

Subject:Re: Memories

Date: Wed, 18 Jul 2012 01:50:30 GMT

From: Mike <mazippe@netzero.com>

To: jjoliver826@aol.com

CC: heimlichfamily@comcast.net, irishhotrod@myfrontiermail.com, whitecaps843@yahoo.com

Jerry,

I read you re-cap of the events of that day. You did an excellent job about remembering little details. Thank you very much for responding. I am on my stand alone computer and do not have a copy of my write up that I sent in to Stan Prager. I wrote a 4 page article on what my memories were of that day and the trip back to subic. Stan wanted my 4 page document condensed. At first I was a little taken back because I was given no initial parameters. I did somewhat condense my article and it was very brief.

I will send you guy's my article for your perusal when I get to my lap top. Thank you very much for sending your re-cap. Do you want to send this to Stan Prager for possibly placing it in the ocean breeze? Again thanks for your time, Your shipmate Mike Z.

USS Warrington Alumni.org

V/P Reunion Planner / Membership / Ships Store

Michael A. Zippert

"Trainman"

Subject:July 17 40 years today

Date: Wed, 18 Jul 2012 02:00:52 GMT

From: Mike <mazippe@netzero.com>

To: heimlichfamily@comcast.net

CC: soccerref1@charter.net, htchapin@comcast.net, whitecaps843@yahoo.com, lordandlady@gmail.com, jjoliver826@aol.com, mbartlett@2-way.biz, rphorsley@frontier.com, old7yank@cox.net, wayne.bartelmann@bp.com, irishhotrod@myfrontiermail.com, dcshovlin@comcast.net, joeythez@yahoo.com, mpetree@juno.com, sharon_c13131@yahoo.com, npetree1@juno.com, stephen.sheppard@navy.mil, jsrkm@rcn.com

Ralph and All,

I too am grateful that everyone did their job. We on the Warrington stuck together and all of our training and GQ drills paid off in the long haul. We had a trying 7 or 8 days being towed back to subic by all the vessels. We should all be grateful that they were able to help us. The P 250's that I was involved in did a great job in keep our home afloat. I owe my life to all you guy's and am very proud to be apart of the USS Warrington crew and the Alumni group. Hope to see all you guy's in Charleston.

Mike Z

Subject:Re: Memories

Date: Wed, 18 Jul 2012 13:14:53 GMT

From: Mike <mazippe@netzero.com>

To: jjoliver826@aol.com

CC: heimlichfamily@comcast.net, irishhotrod@myfrontiermail.com, whitecaps843@yahoo.com, htchapin@comcast.net

Jerry / Shipmates,

Enclosed in the message is my recollection of what transpired that day. As a young man just out of high school, and just 9 months after the time of my enlistment, this only happened in the movies I thought. Boy was I wrong, and reality kicked in. My timelines are not as concise as Jerry's, but this is my recollection of what happened that day.

Take care.

Mike Z

40 years since the USS Warrington DD-843

Hit Mark 36 astray mines

JULY 17 1972 13:17

My name is Michael A. Zippert, I was born in Baltimore City, Pimlico is the area in Baltimore, Maryland. I was born on May 4, 1953 in Baltimore City, Women's hospital, which is not in existence anymore. We moved to Randallstown in 1966 which is in Baltimore County, Maryland. I enlisted in the Navy in Westminster, Maryland on October 6, 1971 and reported to Great Lakes Naval Training Facility to begin my boot camp training. In boot camp I have the paperwork stating I would be assigned to the USS Warrington DD - 843. Prior to being assigned to the Warrington, I was assigned to Boiler Technician School Great Lakes III. My paperwork upon enlisting stated that I would be in the engine repair field. Once My father found this out he contacted someone. On my second day of Boiler technician school I was called down to an office, a slightly heavy set BT Chief looked at me and said "We don't like trouble makers like you, report to building ____". I asked him what was in the building. His response was don't worry about that, just report there. It turned out to be Engineman A School. Thus began my career as an Engineman.

Let me take you to July 17 1972, a day which changed my life forever. I was woken up around 0600 by my shipmates to go forward to the mess deck for some lovely powdered eggs, powdered milk and real sausages, maybe. We then reported to the aft Gun mount for quarters. My partners Frank Gorman AKA Crawdad and Dennis Shovlin AKA Shovel – Head, gave me several nick names Zip-Gun, Zip-code and Zippy. Depending on their mood I was called one of these names. We then reported to work in the machine shop adjacent to our quarters. After Lunch I reported to the After Engineroom where I was assigned the main throttle control. I was still in training so there were several machinist mates (MM rate) that were in charge of what I was doing. Things were going fine I was spinning the throttle valve and coordinating steam pressure with orders from the bridge, bells and their control arrow signal unit. At around 13:17 something strange happened, the deck came up and buckled my knees. Several seconds later the deck dropped from under me I remember seeing pipes going past my head. The lights went out and steam was heard or a hissing sound. There was steam or smoke and dust everywhere. The small emergency lights / battle lanterns were glowing from what I recall. Things were very dark and I am not sure whether my head was hit or what, but things were not very clear in my head. I can remember people screaming what was that ?????? I remember hearing General Quarters (GQ) go off and someone shaking me and telling me to report to your GQ station which was the fire hose station somewhere near our sleeping quarters. I remember the ship turning very sharply and going away from the shore line. At that time we were still under our own power and steaming as fast as the ship could go. We traveled for approximately ½ - 1 hour until we were in the clear.

At some point in time the USS Robison DDG-12 met up with us as we were trying to assess the damages. I can remember the guy's that were assigned to the after engine room coming out and screaming there is water coming in to the ship. I was then assigned to the P- 250 group and we rigged up hoses which were run down to the after Engine room. A strainer was placed at the bottom hose to keep rags from getting sucked up into the pump. The P-250 water evacuation pumps were gasoline engines with a water pump attached to the back of the engine. When the engines of the P 250 pumps were running they wined like stream-lined motorcycles, fast Japanese bikes. To my knowledge we had at least 5-6 of the P-250 pumps going and pumping water black oil and out of the areas that were damaged. Some of these pumps were given to us by the USS Robison. These pumps had to be run 24 hours a day to keep

the ship from sinking. We had watches 24 hours a day for refueling the P - 250 pumps. One of the pumps was rigged up to provide a means to take showers. Salt water showers were not the nicest of our conveniences. The soap that we used in our showers did not lather very well, I guess the soap did something, I am not sure what. I can remember walking around the ship hoping for a breeze of some type. I do remember that I mostly felt grungy and sweaty and probably smelled. I do think that most of the crew smelled the same so it really did not mater. I do remember getting black oil on my skin and getting these blackheads and pimples on my arms. We were lucky to be alive after going through that ordeal. There was no electricity and no ventilation. I can remember a mixture of water and the smell of fuel oil from the water that was being pumped out of the engine room. Our sleeping compartment had water splashing around. My aluminum cloths locker under my bunk had a fair amount of salt water and fuel oil in it.

The cloths that I had on were the cloths that I wore for 8 days that we were in tow back to Subic Bay Fueling piers. There were times when we were being towed that the ship jerked very hardly. It felt like we hit something again or we were hit by something. These were the times when the tow cables would break. I can remember this happening several times on our way back to Subic Bay. The ship seemed to rock and roll much more since we were not moving at 25 – 30 knots, we were crawling. We were moving somewhere around 10 knots if that.

Sleeping on the deck of the ship was not the most comfortable. We usually scrounged up some rags and that was what we used for pillows. We slept on the helo deck as far away from the P 250's I can remember in the middle of the night being woken up by one of my partner Crowdad. He would say get your rear up, you are on duty. During the 10 day trek back to Subic Bay Naval station, I don't think I got much sleep. There were times that when I did lie down, I just passed out from exhaustion. Our menu for the trip back was not very good. We had tuna salad and chicken salad. Oh yeah I forgot to mention there was no salad added to the chicken or tuna. We also ate some sea rations which were opened up with our John Wayne's or P -52's (can openers). Drinks consisted of water and we did on occasion get the addition of flavoring in the water, bug juice or as it was called or kool aid. I had my own brown melmac or melamine coffee cup which I kept with me. This cup stayed with me until about 10 years ago when I lost it at work. I was really upset it was with me from my USS Warrington days. One more piece of clothing that I had with me when we ran into the mines was my felt navy blue hat that had 843 on the front of it. I kept it for many years after I got off the the USS Warrington. It finally disintegrated and fell apart. I was heartbroken and have been trying to find a replacement ever since.

On our journey back to Subic Bay the USS Robison DDG-12 was relieved by the USS Reclaimer ARS - 42 an ocean going tug boat, she towed us for several days and then the last leg of our tow was the USS Tawakoni ARS - 42 which took us for the remainder of our tow back to the fueling piers. After most of the fuel was pumped out of the fuel tanks which took about 4-6 hours. We were then towed to an AMMO ship the USS Nitro AE-23 where our shells were removed by the crew I believe. After getting towed to the Dry Dock the P-250 pumps were turned off. I distinctly remember the last P - 250 being turned off for several days to almost weeks after that point, I heard a ringing in my ears. The sound finally went away. I will never forget that whining sound that the P - 250's made.

Once back in Subic Bay we were assigned sleeping quarters in one of the temporary barracks. Our first meal was in the base mess hall. I can remember going through the chow line and seeing tuna fish salad and chicken Salad. My stomach turned, I could not eat chicken or tuna salad for several years after that timeframe. At some point in time when we got to Subic Bay I was issued a new sea bag with a

replacement set of clothing. Most of the items in my locker were saturated with sea water and fuel oil, they were well preserved.

The MARK 36 incident happened 9 months after the first day of my enlistment. Our crew worked together like clockwork and got things done to save our ship and our lives. My USS Warrington Alumni.org brothers have been there for me and we have remained tight as friends. Destroyer men are a special breed of people unlike men of other class ships. After getting orders to the USS Coronado LPD - 11 (Landing Platform Dock Ship) an Amphibious ship, I spent the remainder of my 4 years of service aboard her. My shipmates on the USS Coronado were good people but nothing like the guy's that I worked with on the USS Warrington. I attained the rank of EN-3 then EN-2 while aboard the USS Coronado and helped manage R Division with a 1 st class petty Officer and a Chief PO.

According to the INSURV inspection and the damage that was sustained by the USS Warrington DD – 843, two mines had damaged our ship. One of the mines had broken loose from it's anchor chain. Upon igniting the first mark 36 mine it tremendous force upon the hull forced us into a second MK 36 mine. The damage that was attained by the hull forced a decision to scrap the USS Warrington. On October 1 1972 due to severe damage the USS Warrington was decommissioned and stricken from the active duty list. In June of 1973 the USS Warrington was sold to the Taiwan.

I have spoken to several groups of school age young men and women about my Vietnam experience. Most recently I spoke to a group at a private school the JEMICY School in Garrison Forest, Maryland about my time aboard the USS Warrington and the Vietnam conflict. I have been interviewed by several High school young men and women who wanted a prospective on my opinion of the Vietnam Conflict. I am the Vice President of the USS Warrington Alumni.org . I am also on the Membership and Reunion committee and Store Keeper of the USS Warrington Alumni.org which keeps me very busy. I am also a supply officer for the Maryland Free State Chapter 167 of the Jewish War Veterans of America. I keep a supply of embroidered chapter Golf shirts for our members.

Michael A. Zippert
Vice President
USS Warrington Alumni.org
USS Warrington DD-843 April 72 – Sept 72
USS Coronado LPD-11 Sept 72 – Sept 75