

0000-0400 Steaming enroute from Virginia Capes to Norfolk, Virginia in accordance with USS RANDOLPH Operation Order 62-54 under boilers #1, 2, 5, and 6; generators #2 and 4. Course 275° (t & pgc), speed 14 knots, 103 rpm. 0250 Changed course to 260° (t & pgc). 0316 Changed course to 275° (t & pgc). 0352 Crossed the 1500 fathom curve.

*R. B. Nation Jr.*  
R. B. NATION, JR., ENS, USNR-R

0400-0800 Steaming as before. 0629 Passed over 1000 fathom curve. 0727 Passed over 500 fathom curve. 0732 Passed over 100 fathom curve. 0737 Passed over 50 fathom curve. 0742 Changed speed to 11 knots, 080 rpm.

*A. B. Demetrios ENS USN*  
A. B. DEMETRIOS, ENS, USN

0800-1200 Steaming as before. 0800 Mustered the crew on stations; absentees: LUCAS, S. D., 464 97 65, SA; MARCH, T. L., 461 76 12, SN; WALTER, L. F., 499 60 57, PAAN; OFFENMULLER, W. E., 422 89 63, SN; WILLIAMSON, E., 971 51 29, TN; OLIVER, H., 460 23 81, TN; CAMPBELL, T. J., 750 30 89, RD3; NARBY, R. A., 726 67 20, AA; GOAD, J. C., 442 93 30, FN. 0800 Passed over 30 fathom curve. 0816 Passed over 20 fathom curve. 1040 Sighted whistle buoy bearing 316° (t). 1050 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1127 Changed course to 280° (t & pgc), 289° (psc). 1130 The following is a summary of the preliminary report of damage suffered by this ship during Hurricane "Edna" on 10 and 11 September 1954 off the east coast of the United States: flight deck - forward port corner raised to frame 12; port catapult track twisted at frame 11; forward starboard corner of flight deck raised to frame 7; starboard catapult track possibly twisted. Hanger deck - three roller curtains demolished, eight roller curtains damaged; rubberized expansion joint shield frame 62 starboard side, carried away; jet start station frame 70 starboard side torn loose; aviation gas main riser damaged between frames 59 and 76 starboard side. Gunnery - mounts 31 and 32 damaged; mounts 33 and 51 sponsons ruptured and buckled. Hull and fittings - forward catwalks port and starboard damaged or missing, fire main riser frame 74 starboard side ruptured, forecandle lockers washed away, eighteen life rafts missing, starboard boat boom missing, port and starboard gangways sprung and damaged, Split seams or cracks - under flight deck, in wardroom stateroom 0102, in compartment B-121-3, at frame 27 second deck, starboard side, at expansion joint frame 113 starboard side, at hatches 164-2 and 163-2, in trunk B-111-T, and at frame 59 starboard side. Four watertight doors to be replaced, air ports in sixteen wardroom state-rooms sprung or torn off, radio III and radio V flooded, electronic equipment badly damaged, #1 whip antenna missing, three whip antennas require repair, two type 8 wind indicators missing, three running lights missing, six flight deck landing lights missing.

*J. A. Allinder Jr.*  
J. A. ALLINDER, JR., LTJG, USNR-R

1200-1600 Steaming as before. 1240 Changed course to 312° (t & pgc). 1315 Changed speed to 15 knots, 111 rpm. 1340 Changed course to 288° (t & pgc). Entered inland waters; Captain at the conn, Navigator on the bridge. 1348 Maneuvering on various courses and speeds to conform to inner harbor; passed Cape Henry Light abeam to port bearing 204° (t & pgc), distance 2000 yards. 1446 Changed course to 258° (t & pgc), speed to 10 knots. 1506 Passed Fort Wool abeam to port bearing 162° (t), distance 2000 yards. 1507 Changed course to 229° (t & pgc), speed to 5 knots. 1515 Changed course to 240° (t & pgc). 1520 All engines stopped; changed course to 260° (t & pgc). 1521 Port engine ahead emergency full, starboard engine emergency back full, action necessitated by passing close aboard USS KULA GULF (CVE-48). 1533 Anchored in Berth X-ray Hampton Roads, Norfolk, Virginia in 10 fathoms of water, soft mud bottom, 61 fathoms of chain to the starboard anchor on the following bearings: Front Range 143.89 (t), Fort Wool 074° (t), Old Point Comfort 047.5° (t). 1553 Secured boilers #1, 2, and 5; generator #2.

*C. H. Halsey Jr.*  
C. H. HALSEY, JR., ENS, USN

1600-2000 Anchored as before. 1700 Pursuant to orders of the Commanding Officer and in accordance with BUPERS B-1111-imf-2, serial #9015 of 17 August 1954 LTJG Paul F. FERRARI, 517842/1105 was transferred to Receiving Station Norfolk, Virginia for release from active duty. Pursuant to orders of the Commanding Officer, Philadelphia Naval Shipyard, James S. CLONEY, Firman G. WALZ, Rudolph SPROAKY, John J. KOTZ and LTJG Eugene S. SWANSON, 553271/1515 departed from the ship having completed their tour of temporary additional duty. 1930 Ensign Patrick J. LAWLOR, 321555/1108, USNR-R reported aboard having completed his tour of temporary additional duty at U. S. Naval School, Philadelphia, Pennsylvania. 1800 Commander John A. FULMER, 84213/1315, USNR-R; Commander John O. BRACKEN, 102596/1105, USNR-R; Lieutenant (Jg.) Joseph F. HARCARVFKA, 532322/1355, USNR-R; Lieutenant (Jg.) Ashton S. KRUG, 393650/3105, USNR-R reported aboard for temporary additional duty. 1840 LCDR Duncan A. KING, 173102/2205, USNR-S1 reported aboard for temporary additional duty. 1930 Sludge barge came alongside to port to receive blend. Pursuant to BUPERS Orders serial 5695, LTJG Chester C. EDWARDS, 514926/1100 was transferred to Naval CIC Officers School, Glenview, Illinois for temporary duty and for further transfer to USS DEHAVEN (CC-727). Pursuant to BUPERS Msg. 061615Z of August 1954 CDR Frank B. STONE, 857471/1310, USN was transferred to Fleet Training Center, U. S. Naval Base, Norfolk, Virginia for temporary duty and for further transfer to Commander Fleet Air, Jacksonville, Florida.

EXAMINED:

DECLASSIFIED  
Authority: NND 927605

APPROVED:

*John R. Lee*  
U. S. N.

COMMANDING.

U. S. N.

NAVIGATOR

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

RESTRICTED