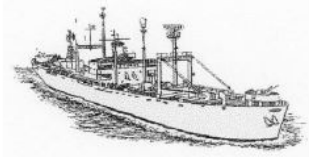


# Sea Stories

send your sea stories to  
mel.harder@snet.net



From: Ken Kohlstedt (former LTJG)  
Subject: USS Interpreter and the bridge

I read with great pleasure Lawrence Arrington's story in the recent YAGRGRAM (nbr 78) about the adventures of the Interpreter (AGR-14). I was particularly interested in his comments because I was the CIC officer at the time of the incident and I can add a couple of notes. The story is quite accurate in that the fog was so heavy that the bridge personnel could not see the Richmond-San Rafael bridge until it was almost too late. We were outside of the marked channel and, in turning hard port to miss the bridge, we ran over a channel buoy. My memory is that we actually got tangled up in two buoys but that was a long time ago. We didn't actually hit the bridge or, if we did, it was so gentle that no damage was done.



Captain Beaty did report to the Commodore the next day but, as the screw was ok, no damage had been done, and we were due to leave on patrol almost immediately, the whole affair was classified a "misadventure" and Captain Beaty returned to the Interpreter to continue as commanding officer.

from: Ted Muller (USS Guardian)  
re: Cuban Missile Crisis

The last sentence under the YAGRS ASSOCIATION shield "They served with honor, and the East Coast ships performed a vital function in the Cuban missile crisis of October 1962". As the Guardian's log would clearly show, we were there in the frontline barricade for several days among several destroyers, including the Robert Kennedy, DD, who made one of the last intercepts of a merchant ship leaving the area. Also, we stopped a Japanese freighter with the help of P2V's out of Jacksonville.

Was the Guardian awarded a medal along with any other AGR's down there at the time, as were the participating destroyers and cruisers awarded?

Lee Doyel responds

Guardian along with all the other East coast ship were awarded the Armed Forces Expeditionary Medal for their performance in the Cuban missile crisis. The USS Outpost AGR-10 was additionally awarded the Navy Expeditionary Service Medal. The only medal the West coast ships are authorized is the National Defense Service medal.





**from: CDR Joe Kimble**  
eMail: [njkimble@comcast.net](mailto:njkimble@comcast.net)  
My Location: Muskegon, MI  
My Ship: USS Guardian AGR-1



Comments: I served on the Guardian from October 1961 to September 1963 (deck force, BM striker). I just saw the following post:  
*During the month of June 1961, Guardian was ordered to take station south of Key West, FL and to track and report all aircraft inbound to, or outbound from the United States. In October 1962, Guardian was again ordered to take a southern station, this time off the eastern coast of Florida. This was part of the "Cuban Blockade", and during the entire Cuban Crisis, radar picket ships performed important roles.*

I was on the Guardian during the blockade duty. We were ordered to be part of that blockade in November, 1962. LtCdr Ellis actually ordered us to fire a round from our 3" x 50 forward gun over the deck of a Russian freighter that was refusing to turn around and head back east. We fired the round, the freighter turned around, and we did not need to board her or take any other action. In 2003, I received the Navy Expeditionary medal for this blockade, an award that all the ship's crew should have received in 1962.

Just found this web site. Great work.

**from: James L Poole Jr**  
eMail: [jimpoole@juno.com](mailto:jimpoole@juno.com)  
My Ship: USS Searcher  
Date: Sept. 22, 2017

Comments: My father was killed while serving on the Searcher. I would greatly appreciate any information on him as I was just over 1 year old when he died. It would mean a lot to hear about my Dad.



(NY14-NOV-14)BURNING NAVY RADAR SHIP--Smoke pours from ventilating stacks as rescue boat approaches the burning Navy radar picket ship, the Searcher, yesterday after explosion ripped the craft southeast of New York City. Most of the blaze appeared confined to ship's engine room section. The Searcher is one of a number of surface craft spotted off the coast to signal the approach of unidentified planes. This picture was made by Coast Guard Warrant Officer W.H. Becker of the cutter Ighite which removed three sailors from the Searcher. (U.S. Coast Guard Photo via AP Wirephoto) (see story) (pr/hmc2010aug)1995

**Frank Pulaski responds:** James thanks for signing our guest log. Your comments and picture of your dad have been posted on page 4 of the guest log. This terrible engine room fire occurred on November 13, 1955 not long after the USS Searcher was commissioned. Your father as well as the other three who lost their lives at that time are memorialized on my USS Searcher website. It can be viewed at <http://www.classypages.com/searcher/inmemory.htm> and many of the ships logs pertaining to the fire are documented on the Searcher site at <http://www.classypages.com/searcher/engineerfire.htm>. There are 4 links on this page describing all the events that took place. I sincerely hope someone who served with your father will respond.

**If anyone served with Chief Poole please contact his son at the email address above**