

**Subject:** Chapin Warrington Final Cruise Photos

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Bruce,

I have ~ 100 photos from going thru the Panama Canal to Sep 72 in Subic dry dock. I've finally scanned them from a photobook w/ ~ 2 to 6 photos per scanned page and downloaded them to CDs. I'm sending one to Bill Sills for the Warrington Association. Do you have a mailing address for me to send you a copy as well?

I got out of Radar A school in Apr 1972 and reported to the Warrington in May 1972. For my part, I was on watch in combat at the time of explosion at the age of 18 and 7 months. I had helped record the location of the active and no longer active minefields on the combat navigational charts. I was then on an air search radar to the rear of combat trying to identify our sister ships via IFF. I recall our electronic counter measures guys on watch as stating the gun site was tracking us again and recommended a change of course several minutes prior the explosion. (The night before this shore battery had taken over 30 shots at our sister ship which the Warrington sonar guys piped the sounds of the explosions into combat for us to listen to.) I had the air search radar implode in front of me at the initial explosion and as I was tossed into the air, smashed my right knee into the overhang of the scope. After the explosions, there remained 1 functional SPS10 surface search radar until the ship powered down ~ an hour later.

Most of us exited combat immediately after the explosions as there was a lot of electronics hanging around damaged including the ceiling fixtures hanging down and no one wanted to be electrocuted. I smashed my right knee several more times during the long tow to the Philippines, once during a very dark and moonless night while on P250 pump watch. The pump died and as I jumped up to get someone to restart it, I slammed it into the depth charge equipment rack. Smashed it again a few days later while heading up the ladder to combat when my foot slipped on a tread and I drove the knee into the ladder. I was offered the opportunity for a Purple Heart but turned it down given my injury was nothing compared to the soldiers fighting the actual Viet Nam battles and taking bullets. The knee remained swollen for several years. It stopped locking up on my going up and down stairs in the early 80s and hasn't bothered me much since.

Attached is a group photo of the radar gang just prior to decommissioning. Names are spelled as I best remember them.

*Vietnam Subic Bay Dry Dock Radar Gang Sep 1972*

*Left to Right:*

*4<sup>th</sup> (Back) Row: RD1 Keith Swoverland ?, RD2 David Dankenbring, Chief Spencer Errickson, Ensign Lindsay Waters*

*3<sup>rd</sup> Row: RD2 Richard Crutchley, RDSA ? ?, RD2 Steve Mountain, RDSN ? Gordon*

*2<sup>nd</sup> Row: RD3 Larry H?, Chip Chapin RDSA,*

*1<sup>st</sup> (Front) Row: RD2 John Callahan, RDSN Joe Dashner, RD3 Bruce Minkler*

Note, the unnamed RDSA and RDSN Gordon reported on-board the Warrington in the Philippines after we were towed back from the explosions. Also note, I think by this time, the radar rating had changed to operation specialist but for ease, I labeled us all as RD.

Henry "Chip" Chapin

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