On the date of the collision between the HMAS MELBOURNE and the USS FRANK E. EVANS, I was present and on duty aboard the HMAS MELBOURNE. After midrats I relieved the watch on the Signal Bridge at about 2345 and I was supposed to be on watch until 0600 the next morning. I was on watch with SR2 KRAUS. The only time I saw the MELBOURNE she wasn't close at all. While on watch I was supposed to watch for flashing light messages. I don't remember if we had any messages that night. I'm not sure how long we had been on watch at the time of the collision. The last time I saw the MELBOURNE she was on our port side alternately. I'm not sure how far away she was. We appeared to be keeping station. The first thing I remember after the accident was that there were some people yelling and running around. The next thing I remember was being on the plane coming to Cam Ranh Bay. I don't recall having any communications with the bridge that night. Normally one of the guys is outside watching for signals and the other one is inside writing letters. I don't remember which one of us was doing which. We get our communications with the bridge through a squawk box. The Signal Bridge was above and behind the bridge. The night was clear and there was no wind. The sea was calm. I don't remember the ship turning at all. There was a forward lookout near the director and an aft lookout back by the helo hangar.

I, G.R. PORELL, JR., LT, JAGC, USNR, the undersigned officer, do hereby certify that the foregoing instrument was subscribed and sworn to before me this 13th day of June, 1969, by SA Marcus RODRIGUEZ, USN, B84 62 47, who is known to me to be a U.S. Armed Forces member on active duty. And I do further certify that I am at the date of this certificate a commissioned officer of the grade, branch of service, and organization stated below in the active service of the United States Armed Forces, that by statute no seal is required on this certificate, and same is executed in my capacity as a judge advocate.