

DIARY OF A CRUISE IN USS CONWAY (DD 507)  
WITH ADDITIONAL ANECDOTES

by

Steady D. Hicks

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Alameda, CA, Oct. 14, 1944, to Charleston, SC, March 15, 1946

by

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- Oct. 13, 1944 Arrived USS CONWAY (DD 507) at Alameda, Cal. from Naval Receiving Station, Shoemaker, Cal., by bus. The Executive Officer, Mr. Queckemeyer, in his greetings to our draft on the pier before boarding, informed us that we would be getting underway early tomorrow morning. This appears completely impossible in view of the myriad of lines and hoses, etc. between ship and pier. There are mooring and telephone lines; air, water, and steam hoses; and numerous types of electrical cable; all tangled up with one another.
- Oct. 14, 1944 Underway at dawn in San Francisco and San Pablo Bays. Underwent degaussing and conducted 25 knot speed run. Returned to Hunters Point, San Francisco.
- Oct. 16, 1944 Departed Hunters Point. Conducted 30 knot speed run, tested guns, and dropped depth charges in Pacific. Returned to San Francisco.
- Oct. 19, 1944 Departed San Francisco in company with PHILIP (DD 498) and SAUFLEY (DD 465).
- Oct. 21, 1944 Arrived San Diego.
- Oct. 22, 1944 Departed San Diego. Conducted bombardment for practice landings on San Clemente Island.
- Oct. 25, 1944 Arrived San Diego.
- Oct. 26, 1944 Departed San Diego with PHILIP and SAUFLEY.

\* *Anecdotes, written after the events, are distinguished by paragraphs extending to the margins.*

I came aboard as Signalman Third Class. My General Quarters (GQ, Battle Station) was as Sightsetter on Gun Five (the 5 in. 38 cal. single mount furthest aft). All I had to do was match two sets of dials. One of each pair was information from the Main Fire Control Director. Matching them with the two pointers adjusted the sights vertically and horizontally. I stood in a very narrow space on the right side between the gun and housing. It was good to have to wear a life jacket and helmet because each time the gun went off you would slam back and forth a few times.

My GQ assignment is now the signal bridge.

- Nov. 1, 1944 Arrived Pearl Harbor, T.H.
- Nov. 2, 1944 Went on *Liberty*.
- Nov. 3, 1944 Departed Pearl Harbor. Conducted gunnery and torpedo practice. Fired both.
- Nov. 5, 1944 Arrived Pearl Harbor.
- Nov. 8, 1944 WISCONSIN (BB 64) in port. Went on *Liberty*.
- Nov. 10, 1944 Departed Pearl Harbor. Commander Destroyer Squadron 22 (ComDesRon 22) is in WALLER (DD 466). Commander Destroyer Division 44 (ComDesDiv 44) is in CONWAY. In company with:  
WALLER (DD 466)  
EATON (DD 510)  
PRINGLE (DD 477)  
STANLY (DD 478)  
MONTPELIER (CL 57)  
NEW MEXICO (BB 40) OTC
- Passed BIRMINGHAM (CL 62), MORRISON (DD 560), and IRWIN (DD 794) close aboard to starboard. They are returning to Pearl Harbor after being very badly damaged in the Philippines. The entire side of BIRMINGHAM was like a sectional diagram. This was the very first time I realized, on an emotional level, that one could actually get killed in the war.
- BIRMINGHAM was alongside PRINCETON (CVL 23) when the latter blew up. About 230 were killed at once in BIRMINGHAM alone.
- Nov. 15, 1944 After all other destroyers of screen had taken on fuel underway, we attempted the same, steaming alongside NEW MEXICO. CONWAY parted three of their huge hawsers used, successively, as spring lines. After several high ranking officers peered down at us from their bridge wing, OTC finally appeared. He spoke briefly to an aide who, in turn, ordered us to Eniwetok to take on fuel from a merchant tanker at anchor in the

lagoon. The Captain was extremely upset and ComDesDiv 44, livid.

Nov. 17, 1944 Arrived Eniwetok, Marshall Islands. Took on fuel. Left same day.

Nov. 21, 1944 Arrived Ulithi, Caroline Islands.

Nov. 23, 1944 Departed Ulithi. Same ships less STANLY.

Nov. 25, 1944 Arrived Philippine Islands. Guarding Leyte Gulf in company with:

NEW MEXICO (BB 40)  
COLORADO (BB 45)  
MARYLAND (BB 46)  
WEST VIRGINIA (BB 48) CTG 77.2  
MINNEAPOLIS (CA 36)  
ST. LOUIS (CL 49)  
COLUMBIA (CL 56)  
MONTPELIER (CL 57)  
DENVER (CL 58)  
CONY (DD 508)  
WALLER (DD 466)  
EATON (DD 510)  
PRINGLE (DD 477)  
MUSTIN (DD 413)  
EDWARDS (DD 619)  
LANG (DD 399)  
AULICK (DD 569)  
RENSHAW (DD 499)  
SAUFLEY (DD 465)  
NICHOLAS (DD 449)

Nov. 27, 1944 First attack of cruise. About 15 suicide planes came in with simulated IFF while we were fueling. Cast off all lines and formed a huge circle at flank speed with big and small boys alternating. Eleven were exploded or disabled before completing their dives. COLORADO and ST. LOUIS were hit. Before the explosion, the fantail of ST. LOUIS was irregular with numerous guns, etc. When the smoke cleared, the profile of the fantail appeared as flat as a carrier.

After it was all over, someone said to me, "Why are you leaning against the pilot house laughing?" I replied, "I thought being *weak in the knees* was just an expression."

Nov. 29, 1944 Went alongside COLORADO for ammunition and stores. Transferred stores to MINNEAPOLIS.

Dec. 1, 1944 Left screen and proceeded to San Pedro Bay off Tacloban. ComDesDiv 44 attended conference with Commander Task Force (CTF) 77 in WASATCH (AGC 9). Took on fuel from ARETHUSA (IX 135). ComDesDiv 44 then held conference in CONWAY of Division ships' CO's. In

evening, Destroyer Division 44 (DesDiv 44), composed of CONWAY, CONY, EATON, and SIGOURNEY (DD 643) in column, began high speed (30 knots) run to intercept enemy reported to be landing supplies on back (west) side of Leyte. Proceeded south through Surigao Strait; then west and northwest through Canigao Channel into the Camotes Sea.

Dec. 2, 1944        Shortly after midnight, entered Ormoc Bay. Finding no enemy, continued north. At about 0100, float plane approached column from astern. SIGOURNEY apparently challenged it with signal light (which we couldn't have seen). The plane then began signaling with the same challenge (rather than the proper reply) as it moved up the column on the starboard side. Although incorrect, it was sufficiently ambiguous to warrant ComDesDiv 44 (in CONWAY at head of column) holding fire. As it passed close abeam to starboard and then across our bow, it was identified as a Jake. After circling, it closed the column on the port quarter and the Division commenced firing, only to drive it off to the west. Since this was an observation plane, we now knew for sure that the Japanese were aware of our presence.

                  Contacted surface target between Gato and Carnasa Islands off the northwest corner of Leyte. Enemy began firing. Division then opened fire shortly after 0230 on what appeared to be a relatively small tanker or cargo ship. The target exploded and sank at 0245 (LAT 11° 24' N; LON 124° 06' E).

I was exhausted after all the excitement and unaware of our plans to bombard Palompon and Ormoc City on the way back. I therefore sat down on the raised torpedo director platform, with back against the pedestal, and head (with helmet) about one foot below the bottom of the director; and immediately fell asleep. When the shooting began I awoke with a start, bounced up and down several times banging my helmet on the director and my seat on the platform, and finally rolled out on the deck in great confusion. No one could quite figure out what I was doing.

                  Continued south to exit area by dawn in order to be in safe company of friendly ships and air cover. Rejoined TG 77.2 about 0945. Departed Leyte Gulf for Kossol Roads, Palau.

                  DesDiv 120; composed of ALLEN M. SUMNER (DD 692) ComDesDiv 120, MOALE (DD 693), and COOPER (DD 695); conducted same mission as did DesDiv 44. COOPER was sunk and the others damaged.

Dec. 4, 1944        Arrived Kossol Roads, Palau.

Dec. 9, 1944        Took on fuel from a merchant tanker. A beautiful woman in a black dress and a man came

alongside in a boat from another ship and crossed over to the tanker. It seems obvious that they were going to, or coming from, tea or cocktails. It is so peculiar to see a woman or civilian out here. She is probably a foreign merchant Captain's wife.

Dec. 10, 1944 Departed Kossol Roads, Palau with TG 77.12 (BB's in TU 77.12.1 and CVE's in TU 77.12.7), composed of:

MANILA BAY (CVE 61)  
NATOMA BAY (CVE 62)  
KADASHAN BAY (CVE 76)  
MARCUS ISLAND (CVE 77)  
SAVO ISLAND (CVE 78)  
OMMANEY BAY (CVE 79)  
NEW MEXICO (BB 40)  
COLORADO (BB 45)  
MARYLAND (BB 46)  
WEST VIRGINIA (BB 48)  
MINNEAPOLIS (CA 36)  
COLUMBIA (CL 56)  
MONTPELIER (CL 57)  
DENVER (CL 58)  
18 DD's

MARYLAND and MINNEAPOLIS left at Leyte.

Dec. 13, 1944 Arrived Sulu Sea. HARADEN (DD 585) had no. one stack blown off by suicide plane. Several killed and injured (reported).

Dec. 14, 1944 Three air attacks so far. About 20 enemy shot down, mostly by fighters. Serving as plane guard at end of carrier column. Due to very heavy seas on landing, one plane turned over on flight deck and two bounced off into water. We picked up one.

Dec. 15, 1944 Four air attacks last night; five today. Thirty enemy shot down, mostly by fighters. Supported landing at San Jose, Mindoro. An enemy twin engine suicide plane passed from port to starboard (unengaged) at director level just forward of the bridge. I could see the pilot clearly. It hit the water just beyond us as it went for a carrier. One killed and three injured on carrier (reported).

Dec. 16, 1944 Took on fuel from COLORADO. Departed Sulu Sea.

Dec. 17, 1944 As we passed close down the coast of an island, the dense lush foliage suddenly opened up to reveal a barrio. Its white church and school were striking in their contrast with the solid green jungle background.

Dec. 18, 1944 Arrived Kossol Roads, Palau. BENNION (DD

662) came alongside with mail.

- Dec. 20, 1944 Took on ammunition from POLVO VICTORY.  
Departed Kossol Roads with same ships.
- Dec. 22, 1944 Crossed *the line* at 1736 local (-9 zone).
- Dec. 23, 1944 Arrived Manus, Admiralty Islands.
- Dec. 24, 1944 Received a box with shaving gear from Dad.  
Also, a package containing cookies and candy from  
Mother.
- Dec. 25, 1944 *Christmas*. Very homesick!
- Dec. 26, 1944 Went on *liberty*.
- Dec. 27, 1944 Received a package containing an I.D. chain  
and candy from Mother and a money belt and stationary  
from Gin. Moved from rack (bunk) in chow (mess) hall to  
compartment aft.
- Dec. 28, 1944 Practiced tracking U.S. submarine.
- Dec. 30, 1944 IDWA (BB 61) came in and went into floating  
drydock. Went on *liberty*.
- Dec. 31, 1944 Departed Manus, Admiralty Islands with  
following as screen of TG 79.2:  
EATON (DD 510)  
SIGOURNEY (DD 643)  
RICHARD W. SUESENS (DE 342) ComCortDiv 69  
OBERRENDER (DE 344)  
ComDesDiv 44 is 6F4 and 90X12 in CONWAY.
- Jan. 1, 1945 About 0100, crossed *the line*.
- Jan. 2, 1945 Fired at sleeve.
- Jan. 3, 1945 Submarine contacts. SAUFLEY joined screen.  
Moved from rack in after compartment to compartment just  
forward of the chow hall.
- Jan. 4, 1945 Fired at sleeve. Submarine contacts by  
screen.
- Jan. 5, 1945 The following ships joined screen:  
BUSH (DD 529)  
STEMBEL (DD 644)  
LOVELACE (DE 198)  
BUSH took 6F4 and 90X12. The main body is composed of:  
CATSKILL (LSV 1)  
ROCKY MOUNT (AGC 3) CTG 79.2  
MOUNT OLYMPUS (AGC 8)  
ASHLAND (LSD 1)

LINDENWALD (LSD 6)  
CASA GRANDE (LSD 13)  
KNOX (APA 46)  
CUSTER (APA 40)  
CALVERT (APA 32)  
CAMBRIA (APA 36)  
MONROVIA (APA 31)  
FRED FUNSTON (APA 89)  
CLAY (APA 39)  
WILLIAM P. BIDDLE (APA 8)  
A. T. MIDDLETON (APA 25)  
BAXTER (APA 94)  
CHARA (AKA 58)  
ALCYONE (AKA 7)  
CAPRICORNUS (AKA 57)  
GEORGE F. ELLIOT (AP 105)  
WARHAWK (AP 168)

Took on fuel from TALLULAH (AO 50).

Jan. 7, 1945 Entered South China Sea. Tokyo Rose's radio program was piped through the loud speaker system tonight. She is always enjoyable since her music is comprised of the latest U.S. hit releases, and because her news reporting is so outlandish, excessively exaggerated, and outright preposterous. Every day she reports sinkings of several U.S. battleships and carriers, some of which you can still see with your own eyes. Tonight she kept harping on the impending invasion of Lingayen Gulf. She described the composition of the various task forces and groups (including ours), their positions, when and where the landings will take place, and that the Japanese forces are ready and waiting to annihilate us. Of course it is obvious how she knows. All the various groups are winding their way slowly north through the numerous islands in plain sight of the shore, to say nothing of spotter planes. Even though I understand how she is getting the information and that there is little the Japanese can do about the landing, her constant talking about it hour after hour finally started getting to me a little. It certainly gave me a hint of the power of propaganda, no matter how absurd, if repeated over and over.

Jan. 8, 1945 Suicide plane hit SHAMROCK BAY (CVE 84).

Jan. 9, 1945 Supported landings in Lingayen Gulf. One air attack in morning. Enemy PT boats at night. MISSISSIPPI (BB 41) and HMAS AUSTRALIA hit by suicide planes.

Jan. 10, 1945 One air attack in morning and one in evening. Smoke screen layed. A Japanese sailor or pilot was discovered in the water near us at dawn. Various methods were used to coax him on board. Finally,

when he was about to be picked up by an LCI, he took off his jacket and sank. Japanese seen swimming out to transports with explosives (reported); no damage done; area depth charged.

- Jan. 11, 1945 Departed Lingayen Gulf with DD's, DE's, AGC's, and empty APA's, AP's, and AKA's.
- Jan. 13, 1945 Layed smoke screen around transports.
- Jan. 14, 1945 Arrived Leyte.
- Jan. 19, 1945 Saw old fort on a hill top. Saw helicopter land on carrier. Army hospital ship MARYGOLD in port.
- Jan. 20, 1945 Departed Leyte in company with:  
CONVERSE (DD 509) ComDesDiv 46, CTU 78.12.1  
EATON (DD 510)  
FOOTE (DD 511)  
BRAINE (DD 630)  
HMAS ARUNTA (D 5)
- Jan. 22, 1945 After firing eight rounds of 5-inch at a half sunk Japanese landing barge at point blank range, we were finally able to sink it. I now have complete confidence in the good old CONWAY's ability to get me through this war. Arrived Lingayen Gulf. Took on fuel from WINODSKI (AO 38).
- Jan. 27, 1945 Went up the Gulf and bombarded all night.
- Jan. 28, 1945 Returned to anchorage area. Took on fuel from ANDREW DORIA (IX 132).
- Jan. 30, 1945 Went up the Gulf and bombarded all night. We saw a *burial at sea* of two men on an ARL anchored near by. The ARL got a bomb in it yesterday. We also saw a very pretty Filipino girl in a boat that passed by. It is very rare that a native boat will come anywhere near.
- Jan. 31, 1945 Returned to anchorage area. BB's in Lingayen are:  
PENNSYLVANIA (BB 38)  
MISSISSIPPI (BB 41)  
COLORADO (BB 45)  
WEST VIRGINIA (BB 48)  
Australian ships are:  
SHROPSHIRE (C 34)  
ARUNTA (D 5)  
WARRAMUNGA (D 10)  
HMAS AUSTRALIA, having been hit by a suicide plane January 9, 1945, departed for repairs.
- Feb. 5, 1945 Went on maneuvers with big boys. Conducted

torpedo runs, etc.

Feb. 7, 1945       Went to fire support area.

Feb. 8, 1945       Returned to anchorage area. Took on stores from TRIANGULUM (AK 102) and fuel from CHEPACHET (AO 78).

Feb. 9, 1945

One evening, on or about this date, I was asked to serve as signalman in the whaleboat assigned to Guard Mail duty. I checked the challenge and reply codes for the period and, with life jacket and signal-light gun, boarded the boat. Since Japanese speedboats had been menacing the area (explosives were thrown from one of these onto EATON some time ago), I was worried that we would be mistaken for one. Rather than wait to reply to a challenge (thus running the risk that they might shoot rather than challenge), I decided to initiate the challenge. Our path took us across the bows of a row of anchored U.S. cruisers. It was now dark. As we approached each cruiser, I challenged it and received the correct reply. What a feeling of power (ha!), even though our only armament was the coxwain's .45 cal. automatic. What a feeling of relief when we finally returned safely to CONWAY!

Feb. 10, 1945       Went to fire support area.

Feb. 11, 1945       Went up north on Luzon coast for bombardment. Expended about 670 rounds of 5-inch in less than two hours. Levelled enemy emplacements and small town in Lapog Bay and Salamogue Island areas.

Feb. 15, 1945       Departed Lingayen Gulf tonight at about 30 knots with TU 77.3.5, composed of:

PORTLAND (CA 33)  
MINNEAPOLIS (CA 36)  
HMAS SHROPSHIRE (C 34)  
FRAZIER (DD 607)  
EATON (DD 510)  
BRAINE (DD 630)  
HMAS ARUNTA (D 5)  
HMAS WARRAMUNGA (D 10)

Arrived off Corregidor. Saw mine sweep blow up enemy mines. PHOENIX (CL 46) and BOISE (CL 47) are here.

Feb. 16, 1945       Bombarded Corregidor at dawn. Saw about 50 B 25's bomb Corregidor. Exploded five mines in morning. Saw paratroops land all day on Corregidor. Departed Manila Bay for Lingayen Gulf.

Feb. 17, 1945       Arrived Lingayen Gulf. Took on fuel from ANDREW DORIA and stores from POLLUX (AKS 4). The battleships have left. Go to fire support area every few days.

Feb. 26, 1945 PHOENIX CTF 74 and BOISE arrived with  
destroyers. Departed Lingayen Gulf.

March 1, 1945 Arrived Leyte.

March 2, 1945 *Liberty*; went ashore in a DUKW.

March 4, 1945 Departed Leyte in company with:  
CURRITUCK (AV 7)  
EATON (DD 510)  
FRAZIER (DD 607)

March 6, 1945 Arrived Mindoro about 0030. Transferred  
mail and passengers to PHOENIX. Departed about two  
hours later. Arrived Manila about 1230. Left  
CURRITUCK. Departed about 1330. Arrived Subic Bay.  
Present are CLEVELAND (CL 55), MONTPELIER, DENVER,  
and MARYGOLD.

March 8, 1945 Went on *Liberty* to Grande Island in the  
mouth of Subic Bay.

March 9, 1945 Departed Subic Bay in company with:  
DENVER (CL 58) CTF 74.2  
CLEVELAND (CL 55)  
MONTPELIER (CL 57)  
EATON (DD 510)  
FRAZIER (DD 607)  
BRAINE (DD 630)  
STEVENS (DD 479)  
YOUNG (DD 580)  
CONWAY is ComScreen.

March 10, 1945 Arrived Mindoro.

March 11, 1945 Departed Mindoro. BRAINE remained.

March 12, 1945 Arrived Lingayen Gulf.

March 13, 1945 Started painting ship. Helicopters are  
quite common now.

March 14, 1945 *Liberty*; went ashore in an LCI.

March 15, 1945 Departed Lingayen Gulf in company with:  
DENVER (CL 58)  
CLEVELAND (CL 55)  
MONTPELIER (CL 57)  
EATON (DD 510)  
YOUNG DD 580  
Practiced offset firing in other ships' wakes.

March 16, 1945 Arrived Mindoro. Took on fuel from  
SALAMONIE (AO 26) and ammunition from BLUEFIELD VICTORY.

March 17, 1945      Departed Mindoro as TU 74.2.2 in company  
with:  
                         CLEVELAND (CL 55)  
                         EATON (DD 510)  
                         STEVENS (DD 479)

March 18, 1945      Arrived Iloilo, Panay; supported landings.

March 20, 1945      Departed Iloilo.

March 21, 1945      Arrived Mindoro. Cdr. Selden Gain Hooper,  
USN became Commanding Officer, Destroyer Division 44, in  
CONWAY. Departed Mindoro.

March 22, 1945      Arrived Subic Bay.

In almost every profession there is a certain mark or level of proficiency which, when accomplished, brings unspoken recognition and silent respect by one's peers. In signaling, this mark or level is embodied in the *steady dash man*, a status entirely independent of rank.

When the Captain or Flag Officer on one ship wishes to send a message by flashing light to another ship's Captain or flag command thereon, its signalman sends the call sign (e.g., D507) in Morse code over and over until the signalman on the receiving ship replies with K (-.- in code). Thereafter, the receiving signalman receipts for each word with a dash. If the receiver does not receipt with a dash, the sender will keep repeating the word, at a progressively slower rate each time, until the receiver does receipt with a dash.

The *steady dash man*, however, does it differently. He combines the K and the dash by sending back a K, but leaving the second dash of the K as a steady light. This means several things. To the sending signalman it says, "I (the receiver) can read your flashing light message as fast as you can possibly send it. Furthermore, you (the sender) will probably try to send the message so fast that you will make a mistake;" VICTORY FOR THE RECEIVING SIGNALMAN. As a further refinement, "If you (the sender) do make a mistake and don't acknowledge it by stopping and sending numerous E's before repeating the word and continuing, I (the receiver) will let up on my light to let you know that you sent the last word incorrectly;" again, VICTORY FOR THE RECEIVING SIGNALMAN.

To the receiving signalman, it means that he has committed himself by challenging the sender to a real speed contest. The sender may be so fast and so accurate that the receiver may have to let up on the light (the steady dash); VICTORY FOR THE SENDING SIGNALMAN.

Usually, the receiving signalman wins since it is generally easier to read flashing light than to send it when using the mechanical lever on the side of the light housing (in contrast to a key). There are numerous additional circumstances, such as difficulty in training the light in

rough weather, however, that make these private contests truly competitive and exciting, both for those who watch and for those who take part.

- March 27, 1945 Departed Subic Bay. Bombarded Caballo Island and supported landing. Also bombarded Corregidor.
- March 28, 1945 Departed Corregidor and Caballo Islands. Arrived Subic Bay.
- March 29, 1945 R. Adm. Ralph S. Riggs gave Nicholas L. Licato, S1c the Purple Heart for wounds sustained in the Mindoro landing.
- March 30, 1945 *Liberty* on Grande Island.
- April 2, 1945 Departed Subic Bay. Arrived Manila. Went on *Liberty*. Visited Santo Thomas University, Intramuros, and the downtown sections.
- April 3, 1945 Departed Manila. Arrived Subic Bay.
- April 7, 1945 Practiced tracking submarine BECUNA (SS 319).
- April 8, 1945 Departed Subic Bay at 0200 for area north of Luzon. Enemy cruiser and destroyers reported. Steamed at 30 knots in company with:  
PHOENIX (CL 46) CTF 74  
MONTPELIER (CL 57) ComCruDiv 12, CTG 74.2  
CLEVELAND (CL 55)  
DENVER (CL 58)  
HMAS HOBART (C 3)  
NICHOLAS (DD 449) ComDesRon 21, CF4  
FLETCHER (DD 445)  
JENKINS (DD 447)  
TAYLOR (DD 468)  
CONY (DD 508)  
EATON (DD 510)  
HMAS WARRAMUNGA (D 10)  
Cruisers slowly outran destroyers as long swell was encountered. No enemy found. Returned at night.
- April 10, 1945 Departed Subic Bay for Mindoro with TG 74.2. R. Adm. R. S. Riggs is now CTG 74.2 and ComCruDiv 12 in MONTPELIER.
- April 11, 1945 Arrived Mindoro.
- April 14, 1945 Departed Mindoro with large landing force; 6F5 is in CHARLES AUSBURN (DD 570), CTG 74.2 is in MONTPELIER, and SOPA is CTG 78.2 in WASATCH.
- April 17, 1945 Bombarded and supported landing at Parang,

Mindanao. Had excellent view of rocket ships firing.

April 23, 1945 Departed Parang.

April 25, 1945 Arrived Subic Bay. Went alongside DOBBIN (AD 3). STEVENS, CONY, and MEADE (DD 602) are also alongside.

April 26, 1945 ComDesDiv 44 and staff transferred to SIGOURNEY.

May 2, 1945 Entered floating drydock after dark.

May 3, 1945 Scraped the bottom from 0000 to 0600 in order to be finished before possible attack at dawn. Scraping the underside of the bottom of a ship is the worst job in the Navy. As the shells of the barnacles are broken, the soft parts drip down in viscous strings. It runs into your hair and saturates your clothes. When the job was completed at dawn, everyone (without discussion or instruction) permanently discarded all of their clothing on the fantail, filed through the showers, and went for clean clothes to their compartment.

May 4, 1945 Left drydock. Went alongside STAG (IX 128) for water after taking on fuel.

May 6, 1945 Went alongside EATON to obtain high pressure air for torpedos. ComDesDiv 44 and staff returned on board.

May 7, 1945 Went out for practice AA firing and torpedo runs with:  
CLEVELAND (CL 55)  
CONY (DD 508)  
STEVENS (DD 479)

May 8, 1945 Went out for practice AA firing and torpedo runs. Fired two torpedos. Operated with:  
MONTPELIER (CL 57)  
CONY (DD 508)  
STEVENS (DD 479)  
SIGOURNEY went back to the States for the first time since she was built.

May 12, 1945 Went out for tactics with:  
CONY (DD 508)  
STEVENS (DD 479)  
YOUNG (DD 580)

May 14, 1945 Went out to about 35 miles southwest of Lingayen Gulf to rescue nine survivors of a PB4Y crash. All alive but in bad shape. Some were on rafts but others just had on life jackets.

May 15, 1945 Arrived Subic Bay after taking survivors to CURRITUCK in Manila.

May 17, 1945 Departed Subic Bay for *Liberty* in Manila.

May 20, 1945 Went on second *Liberty* this trip.

May 21, 1945 Arrived Subic Bay.

May 22, 1945 Go out for AA firing, etc., every couple of days or so.

May 30, 1945 Went on *Liberty* to Grande Island and saw Joe E. Brown give a show.

June 5, 1945 BOISE, PHOENIX, and NASHVILLE (CL 43), plus DesRon 21, present.

June 7, 1945 Departed Subic Bay for Brunei Bay, Borneo in company with:  
MONTPELIER (CL 57)  
CLEVELAND (CL 55)  
DENVER (CL 58)  
CONY (DD 508)  
EATON (DD 510)  
STEVENS (DD 479)  
HART (DD 594)  
METCALFE (DD 595)

June 10, 1945 CLEVELAND, HART, and METCALFE separated from us. Saw WALLER and SAUFLEY escorting some small Army tugs and barges. ComDesRon 22 is now in ROBINSON (DD 562).

June 12, 1945 Arrived Tawitawi (Tawi Tawi). Took on fuel.

June 13, 1945 Took on stores. Departed Tawitawi.

June 14, 1945 Rendezvoused with about 20 YMS's.

June 15, 1945 Began supporting mine sweeping operations off Balikpapan, Borneo.

June 17, 1945 After dark about nine enemy planes dropped bombs on the group. Two landed about 1,000 yds. off our port quarter.

June 18, 1945 In spite of extremely close fire support, YMS 50 was sunk by mine and shore battery.

June 19, 1945 HMNS TROMP arrived.

June 21, 1945 YMS 335 was hit by shore battery.

- June 22, 1945 YMS 10 was hit by shore battery.
- June 23, 1945 YMS 364 was hit by shore battery.
- June 24, 1945 Went alongside an LST ammunition ship. DENVER was on the other side of the LST. Six B 24's flew over, one of which dropped four bombs about 1,500 yards off our port bow. Constantly bombarding in an attempt to keep the shore batteries on the defensive while our YMS's sweep close to the beach.
- June 25, 1945 Went close inshore to try to knock out some shore batteries. BELL (DD 587) and COLUMBIA joined us. About 2000, approximately five enemy planes attacked. Three were shot down. Torpedo dropped at CONY missed. Balikpapan contains oil refineries. The tanks are constantly being hit and can be seen far out to sea when we retire each night; a beautiful sight. Took on ammunition at dusk. We maneuver at sea all night. One ship, the Netherlands cruiser TROMP, has great difficulty understanding the commands in English. TBS communication with "Aruba," its code, is constant all night.
- June 26, 1945 YMS 39 and 365 sunk by mines. YMS 368 was damaged by mine.
- June 27, 1945 SHROPSHIRE, HOBART, ARUNTA, HART, and METCALFE arrived.
- June 28, 1945 YMS 47 was damaged by mine.
- June 30, 1945 Saw Underwater Demolition Teams go towards shore in rubber boats. They swam into the surf zone and planted explosives on landing obstacles. After paddling out to their ships beyond us, the entire shore line seemed to blow up at the appointed time. Fueled from CHEPACHET. CLEVELAND, with Gen. MacArthur aboard, KILLEN (DD 593), and GRANT (DD 649) arrived.
- July 1, 1945 Under cover of heavy bombardment, a large force made the landing. STEVENS and CONWAY went in very close to provide point blank fire support. On two occasions the shore batteries opened fire on us and hit all around for a few moments before they were silenced. CTG 78.2 is Com. of landing force in WASATCH. Took on ammunition in late afternoon. The following ships arrived:
- NASHVILLE (CL 43) CTF 74 and CTG 74.3
  - PHOENIX (CL 46)
  - BELL (DD 587)
  - BURNS (DD 588)
  - CHARRETTE (DD 581)
  - CONNER (DD 582) ComDesRon 51
  - CONYNGHAM (DD 371)

FLUSSER (DD 368)  
DRAYTON (DD 366)  
PHILIP (DD 498)  
WALLER (DD 466)  
SAUFLEY (DD 465)  
ROBINSON (DD 562) ComDesRon 22

The last four ships comprise DesDiv 43 of our squadron.  
PRINGLE was sunk at Okinawa on April 16.

July 2, 1945      Went out to intercept reported enemy ships.  
None contacted. Took on fuel from CHEPACHET. Departed  
in company with:

MONTPELIER (CL 57) CTG 74.2  
COLUMBIA (CL 56)  
EATON (DD 510)  
STEVENS (DD 479)

July 5, 1945      Arrived Leyte Gulf. Joined with following:

ARKANSAS (BB 33)  
TEXAS (BB 35)  
NEW MEXICO (BB 40)  
MISSISSIPPI (BB 41)  
IDAHO (BB 42)  
COLORADO (BB 45)  
WEST VIRGINIA (BB 48)  
CHENANGO (CVE 28)  
ANZIO (CVE 57)  
NEHENTA BAY (CVE 74)  
HOGGATT BAY (CVE 75)  
SARGENT BAY (CVE 83)  
ALASKA (CB 1)  
GUAM (CB 2)  
SALT LAKE CITY (CA 25)  
PORTLAND (CA 33)  
NEW ORLEANS (CA 32) CruDiv 6  
TUSCALOOSA (CA 37)      "      "  
SAN FRANCISCO (CA 38)      "      "  
MOBILE (CL 63)  
VICKSBURG (CL 86)  
CLEVELAND (CL 55) CruDiv 12  
COLUMBIA (CL 56)      "      "  
MONTPELIER (CL 57)      "      "  
DENVER (CL 58)      "      "  
WHITNEY (AD 4)  
DIXIE (AD 14)  
SIERRA (AD 18)  
YOSEMITE (AD 19)  
MARKAB (AD 21)  
ALCOR (AD 34)  
Numerous Destroyers

July 9, 1945      R. Adm. Arthur D. Struble and staff came  
aboard. Departed Leyte Gulf.

July 10, 1945      Arrived Taloma Bay, Davao Gulf, Mindanao.

CONY and small landing force were waiting.

- July 11, 1945      Departed Taloma Bay. Proceeded to Sarangani Bay, Mindanao for landing.
- July 12, 1945      Arrived Sarangani Bay. Supported landing. No naval opposition, slight on land. Departed Sarangani Bay.
- July 13, 1945      Arrived Leyte Gulf. R. Adm. Struble and staff left. Lt. Cdr. Arthur G. Harrison, USN became Commanding Officer, USS CONWAY.
- July 15, 1945      Went alongside SIERRA (AD 18).
- July 22, 1945      Departed Leyte Gulf in company with:  
LSM 58  
LSM 95  
LSM 183  
LSM 313  
LCI 689
- July 25, 1945      Arrived Morotai. Everyone aboard ship is sick.
- July 26, 1945      Departed Morotai with same ships.
- July 27, 1945      LSM 95 and 313 left us for Wakde Island. Crossed *the line*. Arrived Amsterdam and Middelburg Islands (Mios Su Group) off New Guinea to take off troops.
- July 28, 1945      Departed with same ships. Crossed *the line*.

Serving as mother ship to a group of landing craft is a trying experience. Both the Commodore and Captain became increasingly exasperated at their extremely slow speeds, poor steering response, lack of maneuverability, inattentive signal watches, and non-existent navigation capabilities. Herding up the stragglers seemed to be a constant chore. On one occasion, on or about this date, a craft had fallen far behind. On enquiring as to the nature of the problem, the Commodore received a very long reply by flashing light. According to the craft's Captain, they were damaged from being beached and were running low on fuel, water, and fresh vegetables. The engines sounded rough, he said, and the crew hadn't had *liberty* in a long time. They were having trouble with the gyro and one of the officers was on sick call. Interior spaces were too hot and the Captain himself was due for rotation. He therefore requested that they proceed independently to the nearest port. The Commodore didn't hesitate a second on reading the message I handed him. He scrawled on a blank message form, "There's not a dry eye in the house."

July 29, 1945 Arrived Morotai.

July 30, 1945 Departed Morotai with LSM 58 and LCI 689.  
Crossed the line.

Aug. 2, 1945 Arrived Wakde Island, New Guinea.

Aug. 4, 1945 Departed Wakde with LSM 95, 58, 313, and LCI 689 for Zamboanga.

Aug. 5, 1945 Crossed the line. Became a shellback. Even though it was the sixth time we crossed on this cruise, it was the first time we were able to hold the ceremony because of the war.

Aug. 6, 1945 Passed by Morotai.

Aug. 9, 1945 Passed by Zamboanga.

Aug. 10, 1945 Arrived Leyte Gulf. Japanese offered to surrender. All ships in Gulf used their searchlights and fired all of their pyrotechnics after dark. Commodore Hooper (ComDesDiv 44) broke out all of his liquor and gave every member of the crew a drink.

Aug. 12, 1945 Went to Samar for stores.

Aug. 19, 1945 Departed Leyte. Patrolling eastern entrance to Leyte Gulf.

Aug. 22, 1945 Passed following ships headed for Leyte Gulf:

HMS INDOMITABLE (R 8)  
HMS VENERABLE (R 63)  
HMS EURYALUS (C 167)  
HMS SWIFTSURE (C 174)  
HMS KEMPENFELT (D 12)  
HMS URSA (D 29)  
HMS WHIRLWIND (D 34)

Aug. 23, 1945 Arrived Leyte Gulf.

Aug. 27, 1945 Departed Leyte Gulf in company with:

CONY (DD 508)	YMS 9
EATON (DD 510)	YMS 46
FRAMENT (APD 77)	YMS 49
SUMNER (AGS 5)	YMS 51
SEEKONK (AOG 20)	YMS 65
MANOKIN (AOG 60)	YMS 72
BUTTONWOOD (W 306 (AGL))	YMS 97
PC 479	YMS 197
PC 490	YMS 220
PC 491	YMS 224
PC 593	YMS 245
PC 594	YMS 258

PC 610	YMS 329
LCI 614	YMS 338
LCI 616	YMS 365
YMS 4	YMS 366
YMS 6	YMS 370
YMS 8	YMS 392

ComDesDiv 44 is CTG 71.2 in CONWAY.

- Aug. 28, 1945 On edge of typhoon through Sept. 5, 1945. Sometimes rollong as much as 35° on each side.
- Sept. 6, 1945 Arrived Okinawa. Iner Momb, Signalman First Class, Head of signal gang, left for a long overdue leave in the States.
- Sept. 8, 1945 Departed Okinawa. CONY and EATON each took one third of Group and departed for Shanghai.
- Sept. 9, 1945 Arrived Jinsen, Korea. The following big boys are present:  
 ALASKA (CB 1)  
 GUAM (CB 2)  
 NEW ORLEANS (CA 32)  
 MINNEAPOLIS (CA 36) ØF7, V. Adm. Kinkaid  
 TUSCALOOSA (CA 37)  
 SAN FRANCISCO (CA 38)
- Sept. 10, 1945 Departed Jinsen.
- Sept. 11, 1945 Exploded or sank eight enemy mines.
- Sept. 12, 1945 Arrived Tsingtao.
- Sept. 16, 1945 LOUISVILLE (CA 28) CTG 71.4 and HARNDON (DD 638) arrived today.
- Sept. 18, 1945 Went on sightseeing trip around harbor in YMS to see the two Japanese destroyers, etc. Departed Tsingtao with YMS's, two PC's, SUMNER, and MANOKIN.
- Sept. 19, 1945 Exploded two and sank two mines.
- Sept. 20, 1945 Arrived Jinsen, Korea.
- Sept. 24, 1945 Departed Jinsen with same ships.
- Sept. 26, 1945 Arrived off Pusan (Fusan), Korea. YMS's swept area finding no mines.
- Sept. 27, 1945 Took on Korean (or Japanese) pilot and entered Pusan. Moored alongside pier. Japanese troops are continually brought onto pier, have their guns and new extra shoes taken away, and are loaded on transports for Japan. We supply power for the necessary lights at night.

- Sept. 30, 1945      The U.S. soldiers on the pier gave me a Japanese flag, collar insignia, note book, cup, etc.
- Oct. 3, 1945        Joseph C. HUBBARD (APD 53) came alongside.
- Oct. 7, 1945        Departed Pusan alone. Encountered a typhoon.
- Oct. 10, 1945      Arrived Hong Kong. ANSON (B 16) and six British carriers present; plus numerous destroyers.

The British Asiatic Fleet, in anticipation of Japan's offer to surrender, lay off Hong Kong harbor for several weeks prior to the event. Since Hong Kong was a British crown colony, they wished to enter first in order to eliminate any question of their right of repossession. CONWAY was one of the first U.S. ships to enter Hong Kong. We were unaware that the British were using their peacetime honor rendering procedures. As such, we were completely surprised when, on passing close aboard the first British ship at anchor, a boatswain's pipe sounded, orders were shouted, their crew came to attention, all officers saluted, and their ensign dipped. Stunned, our Captain told us (the signalmen) to get out the regulations on passing honors and ordered all on-deck personnel to put on shirts and hats (we never wore hats and seldom wore shirts topsides in the heat). Adding to the confusion was the fact that most of the crew had trouble finding their hats and that some had only white hats, although the required ones were dyed blue.

Our anchorage was far into the harbor beyond the British fleet. Therefore, we had to go by each and every British ship. Their passing honors varied with type and size of ship, of course. Smaller ones merely called on-deck personnel to attention. Some called out a special honor guard with boatswain's pipe to man the rail. Carriers and battleships paraded their bands. All dipped their ensigns. By the third ship, CONWAY had a quartermaster at our ensign and our reply procedure smoothed.

But even with our best of efforts (including unrolling and buttoning our dungaree shirt sleeves) we looked terribly scruffy compared to the British. They all wore shorts, knee socks, sailor blouses, and caps (like our dress flat-top ones). The embarrassment was short lived, however, as our first peacetime *liberty* awaited us in Hong Kong.

- Oct. 12, 1945      Went on *liberty*.

There are many activities in the Navy that still require skills of seamanship. These include, for example, taking on fuel and stores, passing mail, and launching a whaleboat; all underway. Getting into a whaleboat from a ship is another skill that, although dangerous, all must learn. A ship is relatively stable compared to a whaleboat alongside in a rough sea. Timing the step from ship's ladder to boat is the all important key to safety. If one steps when the boat is

on the way down, there is a terrible fall with an abrupt impact when the boat starts to rise. This is the worst situation but there is a cyclical variety of cases. To compound the problem, there is always the chance of being too low on the ladder and thus being pinned, or falling in the water between boat and ship. No one can help, although advice is constant. Your own good judgment is essential.

When the *Liberty* party was assembled on the quarterdeck for our first peacetime *Liberty*, we all stood at attention for our personal inspection, followed by a speech from the Captain. The speech was written in Washington, D.C. and sent to all ships over the Fox schedule. It was ordered to be read to all initial *Liberty* parties. The Captain did his duty, albeit in agonized and faltering tones. The speech, as I remember it, referred to *respect* for our mothers, the *honor* of our sisters, and the anticipation of a *healthy* family life with *the girl back home*. It was clouded in vague generalities, the word "sex" was not used, and it was aimed at instilling guilt into all who listened.

Finally, the *Liberty* party was called away. I was about third in line and very apprehensive of the transfer. As I swung over the side to descend the ship's ladder, I felt someone grabbing me or something tugging me high on my left chest. Since I was concentrating completely on which rung to stand to make my move, and on the timing to make the crucial step, I disregarded the discomfort to my left chest. When seated safely in the whaleboat, however, I examined myself, and found a small packet in my left breast pocket. I then looked up at the quarterdeck and saw, as each man came over the side, our pharmacist's mate ("Doc" Munn) forcefully jamming into each jumper pocket, an Official U.S. Navy Prophylactic Kit.

Oct. 14, 1945      Departed Hong Kong.

Oct. 15, 1945      Arrived Manila.

Oct. 17, 1945      Departed Manila. Arrived Subic Bay.  
Departed Subic Bay.

Oct. 20, 1945      Arrived Haiphong, French Indo-China.

Present are:

HMS VENERABLE (R 63)  
HMS WAGER (D 30)  
INGHAM (W 35) CTF 74  
ALBERT T. HARRIS (DE 447)  
FRAGMENT (APD 77)  
DUTTON (AGS 8)  
SEEKONK (AOB 20)  
LCS 30  
LCS 50  
YMS 4  
YMS 336  
YMS 363  
YMS 392

CTG 74.4 and CTU 74.4.1 is in CONWAY. VENERABLE and WAGER left this evening.

- Oct. 24, 1945      Went to Great Norway Island, about 20 miles away, for *liberty*. This is the most beautiful of all the uninhabited *liberty* spots we have been to yet.
- Oct. 29, 1945      Departed Great Norway Island with SEEKONK in tow.
- Oct. 30, 1945      Arrived off Hainan Island. Cast off SEEKONK. We lay at anchor with SEEKONK and OBSTRUCTER (ACM 7) while YMS's swept area. No mines have been found in this area.
- Nov. 3, 1945        Arrived Haiphong. We are now CTG 74.1. Group includes DUTTON and INGHAM.
- Nov. 4, 1945        Transports left with Chinese troops for occupation of Manchuria. INGHAM left for Hong Kong.
- Nov. 29, 1945      EATON arrived. ComDesDiv 44 and staff transferred to EATON. Departed Haiphong, French Indo-China.
- Dec. 1, 1945        Arrived Hong Kong. CTF 74 is in CHARLESTON (PG 51). *Liberty* every three days.
- Dec. 14, 1945      Departed Hong Kong.
- Dec. 16, 1945      Rendezvoused with convoy. CTG 74.1 is in EATON as OTC. Group is composed of six *liberties* and three LST's.
- Dec. 17, 1945      Left convoy.
- Dec. 18, 1945      Encountered typhoon. Lots of damage done to ship, including three depth charges lost.
- Dec. 20, 1945      Arrived at mouth of Yangtze River. Passed mail to PCS (HECS). Departed immediately.
- Dec. 21, 1945      Rejoined convoy.
- Dec. 22, 1945      Arrived Huludao, Manchuria, China with *liberties*. ComDesDiv 44 and staff returned aboard.
- Dec. 24, 1945      Departed Huludao with *liberties*.
- Dec. 25, 1945      *Christmas*. Received orders to return to "*Uncle Sugar*."
- Dec. 27, 1945      Arrived Shanghai, China. Moored in stream.
- Dec. ??, 1945      Went on *liberty*.

Dec. 30, 1945      Departed Shanghai with EATON.

Jan. 1, 1946       Promoted to Signalman Second Class.

Jan. 6, 1946       Arrived Eniwetok, Marshall Islands. Took on fuel. Departed two hours later.

Jan. 11, 1946      Arrived Pearl Harbor, T.H., 1400. Went on *Liberty*. Called up the Potters. They went to the University of Michigan with Mother.

Jan. 12, 1946      Departed Pearl Harbor, 1400.

Jan. 16, 1946      EATON separated to pick up patient off small craft. Proceeding on alone.

Jan. 19, 1946      Made first continental U.S. landfall in fog north of Point Loma. Almost run down by merchant ship. Arrived San Diego, Cal. *Liberty* two out of every three days.

Jan. 25, 1946      Departed San Diego.

Feb. 1, 1946       Arrived Panama Canal. Tied up alongside pier with EATON at Balboa, C.Z.

Feb. 2, 1946       Traversed canal.

Feb. 4, 1946       Conducted four hour speed run. Side of gun housing of Gun One caved in by seas.

Feb. 8, 1946       Arrived New York, N.Y. Took off ammunition at special pier inside Sandy Hook, N.J. Remained at pier all night.

Feb. 9, 1946       Proceeded up Bay to Brooklyn Navy Yard. *Liberty* two out of three days.

March 11, 1946     Departed Brooklyn Navy Yard in company with CONY and EATON.

March 13, 1946     Arrived Charleston, S.C. Anchored in stream.

March 15, 1946     Proceeded to Charleston Navy Yard.

March 16, 1946     Received 72 hour *Liberty*. Visited Dad at Ft. Eustace, Va. (where he is now stationed as a Major in the Transportation Corps).

March 30, 1946     Left on 15-day leave.

April ??, 1946     Went into drydock for about five days.

May 2, 1946      Left USS CONWAY (DD 507) for Naval Receiving  
Station, Charleston, S.C.

Life in CONWAY was wonderful, at least in comparison to what I imagine it was in the Army and Marines. Although operating in the tropics most of the time, I was always comfortable. As a signalman I was in the sun with my shirt off and usually in a strong breeze.

We had three full meals a day but fresh vegetables were scarce and fresh fruits nonexistent. Dehydrated potatoes were plentiful; you could have as much as you wanted. The mess cooks always gave me a triple serving of them without my even asking. They said it was because I was so skinny, but I knew it was to use them up since I was one of the few who liked them. The cooks cooked all day and the bakers baked all night, due to the limited galley space. If you had the mid watch (12 to 4 A.M.), the bakers would give you a loaf of the steaming hot bread right out of the oven. If, after breaking it open, you held it in your hands with any firmness, it turned back to dough. That bread with coffee was incomparable in the middle of the night!

We always had enough fresh water for one shower a day. You could send your clothes to the ship's laundry or wash them yourself in a bucket. Your two woolen blankets and mattress cover (sheet) were also washable.

The head was immaculate and there was plenty of toilet paper. The toilet itself was a trough with about four or five pairs of wooden half (almost)-seats fitted across. Salt water continually rushed down the trough in an extremely sanitary flushing system. However, it took a considerable amount of mental adjustment to sit comfortably with your hips only two inches from those of your shipmates to your left and right. Also, the passageway to the sinks was right in front of your knees, which didn't exactly add to your privacy, either. After being constipated for what seemed to be a week on first coming aboard, I was finally able to relax with the rest. Reading helped. A magazine rack was rigged on the bulkhead. Every magazine, however, was a comic book. They thought I was an intellectual snob because I always brought an ordinary book with me.

Everything went fine for me in this department for the remainder of the cruise, except when it was very rough. As the ship rolled to the point where the outside water covered the outlet, the water would stop discharging suddenly and one big slosh would occur in the trough; with a few wet bottoms resulting.

The only real hardship was lack of sleep. I was on the signal bridge from GQ just before dawn until after GQ at dusk; plus four hours at night (provided there were no attacks). I got so I could sleep anywhere and in any position. My favorite place (when covering agreement could be reached with the other signalmen) was in the machinery room just below the main fire control director on the flying bridge. By conforming your body to the curve of this very small cylindrical compartment, you would not be jammed by the

machinery as it, with the director above, rotated.

On watch at night, we would half-sleep, reclining across one of the flagbag covers. The trick was, that when anyone spoke to you (it could be the Captain or O.D.), you would *not* wake with a start but rather speak as if you had been awake all the time. The senior torpedomen also stood their watches on the signal bridge as their torpedo directors were located on the wings. They wore headphones. Therefore, they had the great advantage of being able to pretend that they couldn't hear when anyone in authority spoke to them while sleeping.

The bottoms of the two flagbags (of rigid steel construction) were excellent daytime sleeping places. No one could see you among all the flags and they were so very soft. One of the signalmen, Richard (Maggie) Maginn, was in the starboard bag when Captain Harrison came out of the pilot house to ask for him one day. We all said that he would report in just a minute but, unfortunately, the Captain just stood there waiting. If the Captain only would have gone back into the pilot house or turned around to look forward for a moment, we could have whisked him out of the bag. But no, the Captain kept looking aft (in the direction of the bag and at all of us) repeating his request (now an order). Finally, Maggie *had* to appear. Although extremely tall, only his head and shoulders showed above the top. With deep sleep still on his face and the attitude of resignation from defeat, his only reply was a sigh followed by, "Yes Sir, may I help you." Even Captain Harrison laughed.

I would go down to wake up our reliefs about 1140 (or 0340). When mine appeared on the bridge, I would immediately take two double steps down the ladder, reach way down on the starboard hand rail with both hands and vault off the ladder over the rail. My arms would break my fall so as to land me gently on my feet on the boat deck below. About five steps would take me to the starboard ladder where I would repeat the procedure to the main deck. Then into the deck house and down the ladder through the hatch, swinging on the hand bar at deck level. Two decks down by the same sequence and I was in the chow hall. As I walked through I would unbutton my shirt and slip my belt loose. Stepping on the raised sill of the living compartment bulkhead door, I would untie each shoe as I passed over. My rack (bunk bed) was now in view in the red glow of the night lights--port side, far forward, middle. Off came my shirt as I approached. I would step on the locker with my right foot, my left foot coming out of its shoe and pant leg. My knee then came forward as I doubled up into the small space, leaving my right leg to dangle in order to lose the other shoe and pants. I then would roll 180° to my right, grabbing a corner of the blanket with my left hand and jamming my feet into a crease to unfold it as I stretched out; all the time scrunching my feet together to remove my socks. Not one second of motion wasted--not one moment of sleep lost.

The original diary (and additions) was transcribed onto a 5 1/2-inch floppy disk (and duplicate) marked "Conway diary, Copy #1" (and "... #2") in an Epson QX-10 home computer using VALDOX 1, Release 1.18. Printing was done on an Epson RX-80F/T printer.