and P.G.C., 184° P.S.C., speed fifteen (15) knots (136 r.p.m.). 0924 Passed Race Light Bearing 054° range two hundred (200) yards. 0926 Changed course to 140° true and P.G.C., 160° P.S.C., speed twenty (20) knots (185 r.p.m.). 0932 Changed course to 115° true and P.G.C., 133° P.S.C. 0952 Changed speed to fifteen (15) knots (136 r.p.m.) 1007 Changed speed to five (5) knots (045 r.p.m.). 1019 Made daily inspection of all magazines and smokeless powder samples; conditions: Normal. 1021 All engines stopped, lying to awaiting commencement of Submarine operations. 1102 Changed speed to fifteen (15) knots (136 r.p.m.), set course 225° true and P.G.C., 233° P.S.C. 1112 Commenced Torpedo firing run No. 1, Japanese zig zag plan No. 10, base course 040° true. 1139 Sighted Torpedo Wake bearing 155° true maneuvering to bring surfaced torpedo alongside, base course 335° true and P.G.C., 346° P.S.C.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

12-16

1200 Steaming as before. 1201 All engines ahead two, Port engine back one starboard engine stop. 1203 Changed speed ten (10) knots (089 r.p.m.), Changed speed to fifteen (15) knots (136 r.p.m.) 1204 Changed course to 208° true, 220° P.S.C., 1205 Changed speed to twenty (20) knots (185 r.p.m.) 1220 Changed speed to fifteen (15) knots (136 r.p.m.). 1220 Commenced run No. 2 with base and initial course 040° true, 055 P.S.C., speed fourteen (14) knots (127 r.p.m.), using various courses to conform with run No. 2. 1250 Cease run No. 2. 1251 Changed course to 300° true, 307° P.S.C. 1255 Changed course 295° true, 302° P.S.C. 1256 Changed speed fifteen (15) knots (136 r.p.m.). 1257 All engines stop. 1258 All engines back one third (1/3). 1300 All engines stop. 1313 Changed speed to ten (10) knots (089 r.p.m.), set course 153° true, 173° P.S.C. 1327 Changed course to 270° true, 278° P.S.C. 1330 Changed speed to five (5) knots (045 r.p.m.), commence surface battle run No. 1. 1355 Completed exercise. 1356 Changed speed twenty (20) knots (185 r.p.m.). 1415 Changed course to 283° true, 289° P.S.C. 1417 Changed course to 280° true, 286° P.S.C.. 1424 Changed course to 282° true, 288° P.S.C. 1433 Changed course to 288° P.S.C., 294 P.S.C. 1443 Changed course to 280° true, 286° P.S.C. 1446 Race Point Light abeam bearing 020° range three hundred (300) yards., Changed course 345° true, 257° P.S.C. 1449 Dumpling Island Light abeam bearing 074°, distance one half (1/2) mile. 1056 Changed speed to fifteen (15) knots (136 r.p.m.) 1457 Set special sea detail. 1500 Passed Southwest ledge light bearing 086° true, distance three hundred (300) yards. 1502 Proceeding on various courses and speeds conforming to Thames River, New London, Connecticut. Captain at the conn, Executive Officer and Navigator on the bridge. 1506 Passed buoy No. 6A bearing 086° true, distance one hundred (100) yards. 1542 Passed beneath railroad and highway bridges. 1547 Passed Bailey Beacon No. 2, bearing 086° true, distance one hundred (100) yards. 1555 Moored starboard side to U.S.S. Ware (DD-865) with six (6) six (6) inch manila lines doubled up at Pier 1, Submarine Base, New London, Connecticut. 1605 Secured special sea detail, set regular in port watch. Secured main engines.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr., U.S.N.

COMMANDING.

E. R. Zurlialt
E. R. ZURLIALT, Lieutenant., U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 57596

CONFIDENTIAL

NAVPERS 125 (REV. 1-44)

DECK LOG—ADDITIONAL REMARKS SHEET

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UNITED STATES SHIP ZELLARS (DD-777)

Wednesday 23 October, 1946
(Day) (Date) (Month)

ADDITIONAL REMARKS

16-20

1600 Moored as before. 1805 WHITING, J.C., StM1, U.S.N., 269 72 76 transfered under armed guard to brig at U.S. Submarine Base, New London, Connecticut. For confinement for five days B&W accordance punishment awarded by Captain Mast.

K. S. Coe

K. S. COE, Ensign, U.S.N.

20-24

2000 Moored as before.

K. S. Coe

K. S. COE, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger

L. S. KINTBERGER, *Comdr.* U.S.N.

COMMANDING.

E. R. Zunsalt

E. R. ZUNSALT, Lieutenant.

U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

CONFIDENTIAL

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NAVPERS-134 (REV. 1-44)

DECK LOG-REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Thursday 24 October 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to U.S.S. Ware (DD-865) with six (6) six (6) inch manila lines doubled up at Pier one, Submarine Base, New London, Connecticut. Steaming boiler No. 4 for auxiliary purposes, generator No 1 for electrical power. Ships present: Various submarines and yard craft of the U.S. Atlantic Fleet. S.O.P.A. Admiral Mark Mitcher in U.S.S. Poona (AGC-16).

H. A. Engellmann
H. A. ENGELMANN, Ensign, U.S.N.

04-08

0400 Moored as before. 0745 Mustered crew at quarters. Absentees; BROWN, Columbus (n), CK2, 279 62 73, U.S.N., SIMS, Wendel (n), S2, 883 84 57, U.S.N., WILLIAMS, G.A., F2, 295 96 75, U.S.N.

H. A. Engellmann
H. A. ENGELMANN, Ensign, U.S.N.

08-12

0800 Moored as before. 0805 Commenced taking on fresh water from Pier one. 0901 Jacked over main engines. 0930 Lit off No. 3 boiler. 1015 Ensign, D.H. GROSVENOR, DL, U.S.N.R., 483933, left the ship for transfer to Fleet Sonar School, Key West, Florida. Auth: ComDesLant Desp. 231404Z of October 1946. 1020 Made daily inspection of all magazines and smokeless powder samples, conditions: normal. 1030 Stationed special sea detail. Secured from taking on fresh water, having received on board eight thousand eight hundred forty (8,840) gallons. 1104 Underway, proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut, Captain at the conn, Executive Officer and navigator on the bridge. 1117 Passed Bailey's Beacon No.2 bearing 085° true, distance two hundred (200) yards. 1130 Passed beneath railroad and highway bridges. 1144 Passed buoy No. 6A abeam to port bearing 085° true, distance one hundred (100) yards; secured special sea detail, set regular underway watch. 1147 With Southwest Ledge Light bearing 085° true, distance two hundred (200) yards, set course 164° true and P.G.C., 182° P.S.C., speed twenty (20) knots (185 r.p.m.) enroute to Newport, Rhode Island in accordance with ComDesLants Dis. 152138Z. 1150 Passed Sarah Ledge Shoal Buoy abeam to starboard bearing 254° true distance three hundred (300) yards. 1200 Race Point Light House abeam 074° true, distance two hundred (200) yards.

H. A. Engellmann
H. A. ENGELMANN, Ensign, U.S.N.

12-16

1200 Steaming as before. 1224 Changed course to 076° true, 097° P.S.C. 1226 Changed course to 081° true, 099° P.S.C., changed speed to twenty (25) knots (240 r.p.m.). 1238 Passed Point Judith Light abeam bearing 349° true distance one third (1/3) mile. 1308 Changed course 020° true, 035° P.S.C. 1310 Changed speed to twenty (20) knots (185 r.p.m.). 1317 Point Judith Light abeam bearing 290° true distance three and one half (3½) miles. 1329 Changed course 030° true, 047° P.S.C. 1334 Stationed special sea detail, passed Brenton Lightship bearing 120° true distance five hundred (500) yards. Proceeding on various courses and various speeds conforming to East Passage, Narragansett Bay, Newport, Rhode Island, Captain at the conn, Executive Officer and navigator on the bridge. 1341 Passed Castle Hill Light bearing 140° true, distance two hundred (200) yards. 1352 Passed Rose Island Light bearing 320° true, distance three hundred (300) yards. 1403 Moored starboard side to U.S.S. Greene (DD-711) at buoy No. 9, Narragansett Bay, Newport, Rhode Island with six (6) six (6) inch manila lines doubled up. 1423 Secured special sea detail, set regular in port watch. Secured main engines. 1430 No.3.boiler secured; No.4 boiler and No. 1 generator in use for auxiliary purposes.

J. L. Rogers
J. L. ROGERS, Ensign, U.S.N.R.

16-20

1600 Moored as before. 1635 Pursuant to ComTraComLant Despatch 311727Z of August 1946, the following men returned aboard from Radio school at Fleet Training Center U.S.N.T.S. Newport, Rhode Island: MARGO, James J., S2, 791 36 09, U.S.N., HAYES, Kenneth H., S2, 558 01 24, U.S.N.

J. A. Jandrall
J. A. JANDRALL, Ensign, U.S.N.

20-24

2000 Moored as before.

J. A. Jandrall
J. A. JANDRALL, Ensign, U.S.N.

APPROVED:

EXAMINED:

[Signature]
U. S. N. COMMANDING.

[Signature]
E. R. J. ALT, Lieutenant.

U. S. N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE 1944 O. 81277

CONFIDENTIAL

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777) Friday 25 October, 1946
 (Day) (Date) (Month)

00-04

0000 Moored starboard side to port side of U.S.S. Greene (DD-711) at Buoy No. 9 Narragansett Bay, Newport, Rhode Island, with six (6) six (6) inch manila lines doubled up. No. 4 boiler steaming for auxiliary purposes with No. 1 generator supplying light and power. S.O.P.A. in U.S.S. Yellowstone (AD-27). Other ships present: Various units of the U.S. Atlantic Fleet.

J. L. Rogers
 J. L. ROGERS, Ensign, U.S.N.R.

04-08

0400 Moored as before. 0716 U.S.S. Greene (DD-711) underway for U.S. Naval Torpedo station, Goat Island, Narragansett Bay, Newport, Rhode Island. 0800 Mustered crew at quarters: No absentees. *gr*
 0745

J. L. Rogers
 J. L. ROGERS, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0800 Stationed special sea detail. 0810 Tested main engines. 0811 Harbor pilot, Mr. HAMILTON, came aboard. 0820 Underway, proceeding on various courses and various speeds conforming to East Passage, Narragansett Bay, Newport, Rhode Island enroute to Providence, Rhode Island in accordance with ComDesLants 152138Z of October. Captain at the conn, Executive Officer and navigator on the bridge. 0832 Passed Rose Island Light abeam to starboard. 0837 Passed Gull Rocks Light abeam to starboard. 0844 Passed Gould Island Light abeam to port. Pilot at the conn. 0911 Passed Sandy Point Lighthouse abeam to port. 0927 Passed into Providence Island Channel. 0950 Passed Ohio Ledge abeam to port. 1005 Passed Conanicut Point abeam to port. 1015 Passed Bullock Point Light, range one hundred (100) yards. 1025 Passed Pomham Rocks Beacon abeam to port. 1047 Moored port side to Municipal Pier, Providence, Rhode Island with six (6) six (6) inch manila, doubled up. 1105 Secured main engines, Pilot left the ship. 1110 Secured special sea detail. Made daily inspection of all magazines and smokeless powder samples, condition: normal.

H. A. Engelmann
 H. A. ENGELMANN, Ensign, U.S.N.

12-16

1200 Moored as before. 1230 Secured the gyroscopic compass. 1300 Commenced taking on visitors. 1310 U.S.N. Sedan No. 167009 delivered to ~~services~~ *SENIA* officers of the U.S.S. ZELLARS. 1315 commenced *gr* taking on fresh water from dock. 1400 Secured taking on fresh water - total amount taken on six thousand (6,000) gallons. 1600 Secured taking on visitors.

J. L. Rogers
 J. L. ROGERS, Ensign, U.S.N.R.

16-20

1600 Moored as before. 1620 Ensign W. A. SAMIEC 486736, U.S.N.R. left ship for temporary duty as Shore Patrol in Providence, Rhode Island.

J. A. Jandrall
 J. A. JANDRALL, Ensign, U.S.N.

20-24

2000 Moored as before.

J. L. Rogers
 J. L. ROGERS, Ensign, U.S.N.R.

APPROVED:

EXAMINED:

L. S. Kintner
 L. S. KINTNER, Comdr. U.S.N.

COMMANDING.

E. R. Zussalt
 E. R. ZUSSALT, Lieutenant. U.S.N.

NAVIGATOR

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U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 517474

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NAVPERS-134 (REV. 1-44)

DECK LOG-REMARKS SHEET

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UNITED STATES SHIP ZELLARS (DD-777)Saturday 26 October 1946
(Day) (Date) (Month)00-04

0000 Moored Port side to Municipal Dock, Providence, Rhode Island, with six (6) six (6) inch manila lines doubled up. Boiler No. 4 steaming and in use for auxiliary purposes. Receiving fresh water service from the dock. Ships present are U.S.S. Piper (SS-409) Plus harbor craft.

J. J. Jandrall
J. J. JANDRALL, Ensign, U.S.N.

04-08

0400 Moored as before.

J. J. Jandrall
J. J. JANDRALL, Ensign, U.S.N.

08-12

0800 Moored as before. 0745 Mustered crew at quarters with the following absentees: ALEXANDER, E. W., SI, 759 03 65, U.S.N., DAGNESE, W.D., F2, 208 62 96, U.S.N., BLOMQUIST, J.E., CFHM, 300 04 25, U.S.N. 0800 Permitted Visitors to come aboard ship in comemoration of Navy Day. 0835 A Summary Court martial, Lieutenant E. R. ZUMWALT, U.S.N. senior member, met to try the case of HICKS, Robert A. Jr., SI, 713 33 45, U.S.N. and adjourned at 1000 to await action of the concerning authority. 0915 Engaged jacking gear. 1130 Morning visiting hours secured; all visitors left ship, having received total of 120 aboard. Made daily inspection of all magazines and smokeles powder samples, conditions: normal.

K. S. Coe
K. S. COE, Ensign, U.S.N.

12-16

1200 Moored as before. 1222 DAGANESE, W.D., F2, 208 62 96, U.S.N. reported on board after being absent over leave since 0730 26 October 1946, a period of about four (4) hours and fifty seven (57) minutes. ALEXANDER, C.W., SI, 759 03 65, U.S.N. reported on board after being absent without leave since 1900 25 October 1946, a period of about seventeen (17) hours. 1305 Permitted visitors to come aboard ship in commemoration of Navy Day. 1332 WILLIAMS, G.A. F2, 992 31 88, U.S.N. reported aboard after being absent over leave since 0730 22 October 1946, aperiod of about four (4) days and five (5) hours.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

16-20

1600 Moored as before.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

20-24

2000 Moored as before.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr., U.S.N.

COMMANDING.

E. R. Zumwalt
E. R. ZUMWALT, Lieutenant, U.S.N.

NAVIGATOR

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Sunday 27 October, 19 46
(Day) (Date) (Month)00-24

0000 Moored port side to Municipal Pier, Providence, Rhode Island with six (6) six (6) inch manila lines doubled up. Steaming boiler No.4 for auxiliary purposes, generator No.1 in use for power. Ships present U.S.S. Piper, (SS-409). S.O.P.A. Captain this Ship.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

04-08

0400 Moored as before.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

08-12

0800 Moored as before. 0800 Held quarters for muster, No absentees. 0900 Permitted visitors to come aboard observance of Navy Day. 0930 Made daily inspection of all magazines and smokeless powder samples, conditions: normal.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

12-16

1200 Moored as before. 1300 Commenced visiting hours.

H. A. Engelmann
H. A. ENGELMANN, Ensign, U.S.N.

16-20

1600 Moored as before. 1630 Secured visiting hours, all visitors left ship.

K. S. Coe
K. S. COE, Ensign, U.S.N.

20-24

2000 Moored as before.

K. S. Coe
K. S. COE, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr., U.S.N.

COMMANDING.

E. R. Zumalt
E. R. ZUMALT, Lieutenant, U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 815404

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NAVPERS-134 (REV. 1-44)

DECK LOG-REMARKS SHEET

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UNITED STATES SHIP ZELLARS (DD-777)Monday 28 October, 1946
(Day) (Date) (Month)00-04

0000 Moored port side to Municipal dock, Providence, Rhode Island, with six (6) six (6) inch manila lines doubled up. Boiler No. 4 steaming and in use for auxiliary purposes. Receiving fresh water service from the dock. Ships present are U.S.S. Piper (SS-409) and other harbor craft. S.O.P.A. on this Ship.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

04-08

0400 Moored as before.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

08-12

0800 Moored as before. Mustered crew at quarters with the following absentees: BROWN, Columbus (n), CK2, 270 62 70, U.S.N., SIMS, Wendel (n), S2, 882 84 57, U.S.N. 0930 The Commanding Officer held mast and took action as indicated: GRAHN, W.E., PhM3, 225 47 84, U.S.N. Offense: Incapacitated for duty. Punishment: Deck Court Martial. DODD, Mack Jr., S2, 581 55 40, U.S.N. Offense: Incapacitated for duty. Punishment: Reduced from S1 to S2. GLIDWELL, Nashville L., S2, 296 42 07, U.S.N. Offense: Incapacitated for duty. Punishment: Deck Court Martial. KATSERIDES, George, F2, 227 02 16, U.S.N. Offense: Absent from duty. Punishment: 10 Days restriction on warning slip. WILLIAMS, Glen A., F2, 992 31 88, U.S.N. Offense: AOL from 0730 12/22/46 until 1300 10/26/46 a period of 4 days and five (5) hours. Punishment: Deck Court Martial. BAGNISE, W.D., F2, 208 62 96, U.S.N. Offense: AOL from 0730 10/26/46 until 1222 12/26/46 a period of four (4) hours and fifty two (52) minutes. Punishment: 10 Days restriction on warning slip. ALEXANDER, Clarence W., S1, 759 03 65, U.S.N. Offense: AOL from 1900 10/25/46 until 1222 10/26/46, a period of 17 Hours and 22 minutes. Punishment: 10 Days restriction on warning slip. ONCZARZAK, R.V., S1, 251 86 95, U.S.N. Offense: Incapacitated for duty. Punishment: 10 Days restriction on warning slip. JENKINS, George T., S2, 797 86 67, U.S.N. Offense: Giving liberty to unauthorized man. Punishment: 50 Hours extra duty on warning slip. 0950 Secured No. 4 boiler, No. 3 boiler is now used for auxiliary purposes with No. 1 generator for power. Made daily inspection of all magazines and smokeless powder samples, conditions: Normal.

K. A. Baker
K. A. BAKER, Ensign, U.S.N.R.

12-16

1200 Moored as before. 1430 U.S.S. Piper (SS-409) underway and standing down the river seaward.

A. F. Kwisinsky
A. F. KWISINSKY, Ensign, U.S.N.

16-20

1600 Moored as before.

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S.N.R.

20-24

2000 Moored as before.

K. J. Chapman
K. J. CHAPMAN, Ensign, U.S.N.R.

APPROVED:

EXAMINED:

L. S. Kintberg
L. S. KINTBERG, Comdr. U.S.N.

COMMANDING.

E. R. Zucalt
E. R. ZUCALT, Lieutenant. U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 617495

CONFIDENTIAL

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NAVPERS-134 (REV. 1-44)

DECK LOG-REMARKS SHEET

UNITED STATES SHIP

ZELLARS (DD-777)

Thursday 29 October 1946
(Day) (Date) (Month)00-04

0000 Moored port side to Municipal Pier, Providence, Rhode Island with six (6) six (6) inch manila lines doubled up. Steaming boiler No. 4 for auxiliary purposes; generator No. 2 in use for power. S.O.P.A. Captain this ship.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

04-08

0400 Moored as before. 0610 Screws jacked over with electric jacking gear. 0623 No. 1 Boiler was lighted off. 0655 Commenced taking on fresh water from the dock. 0735 Stationed special sea detail. 0740 Secured from taking on fresh water, having received seven thousand (7,000) gallons. Pilot, Mr. Hamilton, came aboard.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

08-12

0800 Moored as before. 0759 Underway, proceeding on various courses and various speeds conforming to Providence River. Captain at the conn, Executive Officer and navigator on the bridge. 0807 Pilot at the conn. 0809 Passed Fuller Rocks abeam to port. 0816 Passed Pomham Rocks abeam to starboard. 0829 Passed Bullock Beacon abeam to port. 0835 Passed Connecticut Light house abeam to starboard. Entered East passage, Narragansett Bay. 0857 Passed Hag Island Lighthouse abeam to port. 0919 Passed Gould Island Beacon abeam to starboard. 0933 Pilot left ship, Captain at the conn. 0935 Passed Goat Island Light abeam to port. 0936 Passed Fort Adams Light abeam to port. 0941 Secured special sea detail; set regular in port watch. 0942 Set base course 205° true and P.G.C., 214° P.S.C., speed fifteen (15) knots (136 r.p.m.). 0943 Passed Castle Hill Light abeam to port, bearing 120° true, range one thousand (1,000) yards. 0945 Gave permission to lite off No. 2 boiler. 0953 Made daily inspection of all magazines and smokeless powder samples, conditions: Normal. 1015 A deck court consisting of Lieutenant E. R. ZUMMALT, U.S.N. convened aboard this vessel to try the following men: GLIDWELL, M.L., S2, 296 42 07, U.S.N.; WILLIAMS, G.A.Jr., F2, 992 31 88, U.S.N.; GRAHN, W.E., FM3, 225 47 84, U.S.N. 1016 Passed Point Judith bearing 302° true, distance one thousand (1,000) yards, changed course to 243° true and P.G.C., 252° P.S.C. 1045 Switched from split engineering plant operation to cross connected plant. Steaming on boilers No. 1 and No.2. 1048 Passed Block Island buoy No. 181 bearing 153° true, distance seven hundred (700) yards. 1050 Permitted fires to die under boilers No.3 and No.4. 1123 Changed course to 265° true and P.G.C., 273° P.S.C. 1127 Commenced torpedo firing operations with the U.S.S. Piper (SS-409); U.S.S. Threadfin (SS-410); and the U.S.S. E.G. Small (DE- 838). Using Japanese zig zag plan No.2, base course 070° true, speed fifteen (15) knots (136 r.p.m.)

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

12-16

1200 Steaming as before. 1206 Commenced run No3 speed eighteen (18) knots, initial course 255° true base course 305° true; using various courses to conform with run No. 3. 1233 cease run No. 3, Changed speed to twenty (20) knots and course 135° true, 145° P.S.C. 1242 All engines stop; 1303 Changed speed to ten (10) knots (089 r.p.m.). 1311 Changed course to 105° true, 125° P.S.C. 1315 Changed speed to eighteen (18) knots (165 r.p.m.), changed course to 065° true, commenced run No 4., using various courses and speeds to conform with run No.4. 1345 Cease run No.4. 1350 Changed course to 260° true 271° P.S.C. 1354 Changed speed to fifteen (15) knots (136 r.p.m.), changed course to 250° true, 262° P.S.C.; commenced run No. 5. 1417 Cease run No. 5; changed course 340° true, 356° P.S.C.; changed speed to twenty (20) knots (185 r.p.m.). 1421 Changed course to 335° true, 351° P.S.C. 1425 Changed course 235° true, 248° P.S.C., all engines stopped. 1426 All engines back one third (1/3). 1427 All engines stopped, 1441 Changed speed to sixteen (16) knots (145 r.p.m.), changed course to 100° true, 128° P.S.C. 1453 Commenced run No. 6, initial course 110° true base course 130° true speed sixteen (16) knots (145 r.p.m.), using various courses to conform with run No.6. 1515 Cease run No.6 1519 Changed course 271° true, 281° P.S.C. 1524 Changed course to 280° true, 239° P.S.C.. 1526 Changed course to 282° true, 292° P.S.C. 1527 Changed course 271° true, 281° P.S.C. 1530 Changed course 268° true, 277° P.S.C. 1538 Changed course to 264° true, 273° P.S.C.

K. A. Baker
K. A. BAKER, Ensign, U.S.N.R.

16-20

1600 Steaming as before. 1610 Changed course to 260° true and P.G.C., 268° P.S.C. 1614 Changed course to 344° true and P.G.C., 001° P.S.C. 1616 Passed Race Light bearing 350° true, range two hundred and fifty (250) yards. 1630 Changed course to 338° true and P.G.C., 349° P.S.C. 1630 Set all the special sea detail. Made all preparations for entering port. 1633 Passed Southwest Ledge Light abeam to starboard. Proceeding on various courses and various speeds conforming to Thames River,

APPROVED:

EXAMINED:

E. S. Kintberger
E. S. KINTBERGER, Comdr. U.S.N.

COMMANDING.

E. R. Zummalt
E. R. ZUMMALT, Lieutenant. U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 817408

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NAVPERS 135 (REV. 1-44)

DECK LOG—ADDITIONAL REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)

Tuesday 29 October, 1946
(Day) (Date) (Month)

ADDITIONAL REMARKS

16-20 (Cont.)

New London, Connecticut. Captain at the conn, Executive Officer and navigator on the bridge. 1640 Passed buoy No. 6A abeam to starboard. 1656 Moored starboard side to U.S.S. Small (DD-838) at buoy No. 3, Anchorage Baker, Thames River, New London, Connecticut with six (6) six (6) inch manila lines doubled up. 1710 Secured special sea detail, set regular in port watch. Secured main engines. 1715 Published the deck Courts-martial in th case of the following named men: GRAHN, William Erick, ^{us} PHM3, 225 47 84, U.S.N. Tried 10/29 Offense: Incapacitated for duty. Sent: Conf. 20 days, Loss of pay \$35.00 2 Mons. total loss pay amounting \$70.00. Approved by C.A. 10/29; WILLIAMS, G.A. Jr., F2, 992 31 88, U.S.N. Tried 10/29, Offense: AOL from 0730, 10/21/46 to 1330, 10/26/46 a period of 5 days, ^{us} 5 hrs. Sent: Conf. 20 days, Loss of pay \$25.00 2 mons. total loss of pay amounting to \$50.00. Approved by C.A. 10/29; GLIDWELL, Nashville Leonard Jr., S2, 296 42 07, U.S.N. Tried 10/29. Offense; ^{us} (Same as GRAHN) Sent: (Same as WILLIAMS). 1750 Lost vacuum on auxiliary condenser, lost load on No. 2 turbo-generator, Lit off after desel generator. 1800 Lit off No. 1 turbo-generator. 1933 WHITING, J.C., STM1, 269 72 75, U.S.N. reported aboard after serving five (5) days confinement at U.S. Naval Submarine Base, New London, Connecticut.

H. E. LYON
H. E. LYON, Ensign, U.S.N.

20-24

2000 Moored as before.

H. E. LYON
H. E. LYON, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. NINTBERGER
L. S. NINTBERGER, Comdr. U.S.N.

E. E. ZUMMALT
E. E. ZUMMALT, Lieutenant. U.S.N.

COMMANDING.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

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NAVPERS-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Wednesday 30 October 1946
(Day) (Date) (Month)00-04

0000 Moored starboard side to U.S.S. Small (DD-838) at buoy No. 3, Thames River, Anchorage Baker, New London, Connecticut with six (6) six (6) inch manila lines doubled up. No. 2 boiler, No. 1 generator lit off for auxiliary purposes. S.O.P.A. is ComSubLant, ships present: Various yard craft and submarines of the U.S. Atlantic Fleet.

J. L. Rogers
J. L. ROGERS, Ensign, U.S.N.R.

04-08

0400 Moored as before.

J. L. Rogers
J. L. ROGERS, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0800 Mustered the crew at quarters; the following men were reported absent: BROWN, Columbus (n), CK2, 279 62 70, U.S.N. and S.E.S., Wendel (n), S2, 887 84 57, U.S.N. 0830 All departments made preparations for getting underway. 0900 Special sea detail stationed. 0930 Underway, proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. Executive Officer at the conn, Captain and navigator on the bridge. 0936 Passed buoy No. 6A abeam to port bearing 070° true, range two hundred (200) yards. 0939 Secured special sea detail, set regular underway watch. 0940 Passed Avery Point light abeam to port bearing 070° true range two hundred (200) yards. 0941 Passed South west Ledge light abeam to port bearing 070° true range one hundred (100) yards. 0942 Set course 164° true p g c, 183° p s c; set speed twenty (20) knots (185 r.p.m.). 0943 Passed buoy No 1 abeam to starboard at 254° true range five hundred (500) yards. 0944 Changed speed to twenty two (22) knots (206 r.p.m.). 0947 Changed course to 159° true p g c, 179° p s c. 0953 Passed Race Point light abeam to port bearing 249° true range four hundred (400) yards. 0954 Changed course to 112° true p g c, 132° p s c. 1020 Passed light bell buoy A abeam to port, bearing 360° true range five hundred (500) yards. 1028 Passed Montauk light house abeam to starboard bearing 212° true. 1031 Changed course to 141° true p g c, 164° p s c. 1039 Passed light buoy abeam to starboard bearing 255° true range two thousand nine hundred (2,900) yards. 1050 Changed speed to fifteen (15) knots (136 r.p.m.), 1133 changed speed to ten (10) knots (089 r.p.m.), 1145 changed speed to five (5) knots (045 r.p.m.), 1155 changed course to 345° true p g c, 360° p s c. 1156 Made daily inspection of magazines and smokeless powder samples, conditions: Normal.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

12-16

1200 Underway as before. 1201 Maneuvering at various courses and speeds to lay ship alongside U.S.S. Grouper (SS-214). 1205 Lowered whale boat to pick up officers from Submarine for observance of Anti Submarine warfare runs. 1240 Changed course to 000° true and p g c, 014° p s c, speed five (5) knots (045 r.p.m.). 1242 Held General quarters for drill. 1259 Changed course to 130° true and p g c, 145° p s c, speed fifteen (15) knots (136 r.p.m.), commenced run No. 1. 1324 Changed course to 225° true and p g c, 235° p s c, commenced run No. 2. 1344 Secured from General Quarters, set regular sea watch. 1352 Changed course to 180° true and p g c, 195° p s c, speed five (5) knots (045 r.p.m.). 1400 Maneuvering at various courses and speeds to lay ship alongside submarine for exchange of passengers. 1422 Set base course 000° true, speed five (5) knots (045 r.p.m.). 1428 U.S.S. Small (DD-838) commenced run on submarine. 1457 Commenced run on submarine, speed 15 knots (136 r.p.m.), base course 255° true and p g c, 269° p s c. 1532 Completed operations, set base course 306° true and p g c, 316° p s c. 1533 Changed speed to twenty (20) knots (185 r.p.m.), 1534 Changed speed to twenty five (25) knots (240 r.p.m.). 1538 Changed course to 314° true, 328° p s c.

H. E. Lyon
H. E. LYON, Ensign, U.S.N.

16-20

1600 1602 Changed course to 297° true, 308° p s c. 1613 Montauk Light House abeam bearing 207° true distance five (5) miles. 1632 Changed course to 300° true, 310° p s c. 1633 Changed course 305° true, 315° p s c. 1634 Changed course to 310° true, 320° p s c. 1636 changed course to 300° true, 360° p s c. 1643 changed course to 295° true, 305° p s c. 1644 Race Light House abeam bearing 025° true, distance one fourth (1/4) mile. 1645 Changed course to 344° true, 000° p s c, changed speed to twenty (20) knots (185 r.p.m.). 1652 Changed course 034° true, 003° true. 1653 Set special sea detail. 1654 Changed course to 345° true and p g c, 002° p s c. Captain at the conn, Executive Officer and Navigator on the Bridge. 1656 Changed speed to fifteen (15) knots (136 r.p.m.). 1658 Changed course to 354° true and p g c, 011° p s c, passed southwest ledge light bearing 304° true, range two hundred (200) yards. Using various courses and speeds to conform to channel, Thames River, New London, Connecticut. 1702 Passed New London Light house abeam to port, bearing 264° true, range five hundred (500) yards. 1712 Moored to buoy No. 3, Lower Harbor, Thames River, New London, Connecticut. 1720 Secured special sea detail, set regular in port watch. 1721 Secured main engines.

APPROVED:

EXAMINED:

J. L. Rogers
J. L. ROGERS, Ensign, U.S.N.

COMMANDING.

M. J. Smith
M. J. SMITH, Lieutenant, U.S.N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 817495

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NAVPERS 133 (REV. 1-44)

DECK LOG—ADDITIONAL REMARKS SHEET

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UNITED STATES SHIP ZELLARS (DD-777)Wednesday 30 October, 1946
(Day) (Date) (Month)

ADDITIONAL REMARKS

1725 In accordance with C.S.F. 23703 of 24 October 1946, WRIGHT, C.E., CSM, 295 05 40, U.S.N. reported aboard for duty with bag and records. 1726 Let fires die out under No. 1 boiler. 1755 WIGGINS, Theodore A., StM1, 248 08 00, U.S.N. reported aboard for duty in accordance with standard transfer order of October from Receiving Station, U.S. Naval Base, Philadelphia, Pennsylvania. 1915 In accordance with authorities as listed the following men reported aboard for duty with bag and records: STELLE, D.B., CSM, 212 31 96, U.S.N., C.S.L. Ltr. Ser. 23463SC of 21 October. KRUZICH, P. (n), CSF, 337 58 79, U.S.N., C.S.L. 23708 fo 24 October, 1946. WITHERS, F.H., 341 41 71, C.C.S., U.S.N. - C.S.L. Ltr. Ser. 2355956 of 18 October., PSILY, G.M., 250 69 28, CM2, ²² U.S.N. - C.S.F.L. 23707 L SC of 24 October, 1946., MEANS, C.E., 561 03 45, M2, U.S.N. - CSF 23708 of 24 October 1946 - LEGROS, J.A., 762 13 19, SC3, U.S.N. - CSF Ltr. Ser. 23463 SC of 21 October- CHANDLER, H. (n), 783 24 82, StM2, U.S.N. CSF Ltr. Ser 239555 of 18 October 1946., WILSON, G.M. 988 29 75, U.S.N. - CSL Ltr. Ser. 23559 SC of 18 October 1946;

J. J. Randall
J. J. RANDRALL, Ensign, U.S.N.

20-24

2000 Moored as before.

J. J. Randall
J. J. RANDRALL, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr. U. S. N.

COMMANDING.

E. R. Zupnick
E. R. ZUPNICK, Lieutenant

U. S. N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

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NAVPER-134 (REV. 1-44)

DECK LOG—REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777)Thursday 31 October, 1946
(Day) (Date) (Month)00-04

0000 Moored with fifteen fathoms of chain to buoy No. 3, Anchorage Baker, Lower Bay, New London, Connecticut. No. 2 boiler lit off, and No. 2 generator steaming for auxiliary purposes. S.O.P.A. is ComSubLant, Rear Admiral Wilkes, U.S.N. Ships present: U.S.S. Small (DD-838) and various units of the U.S. Atlantic Fleet.

W A Samiec
W. A. SAMIEC, Ensign, U.S.N.R.

04-08

0400 Moored as before. 0622 Lit off No. 1 boiler. 0637 Engaged jacking gear; jacked over main engines. 0745 Mustered the crew at quarters; absentees: SIMS, Wendel (n), S2, 883 84 57, U.S.N. and BROWN, Columbus (n), CK2, 279 62 70, U.S.N.

W A Samiec
W. A. SAMIEC, Ensign, U.S.N.R.

08-12

0800 Moored as before. 0800 Stationed special sea detail. 0810 Cut boilers No. 1 and No. 2 in on main steam line. Tested main engines. 0821 Underway, proceeding on various courses and various speeds conforming to Thames River, New London, Connecticut. Executive Officer at the conn, Captain and navigator on the bridge. 0828 Passed buoy No. 6A abeam to port bearing 082° true, distance two hundred (200) yards. 0829 Secured special sea detail, set regular underway watch. 0830 New London Harbor Light abeam bearing 262° true distance four hundred (400) yards. 0834 Southwest ledge Light abeam bearing 074° true distance one hundred and fifty (150) yards, set course 164° true 180° P.S.C. speed fifteen (15) knots (136 r.p.m.). 0837 Sea Flower Reef abeam bearing 074° true distance two (2) miles. 0846 North Dumpling light abeam bearing 074° true distance one and one half (1½) mile. 0849 Race light abeam bearing 074° true, distance one fourth (¼) mile. 0849 Changed Course to 092° true, 110° P.S.C. 0852 Changed speed to twenty (20) knots (185 r.p.m.). 0930 Changed speed to fifteen (15) knots (136 r.p.m.). 0934 Changed speed to ten (10) knots (089 r.p.m.). 0937 Changed speed to five (5) knots (045 r.p.m.). 0938 Changed course to 255° true, 265° P.S.C. 0940 Made daily inspection of all magazines and smokeless powder samples, conditions: Normal. 0953 Commenced run No. 1 base and initial course 055° true, 265° P.S.C., speed fifteen (15) knots (136 r.p.m.), using various courses to conform with run No. 1. 1027 Ceased run No. 1, changed course to 060° true 075° P.S.C. 1031 Changed speed to twenty (20) knots (185 r.p.m.). 1034 Changed speed to fifteen (15) knots (136 r.p.m.) 1035 Changed speed to five (5) knots (045 r.p.m.). 1036 Commenced run No. 2, base and initial course 070° true, 085° P.S.C., speed sixteen (16) knots (145 r.p.m.), using various courses to conform with run No. 2. 1054 Ceased run No. 2, Changed course 255° true, 267° P.S.C. 1106 Commenced run No. 3 base and initial course 255° true, 267° P.S.C., speed fourteen (14) knots (127 r.p.m.), using various courses to conform with run No. 3. 1127 Ceased run No. 3. 1131 Changed course to 260° true, 267° P.S.C. 1134 Changed course 095° true, 112° P.S.C. 1138 Changed speed to ten (10) knots (089 r.p.m.). 1139 Changed speed to five (5) knots (045 r.p.m.). 1143 All engines stopped, 1100 commenced run No. 4 base and initial course 085° true, 102° P.S.C., speed fifteen knots (127 r.p.m.), using various courses to conform with run No. 4.

K. A. BAKER
K. A. BAKER, Ensign, U.S.N.R.

12-16

1200 1206 Changed course to 105° true P.G.C., 124° P.S.C. 1211 Changed course to 065° true P.G.C. 084 P.S.C., ceased run No. 4. 1211 Changed course to 085° true P.G.C. 1221 Changed course to 255° true P.G.C., 265° P.S.C., speed twelve (12) knots (108 r.p.m.). 1231 Changed course to 275° true P.G.C., 282 P.S.C. 1235 Changed course to 255° true P.G.C., 266° P.S.C. 1243 Changed course to 235° true P.G.C., 246° P.S.C. 1254 Ceased run No. 5. 1255 Changed course to 080° true P.G.C., 096° P.S.C. 1303 Commenced run No. 6, base course 080° true P.G.C., 187° P.S.C., speed twelve (12) knots (108 r.p.m.) using various courses and speeds to conform to zig zag plan No. 6. 1330 Ceased run No. 6. 1330 Changed speed to fifteen (15) knots (136 r.p.m.). 1335 Changed speed to twenty (20) knots (185 r.p.m.). 1357 Changed course to 273° true P.G.C., 282 P.S.C. 1412 Changed course to 278° true P.G.C., 285° P.S.C. 1419 Passed Race Point Light House bearing 055° true abeam to starboard, range two hundred and fifty (250) yards. 1420 Changed course to 347° true P.G.C., 005° P.S.C. 1425 Changed speed to fifteen (15) knots (136 r.p.m.). 1426 Passed North Dumpling Light bearing 070° true range two thousand (2,000) yards. 1429 Passed Sea Flower Reef bearing 070° true range two thousand (2,000) yards. 1431 Passed buoy No. 1 bearing 257° true P.G.C. range four hundred (400) yards. 1433 Passed spar buoy No. 6 bearing 077° true, range three hundred (300) yards, passed Southwest Ledge light bearing 077° true, range one hundred (100) yards. 1434 Used various courses and speeds conforming to Thames River; Captain has the conn. 1435 Passed obstruction buoy bearing 077° true range two hundred (200). 1436 Passed Point Avery Light bearing 084° true range one thousand (1,000) yards. 1438 Passed buoy No. 5 bearing 264° true, range two hundred (200) yards. 1439 Passed New London Light House bearing 264° true, range four hundred (400) yards. 1442 Passed buoy No. 6A bearing 083° true, range one hundred (100) yards. 1453 First lines over on mooring buoy No. 3. 1513 All secured to mooring buoy No. 3. 1516 Secured special sea detail; secured main engines. 1516 Fires secured No. 1 boiler. 1518 Main stop secured No. 1 boiler. 1520 Main stop secured No. 2 boiler. 1535 SUTTON, Robert J. S1, 791 32 76, U.S.N. left ship

APPROVED:

EXAMINED:

E. R. Zuckert
E. R. ZUCKERT, Lieutenant, U.S.N. COMMANDING.

E. R. Zuckert
E. R. ZUCKERT, Lieutenant, U.S.N. NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH

U. S. GOVERNMENT PRINTING OFFICE: 1944 O - 517845

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NAVPERS 115 (REV. 1-44)

DECK LOG—ADDITIONAL REMARKS SHEET

UNITED STATES SHIP ZELLARS (DD-777) Thursday 31 October, 19 46
(Day) (Date) (Month)

ADDITIONAL REMARKS

12-16 (Cont.)

for N.T.S. Great Lakes, Ill. for five (5) weeks, instruction, Store Keeper School and return this command upon completion.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

16-20
1600 Moored as before.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

20-24
2000 Moored as before.

S. D. Kearney
S. D. KEARNEY, Ensign, U.S.N.

APPROVED:

EXAMINED:

L. S. Kintberger
L. S. KINTBERGER, Comdr. U.S.N. COMMANDING.

E. R. Zulaft
E. R. ZULAIT, Lieutenant. U.S.N. NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH