

MY FIRST FORECAST

I had to leave PG School early before my meteorology class graduated to report to USS Kraus (EDD-849) out of Norfolk. Shortly after reporting on board and relieving the Ops Officer, Hurricane Donna started north up the East Coast. The captain sent me to FWC Norfolk to look at the weather charts and advise him as to what he should be considering since I had a degree in meteorology. I went to the Center and returned to advise him that we should get underway immediately, steam east into the deep water and that we would be OK. He responded to the flotilla commander while I was gone that the ship would go to the hurricane anchorage in Chesapeake Bay. I told him then that we were going to get the s--- kicked out of us.

We went to the anchorage and put out two anchors at a 45 degree angle and 120 fathoms of chain to each anchor. The eye of Donna passed just east of us. As the eye was nearing us we were steaming at 10 knots into the anchors and going backwards. All 18 to 20 ships at anchorage were dragging their anchors. As the center moved northeast of us we started experiencing radical shifts in the wind. On three occasions we rolled 56 degrees and the ship would shutter deciding whether to capsize or come back up. But when we did, we never returned to perpendicular. At about 20 degrees we would go back down again to over a 50 degree roll. It made for an interesting and long night. But FRAM destroyers can take a lot of punishment and survive.

Submitted by CAPT Ace Trask, USN RET.

WELCOME TO THE U.S. NAVY

I was sailing as a Third Mate onboard the 585 FT Feltor, one of ORENAVIAGATION CO's ships. We arrived in Sparrows Point, Baltimore to unload ore and there in the mail was letter from Uncle Sam telling me to report to the U.S. Army recruiter for a physical, as I was going into the Army. This was back in the days of the "Draft". I called the Boston Navy Yard and told them of my problem. They asked me what type of duty I wanted and where. West Coast and on a LST, as that was about as close to a merchant ship as I could get. Soon I found myself onboard USS Mahoning County (LST-914) as the First LT and Gunnery Officer; loading cargo and enroute to the Arctic where I spent the next 5 months. Welcome to the U.S. Navy.

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