



The Personal Log of Eugene E. Eaton, USS Velocity (AM 128)

US Navy Auxiliary Fleet Minesweeper

Position: Sonar Specialist

5 June 1943 - 5 December 1944

June 5th 1943: Left Norfolk, bound south.

June 15th: arrived at Key West.

June 21st: Arrived at Cristobol. West through Canal and laid-over at Panama for a week. Pulled out and at sea 24 hours, then recalled. Have laid over in Panama since. (2 months lay-over)

July 9th: It will be three weeks this coming Sunday. Paid today, now have \$40. This is the second time I have had that much at one time. We are only receiving drawing-money, not our full pay.

July 17: Pulled out for the Galapagos Islands. Arrived Tuesday afternoon. Left on Thursday night for Panama--carried fuel. Arrived Sunday July 25th.

{The Velocity was delivering fuel to an island in the Galapagos group for fuel shortage relief. Among Dad's favorite funny stories about life aboard Velocity, was the whole crew having the worst case of sea sickness. "Everyone," he'd say with glee, "from lowest seaman to the Captain was green at the gills!"}

Also, getting paid was an on-going problem and Dad earned *a lot* of his pocket money playing poker!}

Aug 4th: Still in Panama. Acted as target ship for Lexington and escort one day. Carry full load of supplies.

Aug 7th, Saturday: Put to sea, a trip of 60 or more days.

Sept 19th: About one week of voyage left. Crossed the date-line Wednesday night about 11:30 pm. (Last Thursday, Sept 16th, was date of crossing.) Should have two months pay about Oct 1st. \$24.00 ahead in poker so far.

Friday, Sept 24: Only a few more hours to go until end of the trip. Isles are large and appear to be heavily wooded; in fact, jungle. Naval base on one of the New Hebrides Isles.

Southwest Pacific--Oct 1st, 1943, Monday, 10 am: Put to sea from Espiritu Santo. Painting ship a dark gray. Decks and superstructure still to do.

Oct 6th, Wednesday, 10 am: Arrived at New Caledonia after conveying freighter. Took on fuel and then moved down the bay and anchored. Tried to tie to a D.E. but no luck.

Oct 12th--Tuesday: Back at Caledonia. 3rd section, 1st liberty. Undress whites, after working hours. Some deal--will they be dirty?

Oct 12, 10 pm--pulled out and hunted a sub. General quarters station all night. What a deal.

Oct 14th--liberty. Also found I've got \$120.00 coming. Poker remaining steady. Report no loss or gain.

Oct 18th--Monday, 1 pm: Put to sea to meet and convoy a ship 3 days out.

Wednesday, Oct 20th: Met the ships: a cargo and passenger troop ship.

Oct 22nd: Saw ship into Noumea, then went on a sub hunt.

Sunday, Oct 24th: Refueling for a long trip north.

Oct 25th--Monday, 6 am: Made ready for sea. 9 am, picked up three large freighters--more at New Hebrides--then on to Guadalcanal.

Oct 29th: Friday, sea calm, weather clear and hot. At present we are going along somewhere in the Solomon Isles.

{This job of painting the ship occasioned another of my Dad's favorite funny stories. He laughingly explained that, one time, he and a buddy were sitting together on a board suspended over the side, doing the painting job, when they started arguing over which direction the paint should be applied. They got so loud and heated about it that the Skipper finally leaned over the rail and ordered them to find something else to do. He didn't want to see or hear them for the rest of the day!

The various ports Velocity worked out of throughout the Solomon Islands are frequently mentioned. They include: Espiritu Santo, Noumea, Guadalcanal and Tulagi Naval Base. As a minesweeper, Velocity's primary mission was to keep other ships safe by detecting submarines and underwater mines.

"Undress whites" were the traditional all white Popeye style sailor uniform with the round white sailor cap. Undress whites are no longer worn and "dress whites" as we know them now, didn't exist in WW2.

General Quarters means going to combat positions and D.E.= Destroyer Escort. }

Nov 1st, Monday: On sub patrol screen--hot and calm. We are convoy escort. 91 days of consecutive sea duty.

Nov 3rd: Back in near Guadalcanal about noon--then over to Tulagi Naval Base.

Nov 4th, Thursday: Screws damaged on reef so we may be here for awhile. More damn rain here than I've seen for a long time.

Nov 8th, Monday, noon: Left Tulagi for Guadalcanal and resumed screen patrol--dull routine.

Nov 13th, Saturday, about 9 pm: Joined a tanker and headed N.W. going to Rendova.

Nov 15th, Monday: Returned to Guadalcanal and resumed work on screen.

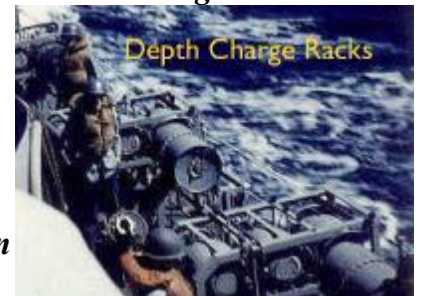
Nov 18th, Thursday: Ordered out on a 72-hour sub hunt. Friday, no luck as yet; not even a contact. 31 mile course. Screws really sound bad--getting worse.

Nov 20, Saturday: Returned to the base and then on to Tulagi. Sunday, 8 am: Heard the game between the Iowa Sea Hawks and the Irish.

Weather clear, sunny and hot.

Nov 23rd: Tuesday: Hear a contact and discharged two salvos from the hedgehog. One hit. Later, decided it was a sunken ship, 55 fathoms to the bottom. Still on the screen. Someone stole a can of plum duff and now we are restricted.

Nov 26th, Friday: Left Tulagi with a 15 ship convoy via Espiritu Santos, then to Noumea. Sunday off New Hebrides Isles.



{Screen patrol or "being on screen" means pulling a shift at watching the radar/sonar for enemy subs. A "hedgehog" was what they called the depth-charge dispensers. "Two salvos" meant they dispensed two depth charge canisters. About this job of dispensing depth-charges, Dad said, "We had to be so good at it, we could do it blind-folded in the dark." }

Dec 1st, Tuesday: Arrived in New Caledonia. Loaded oil and sprained ankle.

Dec 2nd, Wednesday: Left New Caledonia on return to Guadalcanal--convoy.

Dec 4th, Saturday: Joined by convoy from Espiritu Santos.

Dec 7th: Back on screen at Guadalcanal.

Dec 9th: Left Guadalcanal with a 2 ship convoy. Dropped one at E. Santos on Sunday.

Dec 12th: Continued south to Noumea, arriving Dec 16th about 8 am. The trip was uneventful except for usual rugged seas in the neighborhood.

Dec 18th, Saturday: Well under way on the complete scraping and painting of ship. 3 weeks.

Dec 25, Saturday: About noon we pulled into the dry dock and proceeded to wire brush and start painting. Some X-mas--anyway, we have our feed tomorrow and possibly a holiday routine.

{On the topic of food, Dad said he often was served “green” scrambled eggs for breakfast. That's because instant foods such as powdered eggs, instant potatoes were still in the experimental development stage.

One of his favorite funny food stories though, was the day they got a crate labeled “Salt-Cured Ham Packed in 1918!” (American surplus from WW1!) He said the cook took one look at that and promptly ordered it tossed overboard. Also all the supplies of mutton from Australia were sent the same way. “No would eat it,” he said.}

Jan 1st, Saturday 1944: Half a days work then a big feed and lay-off all afternoon.

Jan 6th, Friday, 6 am: Put to sea north bound again--4 ship convoy. Sea moderate. Once again I'm afflicted with sinus trouble--no taste or smell.

Jan 10th: Reached Guadalcanal and again on screen.

Jan 14th, Friday: Put to sea again with convoy, destination: Espiritu Santo. Seas moderate to heavy. Water being rationed. Only 3000 gallons more.

Jan 18th, Tuesday night: Reached E. Santo and stayed 2 hours and then ordered on convoy. Met ships at about 4 am.

Jan 22nd, Saturday: Back at Guadalcanal and, as usual, back on screen again. No mail either. Trip just finished, I saw more damn rain--seemed like another squall struck every 15 minutes!

Jan 29th, Saturday: Underway again--Espiritu Santos.

{Water wasn't the only shortage Velocity ever experienced. Dad said also said they once had to fish off the side of the boat for fish just to keep from starving because they hadn't gotten a full ration of food supplies; none of the dry stables like flour, bread, rice or beans. Just fresh rations like meat and vegetables, which made eating pretty lean for awhile!}

Feb 1st, 1944, Tuesday at Espiritu: Have liberty today. Listened to a dance band from Honolulu.

Feb 5th, Friday: Left E. Santo with a convoy for Guadalcanal--4 escort and 6 freighters. Seas quite rough.

Feb 11th, Thursday: 2 ship convoy N.E. to within 100 miles of Gilbert Isles.

Feb 12th: Dropped ships at midnight and returned to Guadalcanal alone.

Feb 15, Wednesday: Arrived at Guadalcanal and went to Tulagi for fuel. Probably return to screen. Saw Orson Wells “Citizen Kane.” All I can say was--I gagged.

Feb 18th, Friday: Took a ship up to Russell Isles, overnight. Quite a nice evening.

Feb 19th: Captain's inspection--gaggy. Orders received and out to sea with 3 ships--E. Santo first stop.

Feb 23rd, Friday: Twenty-three years old today. Still at sea. Going down Auckland way, 1 ship only. Anchored at Noumea, New Caledonia. Mail for first time since middle of Jan.

{About his job as sonarman, in his service book Dad wrote: “As a sonar man I was needed, since I was the only one aboard with the training and know how.”}

Mar 5th, Sunday: Sea detail at 5 am. Looked out at 6 am and find still inside reefs--going N.W. along side. Arrived Mon. eve about 6 pm. Lay over night.

Mar 7th, Tuesday: Put to sea again about 4 pm--where to? (North)

Mar 9th, Thursday: Arrived at Guadalcanal, then laid over night in Tulagi. Assigned to new task force--means plenty of hard work and action.

Mar 13, Monday: Have laid over in Purvis Bay at nite--have spent past 3 days trying out O-type & mag sweep gear. Some job at that. Probably use before long. Plenty of sleep and pleasant evenings--movies every night. Wednesday, went up to Russell Isles and laid over night. Detailed to screen at Guadalcanal.--so far, 3 days of it.

Mar 21st: Made our first night run with sweep gear out--some fun.

Mar 22nd: Returned to Purvis Bay for fuel, etc.

Mar 23rd: Convoy from Guadalcanal to Espiritu. Arrived on morn of 27th and tied-up to Zeal. Supplies come aboard--more rain.

Mar 28th, Tuesday: Day fairly rainy. About 5 pm fire broke out in bag storage--large loss. Salvaged two blankets out of sea bag in very good condition--considering out of fire and water.

Mar 30th, Thursday: Still in Espiritu. Continuous rain. Taking a loss on clothes. Try and get a sea bag--if not, make one. Damn the climate anyway.

{ "O-type sweep gear" was a set of cables designed to snip the wires holding underwater mines on the bottom, so they'd bob to the surface and could be donated by gunfire. "Mag sweep gear" was different set of cables that were electrified cables and would cause magnetic mines to detonate spontaneously. The USS Zeal was a minesweeper same as Velocity. }

Apr 3rd, Monday: Ships arrived 1st. Still in E. Santo harbor and no mail yet.

Apr 7th, Friday: Just put to sea again about 7 am. Convoy north again.

Apr 9th, Easter Sunday: Out at sea yet. Rather rugged.

Apr 14th, Thursday: Screened at usual place. About 6, took off for Purvis Bay--overnight. Next?

Apr 16th, Saturday: Had usual inspection, then got under way about dusk to pick-up freighter at Guadalcanal.

Apr 19th, Tuesday: Dropped freighter at 11:30 pm, then headed south to meet tanker, Wed morn about 8 am.

Apr 21th, Thursday: Arrived in E. Santos about 1 pm. Took on stores and put to sea again at 5 pm. Friday morn, met Crescent City--hot shot from the south at 8 am. Saturday afternoon: Are now steaming east of Florida Isle. Course is still north. Sunday arrived at Russell Isle around 9 am. Fooled around awhile, then came to Tulagi for fuel. Put to sea again about 1 pm. That night, Monday, met Crescent City about dawn along with the Starling, all headed north (way up, too!) Tuesday, 6 am we were off shore of Bougainville Isle screening--???--6 pm we took off again--about 600 miles north--some Isle north of New Ireland. Thursday morn, 6 am: Arrived off a small isle, our destination, I guess. Screening as before. At 4 pm, we got underway for the trip south.

Apr 30th, Sunday: Arrived off Guadalcanal about 6 am. Fooled around until noon, then headed for Tulagi, where we fueled up and got dry stores. 6 pm, put off for Purvis Bay and anchored for the night.

{The "small isle" referred to was Emirau Island, which was General MacArthur's next target in his campaign to re-take the Pacific from the Japanese. USS Crescent City, was an attack transport, headed there with a load of troops and USS Starling, another minesweeper, who with Velocity, escorted Crescent City to the combat location. }

May 1st, Monday, 4 pm: Put to sea with 2 ship convoy. Tuesday night at 8 pm: I took over the sound watch--go up for rate soon.

May 4th, Thursday: Arrived at E. Santos and dropped back--

May 8th, Monday: Large convoy bound Guadalcanal.

May 13th, 6 am: Arrived at Guadalcanal, then crossed over to Tulagi about noon. Anchored in Purvis Bay.

May 16, Tuesday: Another convoy east to 175 or so, then to E. Santos. Friday, arrived in E. Santos and then anchored. Sunday, along side the Mendoniar--repair ship. Tuesday morn in dry dock--another paint job on the bottom. Scraping all paint off.

{Purvis Bay was actually a channel of water between the two small islands that comprise "the Florida Isles." Tulagi Naval Base was located on one. Dad said his Skipper took fiendish delight in driving into port through this channel at full speed, *just* so he could knock over all the little Army privies (johns) lining the shoreline with his wake! Dad got a huge kick out of telling this story and I could imagine him and his mates, hanging on the rails, jeering and hooting at any soldier unlucky enough to happen to be in one as they drove by!}

June 1st, 1944. Made rate. Now a Sonarman 3rd Class.

June 5th, Monday: Left E. Santos for Guadalcanal--2 ships, K.V. and tanker.

June 7th, Wednesday: Arrived and took up screen. (Tuesday, I laid head open by running into a corner--3 inch gash.) Friday we went up to Russell Is. Met ship on set course due east. Wednesday arrived off Noumea Isle. Waited until 5 pm, then left on return.

June 17th, Saturday: Arrived back in Tulagi for fuel and supplies, then over to Purvis Bay--lay over.

Tuesday, June 20: Back out again at 8 am over to Guadalcanal for screen.

June 25th, Sunday--had been anchored since Sat. noon. Got underway at 1 pm--met 2 ships-- an east bound hot shot!

June 26th, Monday: Dropped ships at 11:15 am--turned south to meet another near Santos.

June 28th, Tuesday: Picked up a Panama ship at 1 pm--proceeded back to Guadalcanal. Thursday morn arrived at Guadalcanal. Came to Purvis at noon. Anchored.

July 2nd, Sunday: Saw a fire and shell ravaged Jap d.d., No. 23. .Appeared to be of Mutsuki class.

July 12th: Still in Purvis Bay--new Captain is a one-way bastard--so is the present exec. They sure are down on the crew--so we do nothing, period!

July 14th, Friday: Underway at 7 am from Purvis to Guadalcanal--picked up 3 ships and a French gas boat; headed south. Sunday arrived in E. Santos--lay over night. Monday: Well, here we go again--north bound--picked up the Taylor--big job--rugged seas, so we have been really pitching and rolling.

July, 19th, Wednesday: Arrived this morn at Guadalcanal--started screening. Thursday afternoon picked up a Dutch Freighter--north 24 hours. Friday turned about at 4:45 pm and headed back at 10 knots. Quite a heavy swell, so we rolled a-plenty!

July 24th, Sunday: Arrived off Purvis at about 8 am, entered and headed for full, then along side of Dixie with 10 day availability--the old man sure was hot over this!



The old Mutsuki sub had been salvaged for intelligence purposes, then towed and abandoned where Dad saw it as pictured. It's remains can still be seen there today.

"K.V." was short for AKV, which was an aircraft transport. The *USS Taylor* was a Fletcher-Class Destroyer and the *USS Dixie*, a destroyer tender, which was basically a floating repair shop. Interestingly, the *Dixie* remained in active service until 1980.}

Aug 3rd, Saturday and Aug 4th, Sunday: We slapped on a camouflage job--gray and black. Phew!

Aug 9th, Wednesday: Put to sea at 10 am, Guadalcanal as usual--then a 4 hour trip up and back via Russell Isles. Then screened. Thursday noon, came to anchor, then off again on the morrow.

Aug 12th, Friday: Put into Tulagi for fuel, etc. Waited until 2 pm for ship to finish loading, then out and

north.

Aug 13th, Saturday: Arrived and anchored at Treasury Isles overnight. Sunday, headed south to Purvis at 3 pm. Arrived about 1:30 pm--anchored. Thursday: out to get some target practice.

Aug 27th, Sunday: Past we have maneuvered and practiced sweeping, also have done more shooting. Today, we are working in groups for invasion practice. Left in a convoy yesterday and came back to Purvis.

Sept 1st, Friday: Have completed a week of extensive sweep practice. We got orders to report to Guadalcanal and then over to Tulagi for fuel and ammunition.

Sept 8th, Friday, 7 am: Leaving Guadalcanal with a large convoy. Palau is our target--this is the big time now!

Sept 11th Monday: Crossed the Equator again for the first time in a year.

Sept 13th, Wednesday: This morn we are fueling on the run. Skipper handles ship like he was scared to death--and we have to see more of this all the time--he is incompetent!

Sept 14th, Thursday, 6pm: Left main convoy and headed north to Isle. 75 miles--should be ready by dawn.

Sept 15th: Saw dawn break off Palau Isle. At General Quarters. Started sweeping east end of Kossol channel. No mines did we get.

Sept 16th, Saturday: Continued sweeping. 11 mines all day. Saw a can get one of them--guess it was badly damaged--it was listing and fighting fire. Sunday: Finished sweeping. 14 to our credit. Assigned to screen west end. Monday: Screened all day, then came in and anchored about 4 pm. Also picked up orders. Tuesday, made preparations to get under way--off on another invasion! Wednesday: This morn we met tankers, so Y.M.S.'s all fueled up. Thursday at 6 pm we were off Ulithi Isle. Had a cruiser along--something fouled up, so watched cruiser shell the beach during the morning. Swept all afternoon and tonight anchored in the lagoon. Japs all around. Maybe something will start before night is over--hope not. Friday, more sweeping done today--using magnetic gear--no results. Got screen patrol tonight. Monday, finished sweeping over the weekend, screened some and now south bound with convoy. Thursday, arrived Humboldt Bay, New Guinea. Laid in and anchored by eve.

Sept 29th, Friday: Back out again and with same ships we brought in. Bound for Admiralty Isles. Sunday: Arrived at 6 am. Finally got in about 9 am. Saw many cruisers and about 8 or 10 battle buggies. Even a couple Limey C.A.'s. More ships here at Manus than I've seen in a long time. The lights of the base sure do look like a fair sized city. Whata clump!

{According to official records, this was Task Group 32.17 that Velocity escorted to Palau. Ulithi is a little northeast of Palau and Kossol Roads is the channel running between them.

Velocity and her two sisters, the Triumph and Competent, swept for mines ahead of the fleet, finding a total of 14. About this in his service book, Dad wrote: "First job on mine work--very nervous deal--came under air attack here for the first time--no danger here as it was a total miss."

The "can" was the *USS Wadleigh*, a destroyer, which had hit a mine. Velocity and sister sweepers sent rescue party's to assist.

Y.M.S.'s were wooden-hulled minesweepers. "Limey" is a slang term for "British" and "Battle Buggies" was a nickname for the large state-named battleships because their hull numbers all began with "BB." Of those great battleships, only two, *USS Wisconsin* and the *USS Iowa*, by order of the U.S. Congress, are still being preserved in a state of readiness for reactivation. That means their guns, engines and equipment will be maintained in working order, even though the public is still allowed to tour them as static floating museums. All the rest were either lost in combat, sunk as targets or scraped. Only 6 other battleships, aside from the Wisconsin and Iowa, remain as floating museums: *USS Alabama*, *USS North Carolina*, *USS Missouri*, *USS Texas*, *USS Massachusetts* & *USS New Jersey*. }

Oct 10th, Tuesday: This morning, we and all the other sweeps in the harbor got going. Boy, we sure do make a fair sized outfit! Noticed we are headed northwest--so I guess this is the big deal--so here we come Phillipines or bust!

Oct 13th: Going along as usual now--they got the beavers busy chipping the decks and painting them. Invasion bound and we do this B.S.??

Oct 15th, Sunday: A rainy and rough morning. Met fuel ships and the Y.M.S.'s loaded up. Added unit joined us. Seas are sure rugged.

Oct 16th, Monday: Eve of D-Day. Seas heavy and rain and electric discharges are prevailing. Tuesday, started sweeping in the middle of a small hurricane. Wednesday, clear this morning, so back to sweeping. Lost big portion of gear--took battle squad into Leyte Bay. Thursday: No sweep gear, so we shot up the mines. What a bang they make! About noon a Jap came over and dropped a bomb--hit off starboard bow about 50 feet--loud bang--scared the crew so had a record General Quarters. No other unusual events. Jap radio has us raising hell here. No American confirmation yet.

Oct 23rd, Monday: Finished up our sweeping today. Went into Leyte at evening and 8pm were close to shore. We are low on supplies.

Oct 25th, Wednesday: Anchored in approx. the same place now for 2 nights. The nites have been good except for gun fire and flares. Days, we go to General Quarters about three or four times. It is air attacks, so we all soon get going and quick! Saw 2 of our own planes shot down by our own fire--hell of a note. Also saw an ammo dump go up--some fire works!

Oct 27th, Friday: Well, due to the success of Kincaid and the 7th Fleet, we are still here. This place is a death trap, so if they had failed, we all faced complete elimination by the Jap Fleet. Some six or eight hundred ships here at that. Such a disaster would have undone all the work done to date and have removed yours truly.

Oct 28th, Saturday: Well, we finally got orders to shove off. About time, too! 20 air raids to date---that is a little thick! As usual we leave in a storm!

{The big time! The battle for the Phillipines at Leyte Bay! Part of Mine Division 14, Velocity and her sister sweepers, Tumult and Token, entered first and swept the area first, clearing the way for the rest of the invasion fleet. Velocity acted as mine disposal vessel for the operation with an official tally of 24 mines sunk/15 destroyed.



The near-miss bomb mentioned was dropped by Jap "Val" dive-bomber. I remember Dad showing me how he shot at "Jap Zero's," with his swiveling and firing motions, which match the use of a 20mm deck gun. The Velocity had two 20mm and two larger 40mm. (Photos)



According to official records, a number of twin-engined Jap "Betty's" attacked the anchorage area and Velocity managed to splash one. Also both pilots of those downed American fighters mentioned were rescued. One by the Token and one by Velocity.

Of this experience, Dad wrote in his service record book: "Near bomb miss and just missed going up on a mine. While anchored near Dulag --almost under continuous air attack." }

Nov 8th, dawn: Entered Manus harbor.

Nov 10th: Saw another Jap go to hell the quick way.

Nov 13th: Last few days there have been a lot of talk about return to the States. Tonight, unloaded extra gear.

Nov 14th: Got under way at 5 the evening.

Nov 21st: East bound at about 15 knots. Seas have been heavy the last few days. We really go up and down.

Still have about 1300 miles to go to Pearl.

Nov 23: Enjoy the usual Thanksgiving Day Feast. Nothing unusual beyond the chow.

Nov 24th Friday: Entered and moored at Pearl Harbor. Sure are a lot of ships around here! Possible chance of liberty if we stay long enough.

Nov 25th, Saturday: Fueled and left the harbor at 1 pm. Joined convoy headed for Frisco.

Nov 30th, Thursday: About 1100 miles out. Has been getting steadily colder. Have had many of the Midwest States on the air.

Dec 3rd: Has been talk of going on to Portland, Oregon. Nice deal. Also on second leave party--sometime in January.

Dec 4th, Monday: Entering Frisco Bay--under Golden Gate Bridge. Tied up. Liberty in Frisco.

Dec 5th: Pulling out this morn.

{From here, Dad left Velocity to return to Minneapolis for a much learned 30-day leave. In his service book, Dad wrote: "First leave since entering the service in '42--got 30 days from ship--possible recall before lapse of leave."}

Fortunately, no recall ever came, allowing Dad to meet our future Mother.

Meanwhile, Velocity journeyed onwards to Japan without him, while he returned to Pearl Harbor for a new assignment. }





Second Assignment
Sub-Chaser SC-1011
20 April 1945 - 1 June 1945

Of this brief assignment, my Dad spoke little. I didn't even know about it until I examined his service records. Apparently, it wasn't his favorite. Dad couldn't stand prejudice of any kind and it seems he had a run in with one of the ships officers, who was *very* prejudiced, about how he was either speaking to or treating a fellow black crewman. I imagine the officer tried ordering him, "to mind his own business," but whatever happened, Dad refused to drop the matter, thus the disciplinary action for "disobeying orders." Dad was a Sonarman, 3rd Class Petty Officer (SoM3c).

The following excerpt comes from the SC-1011's official log:

"...The SC-1011 spent almost the entire war in the Pearl Harbor/Hawaiian Islands area. Saw 1 short trip to Midway and back and another to Johnston Is. Other than that, it was just used for short convoys & escorts in the Pearl Harbor Area, anti-sub patrols, towing targets for aircraft torpedo practice, etc. There was a pretty good turnover of officers for this SC. Also a fair number of men brought back by Shore Patrol for intoxication. Several incidents also. No action.

Gene Eaton reported aboard 20 Apr 45: E. E. Eaton, SoM3c (Opr.), 639-82-96, USNR reported on board with bag & hammock for duty. Records & transfer papers accompanied this man.

12 May 45: The Commanding Officer (Murphy) held mast on Eaton, Eugene E, SoM3c, 639-82-96, V-6, USNR, charged with disobedience of orders. Punishment thirty days restriction to the ship.

02 June 45; Pursuant to Commander Sea Forces, Hawaiian Sea Frontier Transfer Order P16-4, Serial P-762 dated 01 June 45, Eaton, Eugene E, 639-82-96, SoM3/c, V-6, USNR was detached & ordered to report to USS P.G. 59. His bag, hammock & records accompanied him. During period Eaton on board, vessel basically did anti-sub patrol and short convoys in and around Oahu, Honolulu and Maui. No action..."



Third Assignment
The San Bernadino (PG 59)
2 June 1945 - 1 March 1946

Dad loved this assignment and referred to this fancy "converted yacht" as often as he talked about the Velocity, though no specific stories. He called her a "weather boat," which she was and she worked primarily around Hawaii with him on radar, watching weather systems.

The San Bernadino was originally a private yacht, called the *Vanda*. Built in 1928 by a private owner, owned, she was later acquired by the Navy in 1942, converted into a Patrol Gunboat and rename, *The San Bernadino*. She was decommissioned shortly after my Dad left her and turned over to the Maritime Commission for disposal in late 1946.

{Photos of all ships can be seen under the "Ship Fates" section.}

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