





## YOU AND YOUR LIVING FAITH

We Are Saved by Faith Alone

The Biblical truth that we are saved by faith alone needs to be stressed, for by nature people are inclined to consider good works and personal worthiness as part of the salvation formula.

Of all the religious books—the Rig-Veda of Hinduism, the Zend-Avesta of Zoroastrianism, the Koran of Islam—only the Bible rules out good human conduct as a condition for salvation. It teaches that we are acceptable to God only by faith in Jesus Christ.

The ancient Egyptian Book of the Dead—quoted when the treasures of King Tutankhamen were on tour in this country—shows how human beings strive for righteousness before God by their good works. It instructs people on what to say in order to get into heaven, namely: "I have always shunned evil; I have given bread to the hungry, water to the thirsty, clothes to the naked, a ship to the stranded; to the orphan I was a father, to the widow a husband, to the roofless I gave a house."

In sharp distinction to salvation by good works, Christianity teaches: "We hold that a man is justified [declared just and holy by God] by faith apart from works of law" (Romans 3:28). Again: "By grace you have been saved through faith . . . not because of works, lest any man should boast" (Ephesians 2:8-9). The faith by which alone we are saved is reliance on Jesus' merit—His obedience in our stead, His guilt-and punishment-bearing as our Substitute.

It is true: Faith alone saves, but the saving faith is never alone. It is accompanied by works of love, as Jesus said: "I was hungry and you gave Me food," etc. (Matthew 25:31-46). As God's dear children through faith, Christians do good works not *in order* to be saved but *because* they are saved.

July 1944 - Aboard U.S.S. Brewster  
on our lord's great blue ocean.  
We are steaming at 20 knots &  
zigzag course, without escort.  
Position 2° N 180° W, Sea  
moderate, wind 8 knots SW, Temp  
81° within her hull are 4100 troops  
& crew, some destined for eternity.  
At 0455 Hrs: general quarters  
alarm is sounded, alerting our crew  
to battle stations, known as the  
"dawn phase"—a ship's most  
venerable period!  
at 0510 Hrs: Sunrise  
blooms in crimson & gold, lulling  
us into a false sense of security.  
0700 Hrs: church call sounds  
& near 1000 G.I.'s assemble on  
#3 hatch aft. My heart swells  
as the Christian flag is raised  
above our American emblem!  
This is also man's soul  
most venerable moment.

Warren



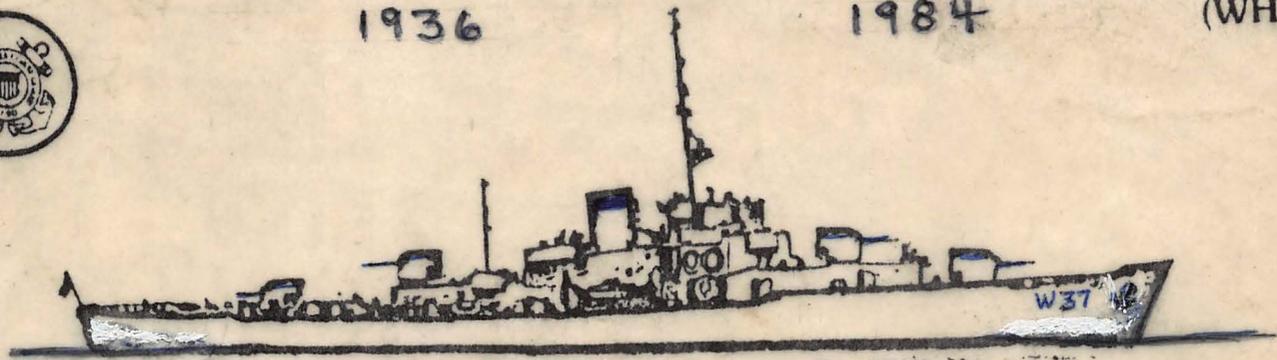
SCOGIE & BOSN McKINLOCK 1944  
abd TANEY - SO. PAC



1936

1984

(WHEC-37)



U.S.S. TANEY C.G.  
"LUCKY LADY"

GOD ALMIGHTY; WE THANK YOU FOR PROTECTING OUR SHIP, AND GUIDING HER  
CREWS THROUGHOUT THE YEARS, IN JESUS NAME, AMEN

This ship's biography covers a span of almost five decades from Amelia Earhart's search, Pearl Harbor, Atlantic Pacific convoys, North Africa, Okinawa, thru Korea and Viet Nam conflicts, 'til present. A nostalgic history of memorabilia, relating to thoughts, fears and joys of all hands, taking a journey back in time.

I dedicate this book to the ROGER TANEY, her personnel, and legacy of the United States Coast Guard.

Author- WARREN G. HARTMAN

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Published 1984  
Re-Published 1986

Paso Robles, Ca.

-IN APPRECIATION-

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-REMEMBRANCE OF-

\*H. Possinger  
R. DeGoyer  
D. Rimel  
Dr. J. Wolf  
\*W. Cooper  
G. Olson  
R. King  
L. Olson-CDR.

G. McKinlock  
J. Browning  
T. Morris  
\*L. Brugger  
F. Campesi  
H. Pankey  
C. Longuevan  
G. Eel

-REUNIONS AND COMMENDATIONS-

USS TANEY	W37	Active
USS SPENCER	W36	Active
USS BIBB	W31	Active
USS HAMILTON	W34	Sunk
USS DUANE	W33	Active
USS CAMPBELL	W32	Sunk
USS INGHAM	W35	Active
USS GEN. BLACK	AP 135	De. Com.
USS GEN. BREWSTER	AP 155	De. Com.
USS WAKEFIELD	AP 21	Sunk
USS CHASE	-----	De. Com.
USS SHOSHONE	-----	Sunk
USS ITASCA	-----	Sunk
USS LIGGET	APA 14	De. Com.
USS DICKMAN	APA 13	De. Com.
USS WOOD	APA 18	De. Com.

## TANEY'S PAST SKIPPERS

	<b>PRESENT RANK</b>
June 1936-October 1940 Commander Eugene A. Coffin	Rear Admiral (Ret)
November 1940-July 1941 Commander George B. Gelly	Captain (Ret)
August 1941-August 1942 Commander Louis B. Olson	Rear Admiral (Ret)
August 1942-February 1943 Commander George B. Gelly	Captain (Ret)
March 1943-March 1944 Captain Henry C. Perkins	Rear Admiral (Ret)
April 1944-October 1944 Commander Henry J. Wuensch	Rear Admiral (Ret)
November 1944-August 1945 Commander George D. Synon	Rear Admiral
September 1945-October 1947 Commander Carl G. Bowman	Captain (Ret)
November 1947-July 1949 Captain Clarence C. Paden	Captain
August 1949-November 1949 Lt. Commander George Stedman	Captain (Ret)
November 1949-July 1950 Captain Edwin J. Roland	Admiral (Ret)
August 1950-November 1951 Captain George H. Miller	Rear Admiral (Ret)
December 1951-January 1953 Captain George D. Synon	Rear Admiral
February 1953-September 1954 Captain Henry A. Meyer	Captain (Ret)
November 1954-February 1956 Captain Albert J. Carpenter	Rear Admiral
March 1956-May 1957 Captain James A. Alger, Jr.	Rear Admiral
June 1957-June 1959 Captain William W. Childress	Rear Admiral
July 1959-July 1961 Captain Frank V. Helmer	Rear Admiral
August 1961-June 1963 Captain Frederick J. Statts	Captain (Ret)
July 1963-June 1965 Captain Robert D. Brodie, IV	Captain (Ret)
July 1965 . . . Present Skipper Captain Sherman K. Frick	Captain

-INTRODUCTION-

The USS ROGER TANEY has served a unique roll in her 48 years of service, with varied faces and duties.

1st-As a savior of life and property, law enforcer, in peacetime.  
Born under the Treasury department and now serving with the Department of Transportation.

2nd-An avenger of our nations enemies, and an arm of the U.S.NAVY in wartime.

During August '41 Taney was enroute from Samoa to Pearl when notified of being transferred to Navy jurisdiction. Our red and white stripped commission pennant was lowered and we hoisted the Navy blue. Alert status was in effect. This was prior to President Roosevelt's directive of November '41, which placed all Coast Guard personnel and ships under the Navy's direction. "O" hr. was now, only 4 months away!

During WW II our personnel manned over 2000 ships and stations! On December 7, 1941 we were only 30,000 strong, but by Nov. '42 enlistments numbered over 100,000 and Jan. '45 this service was approaching  $\frac{1}{4}$  million.

Duties were varied from manning 28,000 ton transports to 5 ton assault crafts: From setting up LORAN' Stations (long range Navigation becons) to beach masters, K9 training, and port security.

Our comradship and allegiance was second to none, but did sustain many growing pains in 1942 with new skills to learn and equipment to operate. We excelled in surflandings, search and rescue, navigation, seamanship and logistics. During the Noramandy invasion alone, sixty, 83' patrol boats, rescued some 1,660 men of our assault forces and over 4000 more during the battle of the Atlantic; an unequaled feat.

Also, was development and testing of life saving beacons, rafts, clothing, shark repellants, and navigational aids, which in turn saved many more thousands of lives.

The untold heroism of deck rates and line officers who volunteered for Beach Master Duty throught every invasion, beared out their heroism, of which heavy casualty rates will testify.

Prior and during WW II we served under the Treasury Department working with the F.B.I. as an extention of espionage subersion, including foreign language, marshal arts, and other specialized fields.

From the period of November 1942 thru 1945 enlisted in our ranks were some 11,000 "SPARS", women enlistsers from rank of Apprentice Seaman to Rear Admiral. The first (2) letters of Semper Paratus (always ready) and first (2) letters in always ready gave the nautical name "SPAR". They disbanded in '46 but reactivated in '49, and became a permanent arm of the service in '74.

Listed below is a roster of 639 vessels manned in addition to Coast Guard ships, also Port and Island stations thru out the world.

1942-1946

Landing Ship Tanks (L.S.T.)	-----	76
Patrol Frigates (P.F.)	-----	75
Destroyer Escorts (D.E.)	-----	30
Patrol Vessels (Y.P.)	-----	40
Landing Craft Inf. (L.C.I.)	-----	28
Transports (A.P.)	-----	22
Gasoline Tankers (A.O.G.)	-----	18
Cargo Ships (A.K.)	-----	15
Auxiliary Transports(A.P.A.)	-----	9
Gunboats Or Corvettes (P.G.)	-----	8
Mis. Unclassified (I.X.)	-----	7
Submarine Chasers (S.C.)	-----	6
Aux. Cargo Attack Ships (A.K.A)	-----	5
Submarine Chasers (P.C.)	-----	4
Misc. Ships	-----	8
Freight & Supply Vessels (F.S.)	-----	188
Large Tugs (L.T.)	-----	51
Tankers (Y.Y.)	-----	22
Freight (F.)	-----	21
Army Marine Repair Ships (A.M.R.S.)	-----	6

10 MAJOR CLASSIFICATIONS OF HUMANITARIAN SERVICES

1. Ocean stations  
Maintaining an assigned area, offshore to aid in navigation and rescue of aircraft and ships.
2. Law enforcement.  
Enforce all Federal laws on navigational waters.
3. Search and Rescue.  
Lifeboats, aircraft, and ships are on standby and surveillance 24 hrs. a day for distress calls.
4. Merchant Marine Inspection  
Inspection of all Merchant ships for hazards, and enforcement of safety regulations.
5. Reserve Training  
Training of volunteers to inspect and enforce motor boat regulations number 9,000, thru out 50 states.
6. Port Security  
Protection of ports, harbors, vessels, docks, and all facilities, also control over hazardous cargo.
7. Aids to Navigation  
Const., maint., and improvement of all lights, bouys, markers, and LORAN STATIONS.
8. Military Readiness  
Fitness in drill, manual of arms, survival, gunnery, and military regulations.
9. Ice Breaking  
To keep the sea lanes open for shipping escorts, supply and expeditionary vessels.
10. Oceanography  
Keep navigational waters pollution free, gather sea and weather data.

Some 46 S.A.R. (search and rescue) stations were set up in the Pacific and Atlantic theatres during WW II and expanded in the 50's and still serving sea and air travel today. When PAM AM detached, in '56, 1000 mi. East of Hawaii we were there to spread foam on the sea, directing a landing. All passengers and crew were rescued without incident before the aircraft sank.

If not land based, S.A.R. stations are usually a 200 sq.mi. block of sea to patrol, being located in strategic areas of hazards and assigned to H.E.C.'S (heavy endurance cutters). Length of duty at some stations are 1 mo. at sea and 1 week in home port. ROGER TANEY authorized the largest sea block in peace time history to patrol prior to WW II. Exploration patrols in the Arctic could exceed 3 mos. out of high duress in nature, tempered by stateside duty the ensuing month for re-supply.

The U.S. Coast Guard was officially born in 1790 through Congress, spear headed by Alexander Hamilton, and known as the U.S. REVENUE Cutter Service, in a desperate effort to halt slavers, pirates and law breakers!

The term "cutter" is historically used today, and its history going back to 1711 when the British Navy developed this single masted, broad beamed, heavy drafted 40' vessel, for dispatch and patrol work. The early version had no topsails, but by 1768 it carried ~~two~~ topsails for motivation in lite winds as speed was imperative.

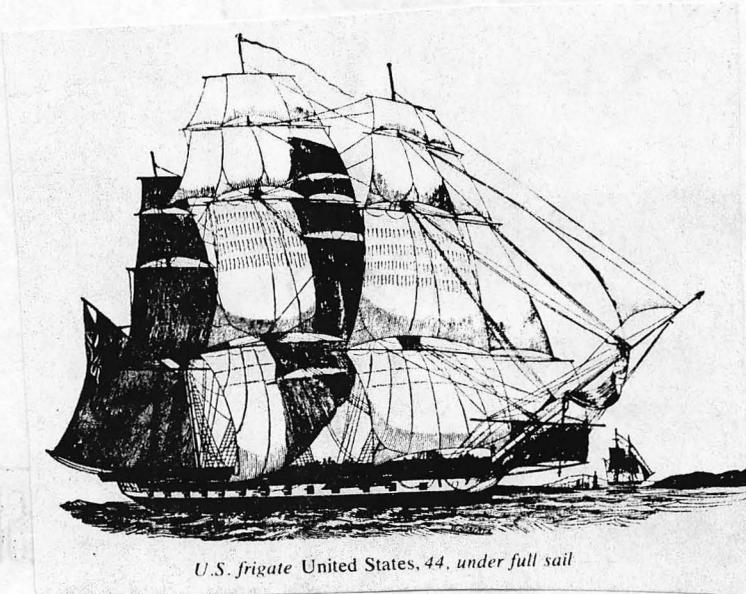
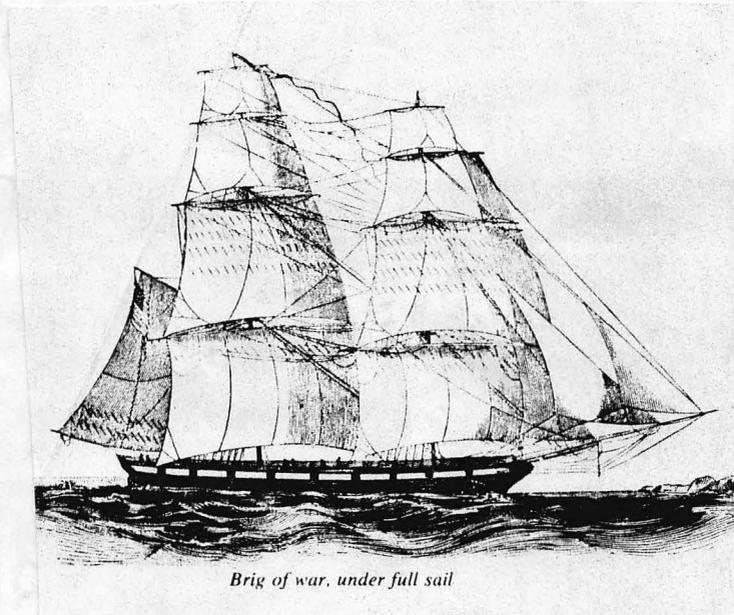
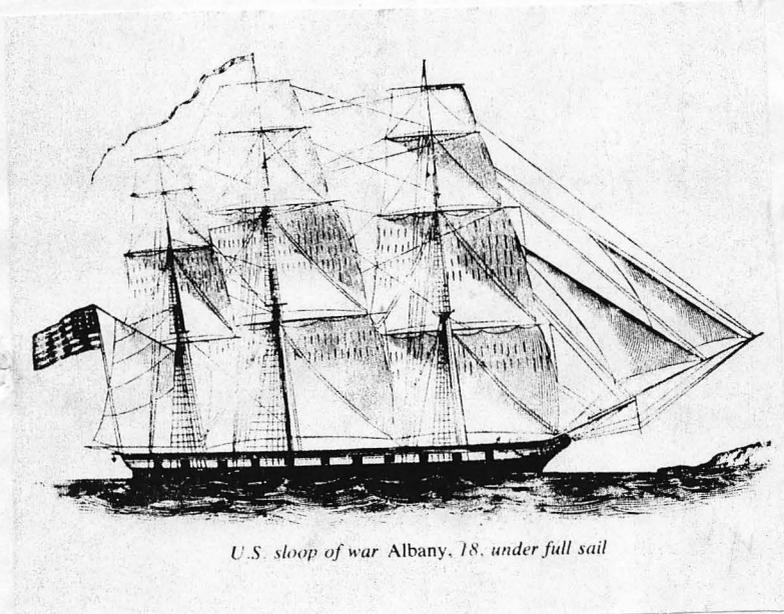
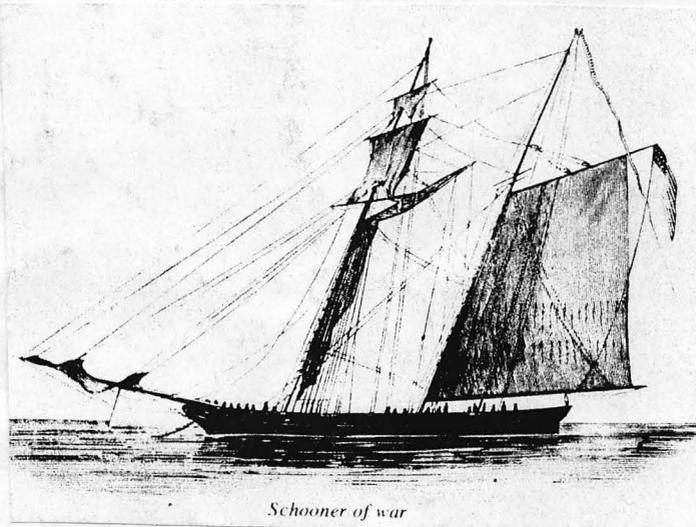
Vertical timbers outside the hull provided swivil gun supports and by 1790 the American Cutter version was an efficient deterrent on the seas. At this time, pirates were plundering American merchant and passenger shipping. This 1st official enforcer of the sea law often times lead to bloody hand to hand combat, boarding parties, and sinkings! Privately owned boats, manned by paid civilians, were recruited. By the 1830's the U.S. REVENUE CUTTER SERVICE had a large fleet of ships up to 170' in length, heavily armed, fast, also well trained and diciplined military crews, came to reality.

The U.S. Navy first launched offically in 1797, several large 48 gun, warships, which finally aided in controlling piracy.

By an act of Congress in 1915, the Cutter Service was renamed U.S. Coast Guard and has seen duty on all the coasts of the world and 4 major wars. From the 1st 50' sail Cutters of 1790's til todays Cutters ranging to lengths of 380' with diversified duties.

During the years of prohibition (1920-33) this service was unpopular with lawbreakers, making it necessary to arm the recruiting stations. Rum runners boats often times were faster making capture difficult, and a conflict developed lasting 15 years and causing many casualties.

The Colonial Navy was conceived in 1632 when the English Colonists of Mass. built the 1st 30 ton sailing vessel to fight pirates off the Atlantic Coast, who were plundering merchant shipping. This was the unofficial beginning of todays Navy, being formed by priavate boats



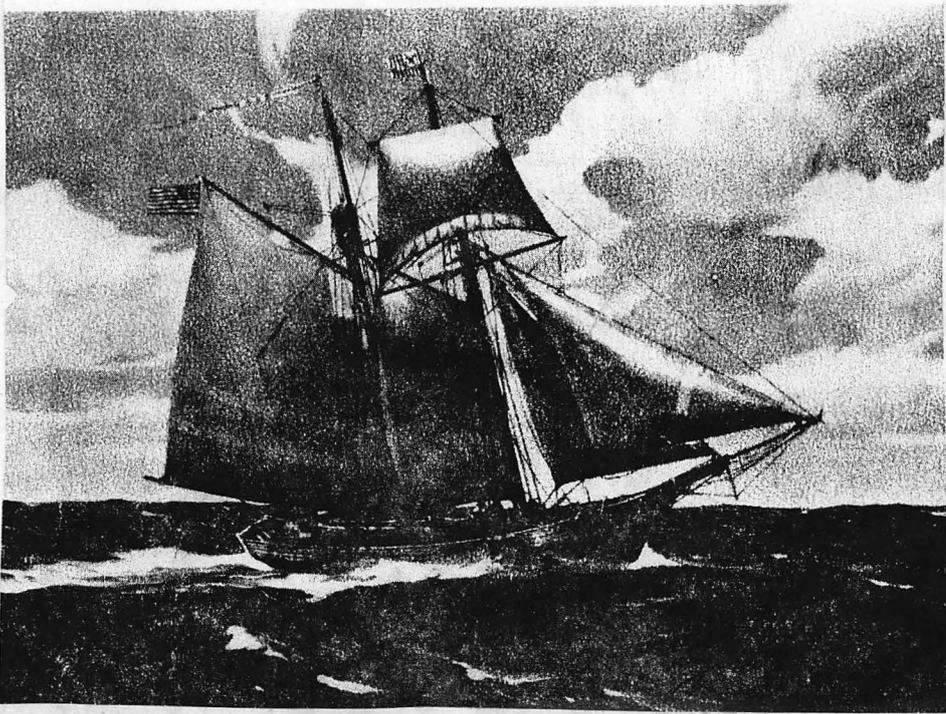
and civilians. By the year 1700 the Colonists had built hundreds of Privateers, meaning, privately owned vessels. They ranged up to 50 tons and 100 ft. in length, with two masts in most cases.

In 1775 the Continental Congress established the CONTINENTAL NAVY, and at this time of the Revolutionary War against Britain, approx. 50 vessels were operating on independent missions. This was John Paul Jones era, who won victoriously over the British Navy.

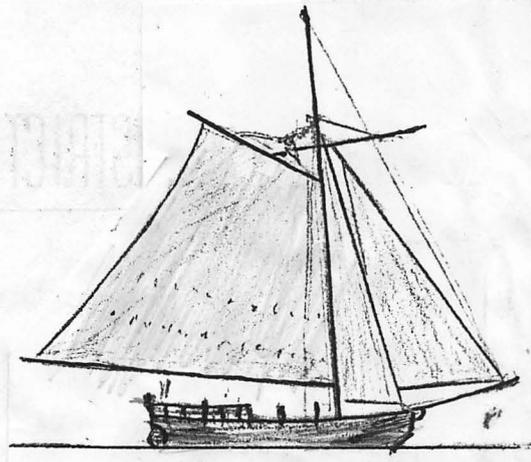
Year 1785 saw the end of the Revolutionary War, and warships were disbanded and sold, but nine years later Congress approved funds to build 6 sailing FRIGATES of over 1000 tons each; 200 ft. length, 3 masts, square sails, and 48 guns, heavily armed, were good sea vessels. The U.S.S CONSTITUTION was most famous and still afloat (OLD IRONSIDES). They were a deterrent against the Barbary Coast pirates off the African Coast who preyed on American shipping.

Finally in 1797 the official turning point of our present Navy came when the BRIG U.S.S. UNITED STATES was launched, being a 2 masted, swift, cargo and warship of 600 tons, 160 ft. length with a well trained, uniformed and disciplined crew and the forerunner of the Clipper ships of 1860's.

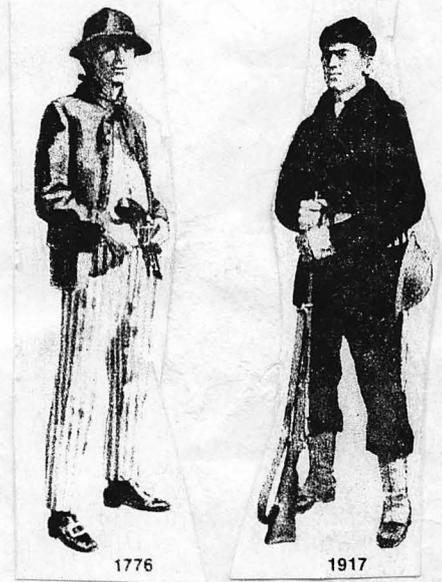
By year 1801 our Navy grew to 49 vessels including the flagship CONSTITUTION and the 36 gun U.S.S CONSTELLATION truly 1st line ships of their day. A great beginning to our present Navy of over 1/2 million peacetime personnel, 514 war ships and 300 major support vessels.



Completed in 1791 at Newburyport, Massachusetts, the Massachusetts was the first of the "ten boats" built after Congress passed the bill authorizing their construction. She was 50 feet long and displaced 70 tons.

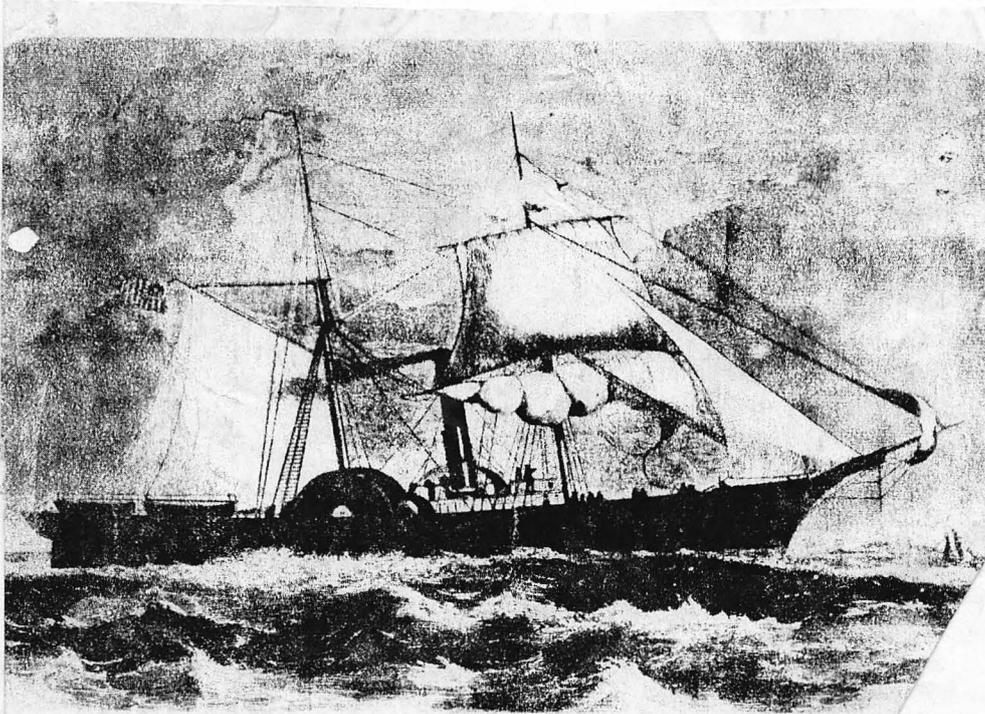


1711 ENGLISH NAVAL CUTTER - 40'

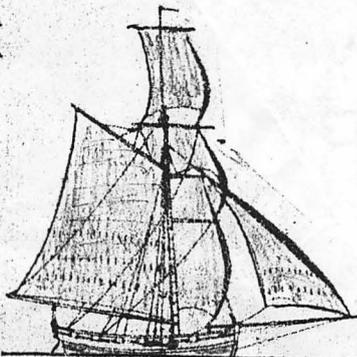


1776

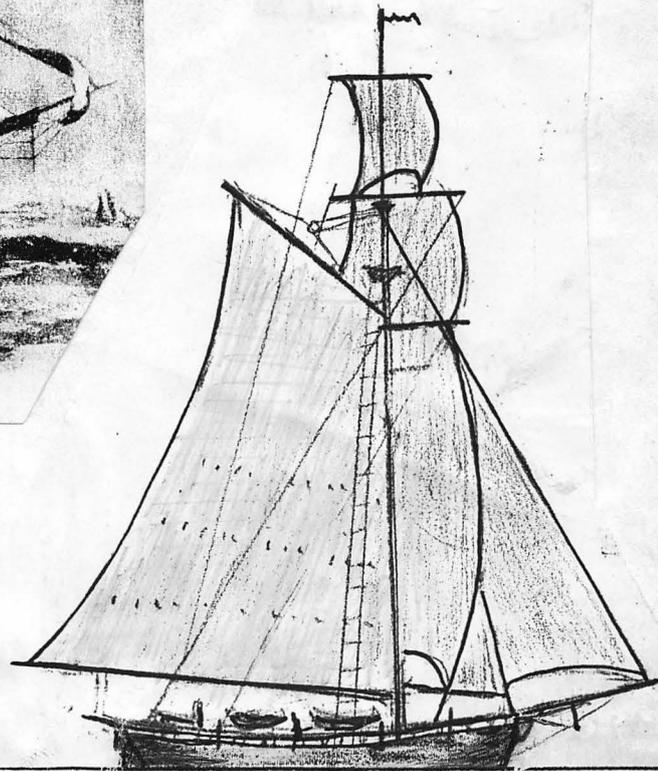
1917



The United States Revenue Service cutter Harriet Lane



1768 ENGLISH NAVAL CUTTER - 50'



1790 U.S. REVENUE SERVICE CUTTER 70'

## CHAPTER I - The Good Years 1936-41

WELCOME ABOARD: The ROGER B. TANEY was christened at the Philadelphia Navy Yard by Miss Caronne Taney, distant granddaughter, June 3, 1936, and being named after a Secretary of State. At this time Taney was assigned to the Hawaiian Sea frontier.

Her hull #37 was of Navy gunboat design (Erie Class), and after many budget and engineering debates in 1934, approval was won to upgrade the hull and machinery requirements of all 7 Secretary Class vessels, then on the drawing boards. Length was 327' displacement tonnage 2700, draft 13ft., speed 21 knots, beam 41', complement - 12 officers, 140 enlisted. Geared turbine twin screws, developed 6300 shaft H.P. Hull was 3/8" lapped plates with molded beam and re-inforced bow plates. Other advanced engineering included super heated steam for instant power/speed response, and a high cruising range of 8300 mi. Truly a generation ahead of her era, but a heavily reinforced, thick skinned, hull proved invaluable during bomb attacks, and depth charging, before P.P.M.'s were up! TANEY'S flank speed declined only 1 knot after tripling her armament in mid '41. Being attached to a Destroyer Division, she was the only vessel minus torpedo armament, but later proved not a significant handicap.

During 1935-6 other "Secretary Class" cutters were built, Christened, and launched to deter smuggling and increase the -U.S. Treasury's efficiency.

Today 5 of these original 7 vessels still fly commission pennants, employing their original steam plants and turbines. This is a remarkable record after steaming near 1 million miles.

21 Aug-1940-I came aboard Taney, homeported in Honolulu, as apprentice seaman and at that time she was only 4 years old with Teakwood decks and gleaming white paint. Armament was two 5" bag guns, two 6 pounders & four 30 cal machine guns. Heavy for peacetime requirements, I figured, also salvage equip, and a Gruman float bi-plane for scouting. During the equatorial cruises of 1936-1941 to the Line Islands, in cooperation with the Department of Interior TANEY supplied and aided the Colonies, also cooperating with PAN AM in the establishing of Pacific Island stations.

15 June 1937-REFLECTING BACK: The 250' U.S.S. Itasca C.G. arrived from San Pedro and tied up at Pier 4 Honolulu loading stores, equip, and 10 additional personnel from U.S.S. TANEY for a projected cruise to Howland Is.

RE: supporting 'guard duty' in connection with the Amilea Earhart flight.

The ITASCA was built in the 20's and designated "Lake Class", spec's were 6000 mi. range, 250 ft. length, propulsion, diesel

601. 7/24/37.

ITASCA - Cruise Report 4 June to 24 July, 1937.

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9 June, 1937: (cont'd).

0952 Received radio instructions to be prepared on short notice to proceed to Howland Island via Honolulu, T.H., direct from San Pedro.

1400, General court in the case of Chief Boatswain J. C. Wilson, U.S.C.G., completed and court adjourned to await action of convening authority.

1455, underway and stood into berth 60, Los Angeles outer harbor, moored at 1506, and commenced taking fresh water on board.

1520, received orders from San Francisco Division to proceed to Honolulu, T.H., and report to the Commander, Hawaiian Section, for duty in connection with cruise to equatorial islands.

1920, cast off from dock and stood out of harbor and thence to the westward, shaping course for Honolulu, T.H.

10 to 14 June, 1937:

Enroute to Honolulu, T.H.

15 June, 1937:

1158, moored to Pier 27, Honolulu, T.H., and prepared to take fuel. Reported to Commander, Hawaiian Section, and conferred with that officer and Mr. H. B. Black, Representative of the Department of Interior. Covered arrangements for receiving island stores and personnel and equipment for guard duty in connection with Earhart flight.

1448, shifted berth to Pier 12 and commenced loading stores for projected cruise.

16 June, 1937:

Loading stores and equipment preparatory to cruise. Received on board the following temporary personnel from U.S.S ROGER B. TANEY, C.G., and RELIANCE:

---

RAHWOR, John F. (1080643). C.M.M. (from RELIANCE).	
CIPRIANI, Frank. (206-314). R.M.2c.	- WHITE, John I. (110-952). G.M.3c.
SCOTT, Charles M. (109-308). Sea.1c.	- ANDREWS, Thomas H. (206-416). F.1c.
BARKES, William J. (201-499). Sea.2c.	- FOAG, Aster E. (206-438). Sea.2c.
RANKIN, Martin J. (201-452). Sea.2c.	
FIRLEY, Belmont E. (201-492). A.S.	
URRANO, John V. (110-528). M.Att.1c.	
CALDWELL, Kenneth R. (208-279). F.2c.	

TRANSCRIPT OF THE LOG of the Coast Guard Cutter ROGER B. TANEY, under the command of E. A. COFFIN  
COMMANDER, U. S. C. G. NAVY YARD, PEARL HARBOR, T. H. THURSDAY 1 JULY 1937  
(Location)

Hour	Nautical miles	Tenths	LOG		Average revolutions	Tenths	Course (P. S. C.)	WIND		Barometer	TEMPERATURE			Weather by symbols	CLOUDS			SEA	
			Miles	Tenths				Direction	Force		Air, dry bulb	Air, wet bulb	Water at surface		Form	Moving from	Amt.	Visibility	Conditions
1																			
2																			
3																			
4								NE	1	30.11	74	70	bc	Cu	NE	3	8		
5																			
6																			
7																			
8								NE	3	30.14	82	74	bc	Cu	NE	4	8		
9																			
10																			
11																			
12								ENE	4	30.15	80	72	c	S-Cu	NE	7	8		
1																			
2																			
3																			
4								ENE	3	30.12	80	72	c	A-Cu	ENE	8	8		
5																			
6																			
7																			
8								NE	3	30.16	75	72	c	S-Cu	NE	8	8		
9																			
10																			
11																			
12								NE	5	30.18	75	70	bc	A-Cu	ENE	6	8		

At anchor..... hrs. 24 min.  
Underway..... hrs. min.  
Total miles cruised.....  
Officers present..... 8  
Warrant officers present..... 3  
Enlisted force present..... 94  
Authorized enlisted complement..... 108  
Extra numbers..... 1  
Total..... 109  
Rations commuted..... 8  
Enlisted persons absent..... 15  
Vacancies.....  
Total..... 23  
Rations issued to general mess..... 86

Vessels boarded { American.....  
Foreign.....  
Motor boats boarded { American.....  
Foreign.....  
Vessels reported.....  
Motor boats reported.....  
Cases of assistance.....  
Lives saved.....  
Deraillets or obstructions removed.....

Regattas or marine parades patrolled.....

Drills held (enumerate).....  
Omitted (overhaul).....

Monthly powder test.....  
Magazine.....

Compass.....  
Ship's head.....  
Error.....  
Variation.....  
Deviation.....

Noon position:  
Pearl Harbor,  
Navy Yard

COAL { Received.....  
Expended.....  
On hand.....  
OIL { Received.....  
Expended.....  
On hand..... 73350  
WATER { Distilled.....  
Received.....  
Expended..... 2692  
On hand..... 7580

8 P. M. NOON 8 A. M. { Lat.....  
Long.....  
Lat.....  
Long.....  
Lat.....  
Long.....

Magazine temperatures:  
Maximum 82-82-80-83  
Minimum 81-80-80-81

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 9:00 a.m.

Crew engaged in morning routine. Received from Love's Biscuit & Bread Co., 50 pounds of bread, Received from Honolulu Dairymen's Ass'n, eight (8) gallons milk. Inspected magazines and smokeless powder samples, condition dry and normal. Made monthly powder test on all indexes on board. Liberty party returned on time except NEGRON, Thomas V. (107-750) M.Att.2/c. 8:45 SPUCNARDO, Felix J. (109-856) A.M.M.1/c. re-enlisted this date in the regular establishment.

R. A. Taylor, Gunner.

9:00 a.m. to 4:00 p.m.

10:30 Lieut. E. G. Brooks returned from five (5) days authorized leave. 10:45 Received telephone call from unknown party stating that NEGRON, Thomas V. (107-750) M.Att.2 c. was sick at home. Following named men assigned mess detail for current month: ZINK, Charles W. (205-097) A.S., EAST, William F. (205-021) Sec.2/c., RUSSEL, William M. (206-074) A.3., McPHALL, Peter D. (202-194) F.1/c., ALEXANDER, Clyde G. (100-151) F.1/c. Received 30 doz eggs from Supply Officer, Navy Yard as per invoice. Omitted quarters and drills due to overhaul. 4:00 Granted liberty to 1st and 2nd sections until 7:30 a.m. tomorrow.

E. G. Brooks, Lieut.

4:00 p.m. to Midnight.

Performed regular evening routine.

E. G. Brooks, Lieut.

EXAMINED AND FOUND TO BE COMPLETE,  
E. G. BROOKS, Lieutenant, USCG., Navigator.

Approved:

E. A. COFFIN, Commander,  
Commanding.

## RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 9:00 a.m.

Moored in Berth 17 Navy Yard. Received 70 lbs Halibut from M. Otani for General Mess. Performed regular morning routine. 7:30 Liberty party returned on time. NEGRAN, Thomas J. (107-750) M.Att.2/c. now absent overleave 24 hours.

E. G. Brooks, Lieut.

9:00 a.m. to 4:00 p.m.

Ship undergoing overhaul and alterations, radio antenna system dismantles for alterations. Received stores for the General Mess as follows: 50 pounds potatoes, 45 pounds peppers from Rancho Produce Company as per invoice number 1886; 50 pounds cabbage, 50 pounds string beans, 100 pounds carrots from J.W. Podmore and Sons as per invoice this date. Transferred eight (8) cans films to and received five (5) cans films from Pearl Harbor Film Exchange; inspected magazines and smokeless powder samples, conditions dry and normal; tested magazine flooding system. 12:30 Mustered fire and rescue party to answer yard fire alarm. 12:35 Secured from fire alarm.

12:40 Received commissary stores as follows: 160 pounds oranges, 115 pounds cabbage, 96 pounds sweet potatoes, from Chun Chong Fruit Company as per invoice E-107510; 70 pounds lemons, 19 pounds bean sprouts from the Daily Products Fruit Company as per invoice D-7363; 50 pounds bologna, 30 pounds luncheon meat, 25 pounds frankfurters, 93 pounds beef chucks, 77 pounds beef rib, 158 pounds turkey, 96 pounds pork loin, from Navy Commissary Dept. as per invoice.

W. L. Clemmer, Lieut.

4:00 p.m. to Midnight.

Granted liberty to second and third sections of crew until 7:30 a.m. tomorrow. Regular evening routine. Placed restricted man in irons in accordance with Commanding Officer's punishment.

W. L. Clemmer, Lieut.

EXAMINED AND FOUND TO BE COMPLETE,  
E. G. BROOKS, Lieutenant, USCG., Navigator.

Approved:  
E. A. COFFIN, Commander,  
Commanding.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 9:00 a.m.

6:00 All hands followed by regular morning routine. 7:15 Received stores for General Mess as follows: 50 pounds bread from Love's Bakery as per invoice M83870 and 8 gallons milk from Honolulu Dairymen's as per invoice 155896; 400 pounds ice from Navy Yard. 7:30 Liberty party returned on time. Inspected magazines and smokeless powder samples, conditions dry and normal. Thomas V. Negron (107-750) M.Att.2/c. now absent without leave two (2) days.

W. L. Clemmer, Lieut.

9:00 a.m. to 4:00 p.m.

9:10 Commander J. W. MacLaren, U.S.N. Commanding Officer U.S.S. *OGIALA* ✓ paid an official call on the Commanding Officer of this vessel. 10:00 Commanding Officer inspected vessel. 11:32 Received 100# bread from Love's Biscuit and Bread Co. for the general mess. 1:00 Granted liberty to two sections until 10:00 a.m. tomorrow.

W. L. Hancock, Jr., Ensign.

4:00 p.m. to Midnight.

Carried out evening routine. Placed restricted man in leg irons for safe keeping.

W. L. Hancock, Jr., Ensign.

EXAMINED AND FOUND TO BE COMPLETE,  
E. G. BROOKS, Lieutenant, USCG., Navigator.

Approved:  
E. A. COFFIN, Commander,  
Commanding.

Certified to be a true copy of the ship's log for the week ending 3 July, 1937.

*W. L. Hancock, Jr.*  
W. L. HANCOCK, JR., Ensign, USCG.

Forwarded:

*E. A. Coffin*  
E. A. COFFIN, Commander, USCG.,  
Commanding Officer.

San Francisco, Cal. AUG 3 1937  
Forwarded.

*J. K. Johnson*  
COMMANDER, SAN FRANCISCO DIVISION  
BY DIRECTOR

RADIO LOG USCGC ITASCA

Date JULY 1937, 193

L.G. BELLARTS CRM ON WATCH//	ENTRIES 3105 KCS	TIME
WATCH STARTED AT// SIGNALS HEARD LOGGED ONLY//		1900
VERY WEAK SIGS ON 3105 / UNREADABLE AND SEEMED SHIFT ABOUT		1917
NO SIGS ON DURING PERIOD		1945/48
WATCH RELD BY GE THOMPSON RM3C	LG BELLARTS CRM	50
NO SIGS ON 3105		2015-18
KHAQQ DE NRUI A A A A A NRUI HOWLAND ISLAND A A A A A		2030-35
UNREADABLE FONE SIGS ON OR ABT 3105		35-40
SENT WEA TO KHAQQ ON 7500		255-58
KHAQQ DE NRUI A A A A A NRUI HOWLAND ISLAND A A A A A		2100-05
LISTENED FOR KHAQQ ON 3105 ND		15-18
SENT WEA 7500		55-58
SENT WEA 3105/ KHAQQ DE NRUI AAAAA NRUI HOWLAND AAAAAA		2130-33
UNREADABLE FONE SIGS ON OR ABT 3105		41-43
LISTENED FOR KHAQQ - SEVERAL CARRIERS BUT UNREADABLE		45-48
GAVE WX TO KHAQQ 7500		55-58
KHAQQ DE NRUI A A AAAAA NRUI HOWLAND ISLAND AAAAAA		2200-03
SEVERAL UNREADABLE CARRIERS ON OR ABT 3105		03-07
PLANE UNHEARD		15-18
KHAQQ DE NRUI SENT WEA 7500		25-28
KHAQQ DE NRUI AAAAAA NRUI HOWLAND AAAAAA		30-33
LISTENED FER KHAQQ - SEVERAL UNREADABLE FONES BUT CANT MAKE OUT		45-48
GAVE WX TO KHAQQ ON 7500		25-28
KHAQQ DE NRUI AAAAAA NRUI HOWLAND AAAAAA		30-34
LISTENED FER KHAQQ BUT ND		45-48
<del>SENT WEA TO KHAQQ</del> SENT WEA TO KHAQQ		55-59
KHAQQ DE NRUI AAAAAA NRUI HOWLAND AAAAAA		2300-03
LISTENED FER KHAQQ BUT ND		15-18
SENT WEA TO KHAQQ ON 7500		25-28
KHAQQ DE NRUI AAAAAA NRUI HOWLAND AAAAAA		30-33
LISTENED FER KHAQQ ON 3105 ND QRM FONES ES UNREADABLE		45-48
KHAQQ DE NRUI (GAVE HER OUR WEA ON 7500)		55-58
KHAQQ DE NRUI AAAAA NRUI HOWLAND AAAAA PSE GA 3105 NOW K. (UNHRD)		0000-04
KHAQQ UNHRD		15-18
SENT WX TO KHAQQ ON 7500		25-28
KHAQQ DE NRUI AAAAAA NRUI HOWLAND AAAAA PSE ANS 3105 (UNHRD)		30-34
KHAQQ UNHRD		45-48
SENT WEA TO KHAQQ		55-58
KHAQQ DE NRUI AAAAAA NRUI HOWLAND AAAAAA		0100-04
KHAQQ UNHRD		15-18
SENT WEA TO KHAQQ		25-28
KHAQQ DE NRUI AAAAAA NRUI HOWLAND AAAAAA		30-34
KHAQQ UNHRD		45-48
SENT WEA TO KHAQQ ON 7500		55-58
KHAQQ DE NRUI AAAAAA NRUI HOWLAND AAAAAA		0200-04
WATCH RELD BY LG BELLARTS CRM	GE THOMPSON RM3C	05
NOTHING HEARD ON 3105 KCS		0215-20
SENT WEA ON 7500		28
AAAAA - AAAA NRUI HOWLAND		30-35
ITASCA TO EARHART / FONE 3105//		36
HEARD EARHART PLANE / BUT UNREADABLE THRU STATIC		45/48
SENT WEATHER TO KHAQQ -		0300
AAA AAA AAA ETC ETC TO KHAQQ/HOWLAND DE NRUI		04

elec. rated 4000 H.P., single screw, 1800 tons displacement, armament, two 5" and two 6 pounders. Ten of these ships were built for weather patrol, exploration, salvage, and law enforcement. My first assignment was the U.S.S SHOSHONE, refueling at Seattle, since returning from a 3 mo. patrol of the Arctic. Her sister ships were U.S.S CAYUGA, ITASCA, SARANAC, SEBAGO, CHAMPLAIN, MENDOTA, CHELAN, PONTCHARTRAIN, AND TAHOE all being transferred to England, April '41, by President Roosevelt. After 2 weeks, instructions at Long Island by our crews, the British took command and departed for Europe, though most were sunk off England and No. Africa actions.

**Itasca** departed Oahu and raised Howland Island by 25 June holding position off the lee side, awaiting Amelia Earhart's arrival. On 1 July we rec'd confirmation the Amelia had departed New Guinea Island. July 4-weather conditions good, but lost radio contact with Amelia and ITASCA started triangular sea search logging 5000 mi. aided by R.B. TANEY, U.S NAVY SEA & AIR ARM. This was to be worlds largest, longest, sea search but to no avail! 18 July-Abandoned search, removing gasoline and supplies from Howland Is., setting course for Honolulu.

TANEY continued routine patrols, narcotic search, salvage, law enforcement, and supplying the line islands with Department of Interior personnel for the next 5 years which covered a jurisdiction area of 3 million sq. miles. During this period 3 major vessels were given assistance-69 rescues performed, 109 major ships and 39 boats searched, resulting in 21 convictions of illegal controband. Prior to 1938 there were no training stations resulting in recruits having shipboard schooling only.

Being one of a 20 man volunteer draft from the U.S.S. SHOSHONE, we found that discipline was tight aboard TANEY, with constant drills, and no liberty. Another month passed, seeing Waikiki beach from seaward only: our C.O. was CDR. Coffin who had commissioned her.

4 SEPT.-1940- We first put to sea, destination Midway, via French Frigate Shoals, With most of us recruits becoming seasick, enroute of island patrols.

Oct--Our next circuit included Johnson, Palmyra, Howland Baker, Jarvis & Christmas Islands. In crossing the equator, was the customary initiation of all "polywogs" by veteran crew "shell-backs". A year prior one sailor was accidentally killed by hazing, making restrictions necessary.

13 Nov.-Our new skipper CDR. Gelly, was piped ab'd this date. 1600hrs. departed Oahu, for Alameda.

17 Nov.-Moored at Mare Island for armament up grading.

Dec.-Two additional 5", three 3", four 50 cal. and depth charge racks were added. This required removal of our towing winch.

-RECALL-

No gum, or wood matches aboard ship; only the bos'n whistles; steaming moonless nites and trailing a florescent wake; the terror of a storm at sea; squid hunting and spear fishing in the reefs; sailing a 16' boat off Diamond Head; a 4ft. Swastika someone painted on the bow; Holy stoning the teakwood decks at 0600; swim parties while anchored; G.M. standing shark watch; C.O. white glove and sea bag inspections; swinging a hammock topside hot nights; our mascot "Soogie" making liberties with us; pressing uniforms under our G.I. mattress; delivering 500 cases of beer to Midway and only 490 arriving; catching 200lb. sea turtles off Kingman's Reef; making landings through the surf in 22 foot whale boats; Gooney birds so thick on atolls that walking was difficult; catching sharks at night with a flood light off the stern; initiations at the equator: Remember "San Antonio Rose", "You Are My Sunshine", "Jersey Bounce", and "Blueberry Hill" on all the juke boxes? Dungaree and Aloha shirt liberties? Sick bay A.P.C. cure all; sea store cigarets, -\$1.00 a carton.

About fifteen of us were trained for narcotic details on incoming ships from the orient, working with the U.S. Customs officers. A 12,000 ton passenger ship often took all night to "shake down"; an additional ten men from U.S.S. Tiger and Reliance would assist, as needed.

Taney would sometimes meet incoming oriental ships 10 miles at sea and escort them into Honolulu, watching for "narco" drops to local fishing boats and pleasure yachts.

Other peacetime duties consisted of drills in General Quarters, gunnery, firefighting, abandon ship, boarding parties, signaling, first aid, seamanship, search and seizure, rescue and salvage, boat drills, self defence, and damage control.

## CHAPTER II- War Comes 1941

18 Jan.-Departed Mare Island on route to Honolulu, continuing the ships painting of Navy grey while underway.

22 Jan.-Moored Honolulu-Resumed Line Island patrols.

March-Moored at Pearl Harbor for installation of a De Gausing belt, and splinter shields on the 5" guns.

During the period of May thru November six other ships of the U.S. Coast Guard based in Hawaii had undergone upgrading of armament which included de gausing belts on tenders U.S.S. Walnut and Kukui: Cutters U.S.S. Tiger and Reliance, also P.C. 400, 403, and 590 went into Pearl for refit. TANEY underwent drydocking for strut bearings during this period.

June-Naval intelligence was alerted to the impending danger, justifying new shore gun emplacements, on our Sand Is. base, but there was still a prevalent feeling of waryness. The good years faded too soon, and out of 101 ships in the Pearl Harbor attack only the U.S.S. ARIZONA (a National Shrine) and the U.S.S. TANEY have remained in constant commission to this date. Our designation was P.G. 37 but reclassified WHEC (W37) December 7th, and yet today bears this I.D.

Aug.-CDR. Gelly was relieved of command by CDR. Olson this date.

She served well in 3 wars, including Korea and Vietnam, as convoy escort, amphibious flagship, in the Pacific and Atlantic Theatres, being awarded the big "E" on several occasions for efficiency by the Bureau of Ships, U.S. Navy, a coveted award!

7 Dec.-TANEY was only 5 years old and attached to Destroyer Div. 80, when O.O.D. LT. Erickson (ships flight officer) was notified that the destroyer U.S.S. WARD fired shots at 0720 hours sinking a submarine off P.H. approach and probably the 2nd shots fired of WW II: An American destroyer sank a German "U" boat in the NO. Atlantic February 1941, during "lease Lend" to England which included protecting British shipping.

Commander Olson recalled all ship's personnel, and battle stations were manned and in action at 0755, hours when attack came. The first wave lasted perhaps 50 minutes and withdrew with the second attack following even heavier, and longer duration. Our 5" guns could not alleviate sufficiently to be of value, but the 3" anti-aircraft and 50 cal M.G.'s laid down a deadly barrage which diverted the enemies flight paths, although out of range of the holocaust.

At 10:58 a formation of five enemy planes approached the TANEY directly from the SSW, over the harbor entrance, on what appeared to be a glide bombing or strafing attack on us, or more probably, a bombing attack on the power plant located north of the vessel's berth at pier 6. We opened fire with all guns after the planes were in range. There were no direct hits but they were rocked by the fire and swerved up and away.

8 Dec.-0546 hrs.-Put to sea and destroyed all aids to navigation in our jurisdiction, and stood off Pearl Harbor entrance on sub-patrol, making seven sub contacts through December 14th, dropping depth charges on all occasions. A probable kill was credited at 2043 hrs., December 10th, three miles 183° from Aloha Tower.

TANEY was at sea 88 days out of the first 100 days of war, though slower than destroyers, proved efficient as sub hunter. Her sister ships also proved effective in the battle against Hitler's Wolf Packs, in the ensuing years.

CHAPTER III- On the Defensive 1942

- 3 Jan.-TANEY was patrolling the entrance to Honolulu Harbor. We remained in the Honolulu area until the 22nd, for two periods of 6 days each with relief from the U.S.S. SOUTHHARD. While patrolling on the 9th we dropped five charges on a sound contact at 0430 with unknown results. On the 15th we released five charges on a contact at  $21^{\circ} 13.6''N$ ,  $157^{\circ} 50.4''W$  with unknown results. The CHEW (DD) made a depth charge attack about 1000 yards from us and closed, but did not make contact. On the 17th, however, TANEY followed an attack by a destroyer by three minutes and released four charges on a good sound contact at  $21^{\circ} 16' 50''N$ ,  $157^{\circ} 53' 50''W$ , expending two "Y" arbors and two "Y" gun charges. At 0900 a periscope feathered at 2000 yards, but after 45 minutes were unable to get contact, and secured from general quarters.
- 22 Jan.-We stood out of Honolulu Harbor as escort of SS BARBARA OLSON to Canton Island, the PERRY (DD) escorting until 1910. While on this duty on Jan. 29th, we made sound contact at 1615 and at 1620 dropping seven charges at  $2^{\circ} 06''S$ ,  $170^{\circ} 20''W$ , with unknown results. The OLSON was then directed to proceed at her best speed as we continued to sound search which was abandoned without making another contact.
- 29 Jan.-News reached us that our sister ship U.S.S. HAMILTON was torpedoed off Iceland.
- 30 Jan.-The U.S.S. WAKEFIELD was bombed at Singapore.
- 31 Jan.-Our convoy reached Canton Island this date, and until February 7th we patrolled off Canton Island sending a working party to assist in unloading the OLSON. On the 7th we resumed our escort of the OLSON sighting Enderbury Island at 0630 and by 0800 was drifting off the island while three of her boats assisted in landing operations. At 1015 the National Ensign on Enderbury Island was hauled down as four Department of Interior colonists embarked for Honolulu. Houses on the island were destroyed by gunfire. Resuming escort of the OLSON we proceeded to Jarvis Island which was reached February 10th.
- 10 Feb.-After the National Ensign was hauled down here, all buildings and equipment were burned and four Department of Interior colonists were embarked for transportation to Honolulu.
- 12 Feb.-TANEY, trailing the OLSON entered Palmyra Island Harbor and moored. Here we remained until the 15th and then got underway for Canton Island to patrol the area until the 25th.
- 5 March-Proceeded to Honolulu. During the last 2 months, 24 Japanese sandpans were captured or sunk ranging up to 80'. Our boarding parties flushed out subversive fishermen with no fish, but sub contact gear was found.

JAN. 11, 1942  
FLAG FOUND ABD. FISHING VESSEL - CREW WOULD NOT SURRENDER.

昭和十九年 - JAPANESE ERA 19 YEAR (NEAR 1940)

報國 - PATRIOTIC

盡忠 - LOYALTY

武運長久 - SUCCESS IN WAR

皇軍万歳 - CHEERS! THE IMPERIAL SOLDIER

松本少尉 - SONG BON (NAME) LIEUTENANT

野川 - YA-CHUN (NAME)

三十三師団 - 33<sup>TH</sup> DIVISION

入五軍管 - 5<sup>TH</sup> CAMP  
ARMY

中田少尉 - CHUNG JUN LIEUTENANT.



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COAST GUARD CUTTER

TANEY

NAVY  
~~REGISTRY~~ DEPARTMENT

UNITED STATES COAST GUARD

At Sea, North Pacific Ocean,  
22 December, 1941.

From: Commanding Officer, TANEY.  
To: Commandant, Fourteenth Naval District.  
Subject: TANEY; report of activities December 7-20, 1941.  
Reference: (a) Article 712, U.S. Navy Regulations.

1. When anti-aircraft fire was first observed over Pearl Harbor on December 7th, general quarters were sounded and all officers not on board ordered to return. The anti-aircraft battery as well as all other guns were ready to fire with their full crew and three officers at their stations within four minutes. The remaining officers with one exception, were aboard less than ten minutes later. Steam was ordered and vessel was ready to get underway. Without having received orders from any source, between 0901 and 0902 and between 0915 and 0918 opened fire on scattering formations of enemy aircraft at a high altitude passing over the harbor from west to east, using #1 and #5 3" guns. #3 gun did not bear and machine guns were out-ranged. Long fuse settings were used but fire failed to reach planes. 27 rounds of 3" shrapnel were fired in these attacks. At 1135 opened fire with #3 gun on a small formation of enemy planes which had passed over the city from north to south and were almost overhead at time of firing. One of these planes appeared to have dropped a bomb on Sand Island. No report was heard but dust and smoke were observed. At 1158 a formation of five enemy planes approached the vessel directly from the south southwest over the harbor entrance on what appeared to be a glide bombing or strafing attack on this vessel or more probably a bombing attack on the power plant which is located north of vessel's berth at Pier Six, Honolulu. Fire was opened with #4 and #5 3" guns and #3, #4, #5, and #6 50/Cal. machine guns after planes were in range. No direct hits by the 3" guns were definitely seen but planes were rocked by the fire and swerved up and away. Several 50/Cal. tracers appeared to pierce wing and tail structure of one plane. No bombs or machine gun bullets were received aboard nor observed falling near-by. 54 rounds of 3" shrapnel were expended and about 250 rounds of 50/Cal. ammunition. The only casualty was a delay in firing #4 gun due to the projectile being unseated from cartridge. Cartridge was rammed home, breech closed and gun fired. A fairly satisfactory volume of fire was

FOR DEFENSE



BUY  
UNITED  
STATES  
SAVINGS  
BONDS  
AND STAMPS

ENCLOSURE "D"

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obtained but it was not as great as would have been desirable, due to interference with loading from splinter shielding at that particular angle of fire. A modification of the drill requiring an extra shellman was made and eliminates this difficulty. This vessel had had no opportunity to fire anti-aircraft practice although the difficulty would not have appeared and might not have been discovered at the angles of fire used in prescribed practices. The officers and crew bore themselves well although most members of the crew had had no training except drill and had never seen anything above a 50 caliber fired.

2. Proceeded to sea at 0546, 8 December, and commenced patrol of vicinity of Honolulu Harbor entrance. On this patrol made sound contact with submarines and dropped depth charges as listed below:

<u>Position</u>	<u>Time</u>	<u>No. Dropped</u>	<u>Result</u>
About 3 miles SE of Ahoa Pt.	1230, Dec. 8	3	Unknown
1.6 miles 207° from #1 buoy	0200, Dec. 10	2	Unknown
3 miles 183° from Aloha Tower	2043, Dec. 10	3	Oil slick observed
4 miles 126° from #1 buoy	1703, Dec. 11	6	Unknown
4 miles 120° from #1 buoy	1720, Dec. 11	2	Unknown
2.7 miles 200° from Aloha Tower	1500, Dec. 13	3	Unknown
3.5 miles 206° from Aloha Tower	0940, Dec. 14	5	Unknown

3. Approaches were made in as close adherence to doctrine as possible. Visible results were disappointing except in the case described in detail below. The following characteristics were common to most contacts:

(a) True bearing changed little if at all after vessel brought contact dead ahead. This might indicate a wake knuckle or a former depth charge disturbance and in some cases this was probably true but it is believed in most cases it meant that enemy was proceeding directly toward or away from vessel. The approaches indicated this particularly in two cases where the range decreased very slowly in one case and very rapidly in another.

(b) All contacts were made at short ranges, 800 yards or less, indicating the possibility that the target was considerably smaller than submarines on which practice had been conducted when contacts of 1500-2000 yards had been made. With this type of contact the probability of false contacts with wake knuckles and large fish is increased. One very large manta badly injured was observed at one time and a slightly smaller one floating dead was observed later. These fish may have been accidentally

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injured or killed but it is possible that they were actually targets for some attacks, not necessarily by this vessel.

(c) Difficulty was experienced in regaining contact after an attack. Search around the disturbed area of the first attack was usually useless possibly because submarine had succeeded in getting out of effective range (less than 800 yards).

3. Description of three attacks follows:

2043, 10 December, 1941. This contact developed shortly after tracer bullets from the vicinity of the harbor entrance were observed ahead apparently aimed at a surface vessel although none could be observed from this vessel. Sound contact was made on the starboard bow shortly thereafter and vessel made an approach beginning with a sharp turn to starboard to bring submarine ahead. Rate of change of range indicated that submarine was running away. Completed approach and dropped three charges with 100 yard spread. Immediately after attack turned right and attempted to regain contact. Returning echo indicated possible contact almost dead ahead and in vicinity of our first turn. Signalled RAMSAY patrolling with us and approaching that spot to search but her search was without result. The wake knuckle of our first turn may have produced the second echo. A thorough sound search of vicinity failed to re-establish contact. A very strong odor of fuel oil was noticed aft after the attack and the turn down wind. For several hours this odor was noticeable when passing this spot, diminishing toward morning. A definite oil slick persisted in this spot for two days. In smooth water it was not observed after that time. On two separate days thereafter with high winds and quite choppy seas a clearly defined oil slick, 50-100 yards in diameter, was observed 3/4 mile to one mile to leeward. Since depth of water was over 200 fathoms and under these wind conditions a current of one knot to a knot and a half develops here ~~and~~ it is possible that this slick might have come from same source.

1703, 11 December, 1941. Dropped six charges using Y gun on an urgent approach at full speed on a sound contact made while a cruiser was leaving Pearl Harbor and within torpedo range.

0940, 14 December, 1941. Dropped five charges on an excellent contact with range closing fast from dead ahead. This was the best contact made, solid and definite and all hands were convinced that results would be obtained, but no visible evidence of damage to submarine was found. A careful search of vicinity failed to re-establish contact.

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4. After considerable thought on this subject as a result of previous sound training practices, a study of the doctrine and the experiences of this period, a changed method of estimating an approach when contact develops at close range has been worked out and will be submitted in a separate letter as a possible improvement.

  
L. B. OLSON.

Copy to:  
COMDESDIV 80  
SCG014NAVDIST  
File.

19 March-Entrance patrol at Pearl Harbor was resumed, this duty being subsequently exchanged for Honolulu Entrance Patrol relieving the U.S.S. MONTGOMERY.

This patrol continued for 6 day periods through 18 April patrolling in Mamala Bay for 6 days, and mooring at Honolulu 2 days.

18 Apr.-On the 18th the Force Commander's stateroom was cleared and converted into a "radar" room. Work on 'radar' and depth charge projector installations proceeded through the balance of April as crew members took instruction at school, Pualloa Rifle Range.

1 May-Our 24th equatorial circuit has been completed, this date. Engineering reports 132,000 miles under keel since launch. "Praise the Lord and Pass the Ammunition" was one of the war born songs, being a truly appropriate message and badly needed inspiration during these dark days.

4 May-We maintained Island patrol and easy circle for another month and contacts became less frequent. 3 June, we convoyed the U.S.S. WRIGHT (tender) to Midway and lost a sailor overboard during a rain squall and rough sea conditions. Luckily the WRIGHT picked him up, but we missed the Battle of Midway by 48 hrs.

Little did I realize that next year we'd would join our sister ships in the stormy Atlantic. At this time U.S.S. CAMPBELL, INGHAM, DUANE, SPENCER, AND BIBB, were fighting a death struggle with Hitler's Wolf Packs and Luff Wafer. Continual bad weather increased hazards during winter and only submarines could elude it! Aircraft were grounded.

16 May-Our Bos'n was courtmartialled & discharged this date, after 12 years of service. He was the best sailor and surfman I ever knew, and after enlistment in the Merchant Marine as 2nd Mate his ship was torpedoed, 1 month later, on its first convoy out.

10 June-Upon returning to Pearl we refueled from a merchant ship off Palmyra Islands getting dirty fuel oil and necessitating cleaning the strainers every 45 minutes, rather than each watch, throughout the ensuing 115,000 gal.

The 'Dawn Phase' is a daily tribulation time period, when ships are most vulnerable from enemy attack, and relying on the crews visual identification, even after radar's innovation.

15 June-Moored at P.H., loading fuel, stores, and LORAN equip. for installation on Johnson Island, also took aboard 2 Electronic Tec's. LORAN stands for long range navigation and were Type A, hi-frequency, transmitters, but only had a range of 400 miles by day and 800 by nite. This was to assist ships and aircraft navigate in any type of weather, sending out a radio signal measured in microseconds. Ships or aircraft could receive this signal with special equipment. Several years later LORAN TYPE C, low frequency, was initiated by a C.G. Commander (name unknown)

which had a 800 mile range by day and 1500 at nite. Since all navigational aids were eliminated 8 Dec., LORAN was a milestone for our effort.

These stations were set up on island chains in the North Pacific, the first being OAHU, then on to JOHNSON, MIDWAY, WAKE, later to follow on ADAK, GUAM, SIAPAN, OKINAWA, LUZON, ULITHI, IWO JIMA, AND YAP, forming 3 chains in all. By 1960 LORAN chains stretched throughout the world; ICELAND, BERMUDA, IRELAND, GRAND BANKS, GIBRALTER, etc., since civilian ships and aircraft also benefited.

The first units were off loaded for L.C.T.'S in some area's via trucks, and often times from assult crafts, by hand, being assembled ashore-time consuming.

A little known fact is that our personnel landed, set up, and operated this equipment throughout the war years, and yet today. Usually it was in operation only hrs. or days after hitting the beach. As the enemy was driven back our life saving chain lengthened, so allied aircraft and ships navigated accurately, day and nite, on island hopping missions, in all weather conditions.

Today personnel man over 50 stations, in the Pacific, Atlantic, and Mediterranean Oceans. During the war years hundreds of men and many ships were committed to this end. By mid '43 LORAN had spread through the North and South Pacific. The VOICE OF AMERICA was also relayed by our units throughout the world, and ----yet today!

2 July-During the next quarter we pulled patrol duty and short convoys, responding to 57 General Quarters. Sunburn regulations required long sleeves on deck, being a standing order. I always felt sorry for the black gang in their hot, humid enviornment, two decks below. After getting off a 4 on and 4 off hr. watch, a G.Q. would put them back down again. Perhaps said best by a M.M., "Sealing the hatch tight over your head, climbing down a ladder 3 decks, to the ships damp keel, there by yourself, in an auxillary engine room tomb, running the pumps and generators, waiting for the crisis to end. Not seeing the action, I believe, is the worst! And phantisizing a torpedo coming through the hull, drowning in a flood pf darkness, alone".

My being topside gunner and seeing torpedo trails cross our bow, is disnerving, or a ship in the convoy disappear in a thunderous fireball! An enemy aircraft attacking your battle station and pray your tracers will score; his will miss! Being straddled by aerial bombs! There are no safe duty stations. There is waiting for "Zero HR." on an assult, waiting for the word to "secure", waiting for your "watch" to end, waiting for "sleep" to come, in a sweat filled bunk. Awakened by the "General Quarter" alarm in a cold fever, on a hot nite!

The engine room snips and topside swabs didn't make liberties together very often, but weeks and months at sea with constant

throbbing, rolling of the ship's hot hull and equipment under cloudless skies, with dependence on one another welded a tight comradeship among us. The monotony of time at sea, and fear of the unknown, were our enemies, just as certain as the enemy itself.

I always rated rain squalls as 4.0, being a welcome friend. Nights of moon light splendor would lull one into a false sense of security, but a sick gut feeling always present. I felt bad that more personnel didn't attend Altar Call of which some were on their way to eternity.

Sunsets in the South Pacific were more beautiful than any place on the earth, with crimson and gold streaks renewing ones faith in God and helped give all hands strength to face tomorrow. "Red at nite, Sailors delight. Red in the morning Sailors warning". I found this 1850 Clipper Ship adage usually true!

SEPTEMBER-NOVEMBER war diaries of the Honolulu District mention the TANEY, along with the TIGER and RELIANCE as continuing operations under Commander, Sea Force, Hawaiian Sea Frontier, with logistics under DCGO, Honolulu. The Jan., 1943 District diary states that the usual logistics operations were maintained for the TANEY, TIGER, RELIANCE and PC-590 by the Districts. Operational control of the TANEY and of the TIGER and RELIANCE were under the Navy. The amphibian aeroplane V-135 which was attached to the TANEY at the beginning of the war was turned over to the Navy shortly after the outbreak of the war and no further record is available at this date.

6 Aug.-The year of '42 was a grim period of time as conceded by Adm. Nimitz in the Central Pacific. As the battle of Midway, and horror of Guadalcanal would give us the offensive and Island bases so badly needed.

CDR. OLSON was relieved of command by CDR. GELLY this date.

Germany's "U" Boats (wolf packs) were devastating our supply line to Europe. The situation was deteriorating as Hitler increased Sub construction and Allied sinkings. Our total effort was on the line and hundreds of Escort vessels were under construction. Five of our seven Cutters were assigned to the Atlantic and Mediterranean theatre.

Smaller Australian, and Canadian Corvetts took a beating in rough weather during escort duty. We admired their spirit! Bigger ships probably felt sorry for us, and so it went, all the way to Flattops and Battlewagons. "Bigger targets" I thought.

3 Sept.-The U.S.S WAKEFIELD burned in the N. Atlantic sea.

27 Sept.-Convoy duty to Canton with 4 Corvetts and 30 merchant ships. Weather conditions were blustery and we grazed a Sub after our 2nd G.Q. and depth charge attack lasting 45 minutes. This nite

action gave the Nips unconfirmed injuries. Later drydocking exposed a 70ft. scar and damaging a roll fin.

20 Oct.-Sonar reported contacts 90 miles S.E. of Wake Island while on special duty assignment. Deployed depth charge action, scattering contacts. Heavy weather and nite fall aborted further search after 0.7 hrs.

23 Oct.-Arrived P.H. and assigned picket duty.

5 Nov.-While performing guard duty off Pearl entrance, our motor launch departed on mail procurement with Mascot Soogie, and she was lost in the Navy Yard. Our Skipper and crew were visibly shaken, received permission from Comd. div. 80 to reenter P.H. via motor launch, through the Sub nets. SOOGIE was awaiting on the pier!

## CHAPTER IV-Gaining The Offensive 1943

2 Jan.-Rank preempted our next Solomon group assignments, and being deleted from flag, we were moved from convoy picket to a flank position. This outer ring of protection was uneasy duty, and within 36hrs. we alerted 3 General Quarters, of which our flock departed unscratched.

21 Feb.-Our sister ship U.S.S SPENCER sank the "U 225".

22 Feb.-Our sister ship U.S.S CAMPBELL sank the "U 606".

27 Feb.-After a second attempt to awaken a steward this date, the Master At Arms discovered he was dead-cause unknown.

During the ensuing 6 months we shepherded 17 convoys, between invasion support and picket as far S.W. as NEW CALADONIA, averaging a 12% loss due to enemy action. America's supply line was over 4000 miles long at this time and before victory over JAPAN it would be doubled! Each month as it lengthened, the hazards grew, but our offensive steadily crept, westerly, target Philippines.

March-We first heard the news of "hard duty" that Atlantic Fleet was encountering, including weather!-W37 continued varied duties the next 55 days.

Feb.-Convoy O.N.-166 (63 merchant ships) shepherded by 2 British, 1 Canadian Corvett, 1 Destroyer and 2 H.E.C. Cutter's lost 7 ships, but sank 2 "U-boats". 1 by SPENCER with "Y" guns, 1 through gunfire, and ramming by CAMPBELL. In March Wolf Packs attacked one convoy 3 times in 3 days. In 5 month period from November '42-March'43, 93 ships were sunk in the Atlantic Theatre and totaling 166 in all theatres-GRIM NEWS!

CDR. Gelly was relieved of command by Capt. Perkins this date.

17 May-South of Midway convoying a supply ship, our Sonar picked up torpedo noise-uneventfull G.Q. Some of our convoys ranged up to 50 ships with slow tankers at 6 to 8 knots, though we rated only 5 DE'S and Corvets to police a 20 square mile block. On one occasion rescue attempts were denied TANEY by Fleet Com'dr when a supply ship ran aground on Canton Island. It was rightfully remembered that U.S.S HAMILTON was torpedoed off Iceland while taking a stricken ship in tow. A steady flow of supplies was now heading for Guadacanal as victory was imminent. The U.S.S. LIGGET APA 14, was one of our convoy wards in this gigantic offensive.

5 June-Special Duty-TANEY set course for BAKER ISLAND with a group of 2 civilian engineers, survyers and related equipment. Upon arrival we were attacked by a NIP flying boat. During G.Q. and flank zigzag TANEY was straddled twice by near bomb hits, so severe they shattered paint off her interior. Our devistating gun fire scored hits which drove MAVIS over the horizon. We departed BAKER and the scuttlebutt was, we may go stateside!!!

- 16 July-We received word that our Sister ship U.S.S. SPENCER was in LEYTE. Her "U" boat victories would be a threat to the IMPERIAL NAVY, we surmized!
- 23 July-Departed for Palmyra Island, picking up several Ventura Vegas for air coverage to Baker. Upon arrival we put ashore two boats with armed landing parties and 3 civilian engineers. The islands facilities (along with Johnson Island) were deserted since Dec.7th but to be rehabited prior to the Marshall and Gilberts invasion. Additional airstrips were priority status at this station.
- 25 July-Departed Baker, heading N.E. into heavy seas and rain squalls blanking out the sun as 50 KNT. gusts frothed our decks with flying fish. Ships speed was slowed to 8 KNTS and a herd of escorting Dolphins slowed accordingly. We lost several assault rafts and related equipment, being stowed aft, overboard. Our ships relief helmsman fell from the bridge deck, to astraddle #2 gunshield below, and emergency surgery was performed under difficult conditions of ships rolling.
- 26 July-Weather cleared, and bridge rang down, "full ahead".
- 28 July-Disembarked injured sailor to P.H. Hospital.
- 30 July-Pulling easy circle and Inner Island convoy duty.
- 15 Aug.-Word came down from COMCEN.PAC. "PROCEED ALAMEDA". We refueled at Honolulu and departed Diamond Head this date at 17.5 KNTS. All hands were elated!-OUR PRAYERS ANSWERED.
- 20 Aug.-Arrived Alameda! Our joy was overwhelming!! Dr. Wolf won the docking pool of \$150.00 at 1830 hrs. It has been 32 mo. since we were stateside!

Shipyard workers swarming over dry docked TANEY making sleep difficult. With armament up-grading, including four 5' 38 Hydraulic Turrets and fire control system, two 40 m.m. tubs, six 20 m.m., six 'K' guns and existing 3" A.A.'S. Truly a gun-boat and the heaviest armed vessel afloat for her tonnage. Two of our whaleboats were removed and four 12 man rafts added. Engineering was retubing boilers, replacement of hardware, and O.H. of machinery.

Our mascot SOOGIE was still aboard since a pup, recruited in '38 and had learned to keep out of our way during drills and G.Q. as a matter of survival! No ship beat our battle station record of 1.6 minutes for "ALL STATIONS MANNED AND READY".

I give praise to the civilian volunteers of the "Ausi Coast Watchers", which is an unheralded group numbering in the hundreds, and putting their life on the line daily, of which many

disappeared, without note. Their being put ashore on often hostile island, alone with minimum survival and communication gear took a special breed of man!

My brother flew P.B.Y.'S out of Green Island (N. E. of Bougainville) assisted by Corsairs, B 25's and P.T.'s based there! Geographically this was a miniature "ULITHI" 2 miles long, complete with airstrip cut thru jungle and  $\frac{1}{2}$  mile wide encumbering a volcanic harbor. Its opening to sea was blasted out by NAVY Seabees. This area was designated "hi-hazard" to the Japanese Imperial Navy, attested from captured documents.

P.B.Y.'S flew relentless anti-sub patrols covering over 1200 mi. sorties, being airborne upwards of 12 hrs. and an easy target at 100 KNTS., I thought. Their sea rescue record was 2nd only to submariners and ourselves!

Even with man's love for the sea, a landfall finds all hands eager to see visual signs, such as birds, floating debris, or the green reflection halo on the horizon. Finally the smell of damp vegetation sends chills up a farmboy's back.

While at sea our only link with nature would be the graceful, tireless, ALBATROSS, skimming the swells and the legendary Dolphin (sailors friend) crossing our bow at flashing speeds, for days on end.

Several of the oceans deepest places on earth are 300 miles S.E. of GUAM (6033 fathoms) named "YAP TRENCH, also South of SAMOA lies the "TONGA TRENCH" sounded at 5933. Suttlebut has it as being erroneously logged as Safe Anchorage, aboard a supply ship off TONGA ISLAND.

Sept.-We heard that our offensive by-passed the Jap Seaplane Base and 8000 soldiers on WOYJE Island in the Marshall group, causing starvation with 600 more perishing while attempting escape by ship.

Listening to "TOKYO ROSE" was amusing but I wondered how she was right so often! The song "I'll Be Home For Christmas" tore at our hearts-made us home sick!

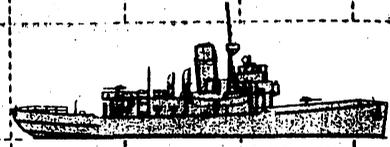
21 Sept.-At this time, most of our original 20 man draft were once again state side, excluding 3 casualties and 4 transfers to other duty. I can say our reunions with family were the happiest memories of the war. 30 day leaves were the order of the day, since many of our group were from Nebraska.

6 Oct-Those not on ship work details attended gunnery, fire, electronics, and damage control schools at Treasure Island for the ensuing months.

**AVD**



SEAPLANE TENDER—CHILD'S, MANLEY CLASSES (APD similar)



COAST GUARD CUTTER—"A" CLASS

**AGL**

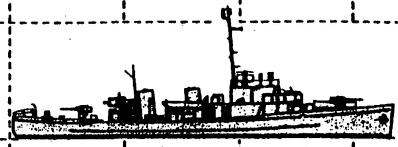


COAST GUARD TENDER—CACTUS CLASS

**YN**



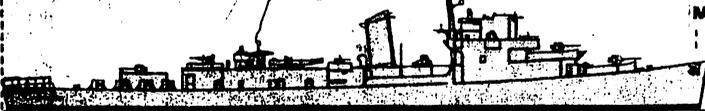
NET TENDER—"TREE" CLASS



COAST GUARD CUTTER—"B" CLASS

**PT**

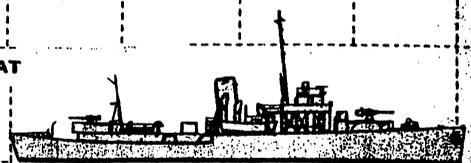
**DE**



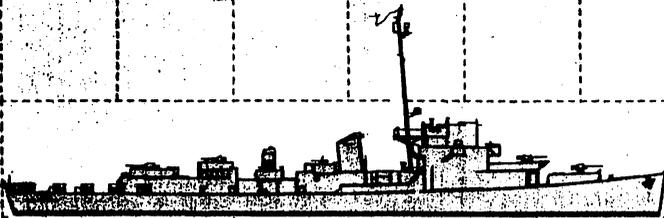
DESTROYER ESCORT (LONG HULL)—BUCKLEY CLASS



MOTOR TORPEDO BOAT

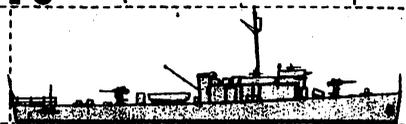


CORVETTE—TEMPTRESS CLASS



DESTROYER ESCORT (SHORT HULL)—EVARTS CLASS

**PC**



SUBMARINE CHASER—PC 461 CLASS

**PF**



FRIGATE—TACOMA CLASS

**PCE**



PATROL ESCORT—PCE 127 CLASS

**PG**



COAST GUARD CUTTER—CAMPBELL CLASS

**PCS**



SUBMARINE CHASER—PCS 1376 CLASS

SC



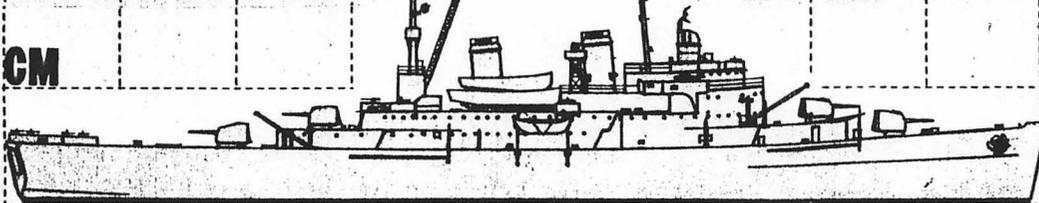
SUBMARINE CHASER—SC 497 CLASS

YMS



MOTOR MINESWEEPER—138-FT. CLASS

CM



MINELAYER—TERROR CLASS

AMc



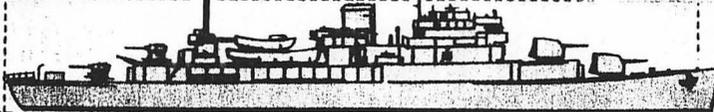
COASTAL MINESWEEPER (APc similar)

DM-DMS



DESTROYER MINELAYER/SWEEPER—GAMBLE CLASS

AVP



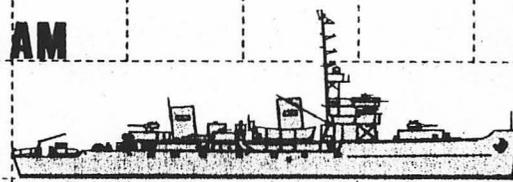
SEAPLANE TENDER—BARNEGAT CLASS (AGP similar)

AT

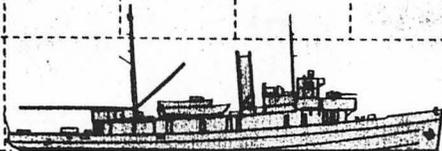


OCEANGOING TUG—NAVAJO CLASS

AM

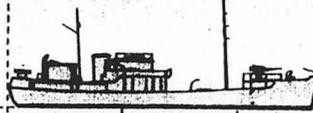


MINESWEEPER—AUK CLASS



OLD "BIRD" CLASS

YP



DISTRICT PATROL CRAFT—CONVERTED TRAWLERS

## CHAPTER V-Atlantic Duty 1944

- 8 Feb.-We vacated Alameda enroute to Panama, Checked out new turrets, fire control, 40 and 20 m.m.'s, "K" guns, and general shakedown.
- 27 Feb.-Arrived Balboa Panaman. Our SKIPPER rec'd orders from Atlantic command to escort a disabled D.E. to BOSTON NAVY YARD.
- 1 Mar. Rendezvous made on Lake Gatun with D.E. 320 and proceeded without incident.
- 4 Mar.-Cleared Panama locks on Atlantic side. Our progress is reduced to 8 KNTS. since this was our wards best speed.
- 6 Mar.-Zig zagging S.E. of Jamaica heading a N.E. course with weather unstable, visability 3 miles, wind flurrries to 45 KNTS., sea cond. 6. All hands felt uneasy since this was our first taste of "U"-boat country, but TANEY'S shake down continued under duress.
- 8 Mar.-D.E. 320 signaled us her damaged hull was taking water. Bridge rang down "slow ahead". 1600 hrs.-G.Q. sounded and flank speed acknowledged. Sonar reported torpedo noise. 1633 hrs.-Have expended 47 D.C.'S and "K" gun charges this action, but arrival of a P.B.Y. aborted the "U"-boat attack, after dropping aerial bombs.
- 11 Mar.-Arrived BOSTON, anchored at 10 fathoms with our ward. Once again we were thankful for a safe passage.  
NOTE: To set the record straight, TANEY never had an East Coast "milk run" as written by Naval P.R.
- Mar.-Moored at BOSTON NAVY YARD for installation of combat info. center, as a unit of TASK FORCE 66! This was a prelude to piping Comdr. of Task Force aboard. His hurried inspection was gratifying. At times we felt insignificant while being moored alongside cruisers and carriers, ten times our might. I was reminded of Biblical David and Goliath, thus renewing my spirits!
- 14 Mar.-My 1st SHORE DUTY in ~~several~~ months and I pulled 8hrs. SHORE PATROL!  
  
Capt. PERKINS was relieved of command by CDR. WUENSCH this date.
- 29 Mar.-We departed Hampton Roads, and took our assigned position 4000 yards ahead of the convoy guide as convoy UGS-38 was departing. This run across the Atlantic with 85 merchant vessels, 2 Navy tankers, in convoy UGS-38, U.S.S. DUANE, 14 YMS'S and 10 LCI'S in 13 columns was uneventful.
- 13 Apr.-Vessels of Task Group 66.9 were detached for the Azores.
- 15 Apr.-The H.E. CAMPBELL detached to proceed to Gibraltar, rejoining on the 18th as the convoy passed through the Straits of Gibraltar and entered the Mediterranean Sea. At Gibraltar the convoy was joined by three British submarines, the tug VAGRANT

and the HNMS HEEMSKERK, an anti-aircraft ship. The U.S.S. LAN-  
NING, which had detached on the 17th to proceed with a straggler  
to Gibraltar rejoined on the 18th, while the U.S.S. LANDSDALE,  
U.S.S. SPEED and U.S.S. SUSTAIN joined the Task Force on the 19th.

The deceptive looking Azores were a sanctuary and refuel depot for  
enemy "U"-boats, also a point of interception for our convoys to  
and from North Africa.

Liberators and P.B.Y.'S flew relentless sub patrols (weather per-  
mitting) since 3-43 in our sector, and also the Madeira Island area  
situated some 300 mi. South of our convoy lane to Gibraltar. This  
was a springboard for Wolf Packs, which had paralyzed and almost  
annihilated our supply line to Africa in 1942, sinking some 1,000,000  
tons in the 1st 10 months.

Heading South to Cape Verde, and St. Helena Islands, then finally  
Cape of Good Hope, was deemed hazardous. This encompassed  
German, Admiral Doenitz's Island chain of attack bases, along  
Africa's West coast shipping lanes. Japan's "I BOATS" assisted  
Germany's Navy thru the Indian Ocean campaign.

The Luftwaffe offensive commenced, vectored from  Algerian  
bases, being intensified against the U.S. Gibraltar-Suez convoys,  
with continued heavy night attacks.

"U"-boat construction lagged behind increased losses from our Navy  
Task Forces, signaling the end to Germany's sea power. During the  
remaining quarter, thousands more tons of allied shipping were sunk  
by suicidal night fighters.

Apr.-Our convoy was attacked by German torpedo planes about 35 minutes  
after sunset. The convoy was then in 10 columns with 3 British  
submarines in column 600 yards on the port beam of no. 71 (Convoy  
Commodore). At the time of the attack several escorts were not in  
their normal positions due to the proximity of land to starboard.  
HNMS HEEMSKERCK assumed responsibility for fighter direction, air  
warning guard, the making of 'shad' and 'help' messages and the  
maintenance of contact with fighter sectors. She was given con-  
siderable latitude in altering her station as deemed necessary.  
The LANDSDALE, SUSTAIN and SPEED were given stations of maximum  
effectiveness for their jamming equipment. Two days prior to the  
attack a gunnery doctrine in the event of air attack during dark-  
ness had been given, directing all escort's to fire machine guns  
only at seen targets at night and only when satisfied that their  
own ship's position was known to the planes' AAA. At longer ranges  
main battery controlled fire only would be used. Coded signals had  
been received from radio Algiers and at 2045 enemy glider bomb's  
transmissions. At this time the LANDSDALE reported only friendly  
planes on its screen. Warnings received at 2057 were passed to  
the HEEMSKERCK and the LOWE reported radar contact on five enemy  
planes from dead ahead and two minutes later reported sighting  
about 15 enemy Ju 88'S flying low over water. Approx. half were  
destroyed.

"At 2105 the S.S. PAUL HAMILTON was hit with a torpedo and exploded, killing 504 men, all that were on board. At 2106 the J.E. CAMPBELL reported seven planes, flying low, coming on the port bow of the convoy. Thereafter planes were sighted by most of the forward screen. Communications could not be established by TANEY with the HEEMSKERCK to report all these as our TRC transmitter was inoperative. The attacking planes began retirement. The Commander Escort Division 46 was directed to take charge of rescue operations astern in which the MENGES, NEWELL, FESSENDEN AND CASE were directed to participate Commander Escort Division 21. The J.L CAMPBELL was directed to take position astern of the convoy to act as communications relay between rescuing ships and Task Force Commander. It was learned that SS PAUL HAMILTON had exploded immediately and U.S.S LANDSDALE had been sunk in 15 minutes while the SMITE, the STEPHEN E. AUSTIN and the ROYAL STAR had been damaged. Tug #136 immediately took one of the damaged merchant ships in tow and two other tugs were requested from Algiers.

It appeared that approx. 20 JU-88's and/or HE-111's participated in the attack which took place in three waves of planes, flying very low and making use of shore background. The first wave of nine JU-88's sheared off from shore background and attacked the convoy from dead ahead, the leading aircraft probably being responsible for the sinking of the PAUL HAMILTON and damaging the SAMITE. On retiring they were fired upon by the convoy ships and the HEEMSKERCK. The second wave of seven JU-88's apparently followed the first and consisted of seven planes. Part of this wave continued down the starboard flanks of our convoy and attacked, resulting in the damage to the AUSTIN and ROYAL STAR. In this wave two torpedos seemed to have been dropped at the LOWE and two at TANEY, TORPEDO WAKES BEING REPORTED CLOSE ABOARD BOTH SHIPS. The third wave of five HE-111's was concentrated on the port bow and probably sank the LANDSDALE. The HEEMSKERCK saw wakes of three torpedos apparently dropped by this wave. The attack was well planned, due apparently to effective reconnaissance by enemy aircraft about noon of April 20th. Employing twilight and shore coverage to fullest advantage, the enemy plane further escaped detection by flying low over the water and using only torpedos all of which made straight runs. No shooting of flares was done by the enemy air craft and only D.C. charges dropped by B.V. PRIDE was known to task COMD'R.

TANEY and SPEED reported damage to one aircraft each and the MOSLEY damage to two. The LANDSDALE was verbally reported to have claimed three aircraft shot down. 230 survivors from the LANDSDALE, including two surviving German Aviators, were picked up by the MENGES and NEWELL. No concerted effort at smoke laying was made by the escorts. Effective fighter protection was apparently totally lacking in our vicinity of the convoy. The low approach over the water and with land as a background rendered SC and Radar ineffective. In addition the jamming of our SC Radar throughout the attack was to

- disable our I.F.F (Identification Friend or Foe). The MOSLEY reported the same experience with its SC Radar. All the damaged vessels reached Algiers, except the ROYAL STAR which sank next day. The convoy continued to a point off Bizerte, North Africa.
- 23 Apr.-Task Force 66 was relieved by British escort. The cost was 1100 dead, 150 injured. We suffered 4 men wounded and Bridge damage due to shelling.
- 1 May-Convoy Gus 38-TANEY left Bizerte in company with other units of Task Force 66 which relieved the British Escort Commander of GUS-38.
- 2 May-An enemy submarine was reported in the area.
- 3 May-We were patrolling our station at 12 knots when at 0130 the MENGES was torpedoed by enemy submarine. She was towed to Algiers with a damaged stern. During the day ships for Algiers departed the convoy and others joined. At evening all escorts made smoke.
- 4 May-An enemy "U"-boat was reported in the area ahead of the convoy. The "U"371 was later confirmed as sunk with 23 Germans captured, by the PRIDE, and the CAMPBELL.
- 5 May-We picked up a surface radar contact, which was also reported by the outer screen and the convoy made an emergency diversion. At 0346 the U.S.S. FECHTLER, in a position ahead of the convoy was torpedoed. The covoy was diverted to starboard and all units searched for the submarine. The loss exceeded 300 men. We escorted the convoy past Gibraltar.

Escort carriers entered the sub war launching Wildcats and Avengers sinking 16 "U"-boats, and 8 tanker subs (milch cows). The ensuing 90 days, our losses were only one supply ship. From Nov. '42, til V.E. Day, some 11,000 merchant ships plyed the Central Atlantic, from United States to Africa, averaging losses below 12% throughout this period.

- 19 May-TANEY entered New York Harbor without incident. In forward areas our Chaplin served Communion upon request, stabilizing fears, giving strength, to those who thirsted! The "Christian Flag" is the only flag flown above the Stars and Stripes.

We sometimes welcomed "K" rations of chocolate, Spam, and crackers, being a treat, after dehydrated stores ran short. Brakish showers with salt water soap was a relief to sooth heat rash. The blessing of a bunk, versus a foxhole, was a daily gratitude we all shared.

- 2 June-Our present convoy losses are less than 16% average, now. Defeat of the wolf packs are in sight!

6 June-A new Div. Officer, age 34, reported aboard this date and seems old to us. Our SKIPPER is 42. No wonder he is called "OLD MAN". 0900 - Div. Officer held locker inspection removing Betty Grable pin ups! The Bob Hope broadcasts over ships radio, are truly appreciated. "D DAY" Normandy invasion this date! The beginning of the end for Germany, guaranteed by  $\frac{1}{2}$  million assault forces and 2700 ships!

8 June-Taney proceeded to Hampton Roads.

12 June-Together with Escort Divisions 46 and 21, proceeded to sea escorting UGS-45, we patrolling 4000 yards ahead as convoy guide, and conducting continuous 360° surface radar search, a sound search 60° on either side of the base course and degaussing at all times.

18 June-We investigated a sound contact which proved to be non-sub.

26-27 June-The Casablanca and Gibraltar sections departed.

Shortly afterwards all ships of the convoy passed through the Straits of Gibraltar and began forming a broad front of 13 columns. The Oran section departed and a British cruiser with two destroyers joined the escort, laying smoke around the convoy during the dusk alert.

29 June-Joiners from Algiers took assigned stations and smoke was again laid as well as on the 30th during dawn alerts.

1 July-Task Force 66 was relieved by a British escort commander and we stood into Bizerte Harbor.

10 July-TANEY departed Bizerte Harbor in company with other units of Task Force 66 and relieved the British escort of convoy GUS-45. Forming a broad front of seven columns, the escorts laid smoke at dawn and dusk alerts on the 11th and 12th. We picked up 4 Germans on life raft.

13 July-Joiners from Algiers and Oran took assigned positions, the convoy clearing the Straits at 1200. A convoy 30 miles ahead of us was attacked.

21 July-We left our station for twelve hours to escort a straggler. Patients were taken aboard for convoy vessels for medical treatment.

26 July-Depth charges were fired on a contact, followed by hedgehog pattern. Results unknown!

28 July-The Chesapeake and Delaware sections departed the main convoy which, proceeding in four column formation, entered the New York Harbor. TANEY proceeded to Brooklyn Navy Yard for availability.

4 Aug.-TANEY underwent training exercises, for the next 2 weeks.

- 18 Aug.-Proceeded to Hampton Roads, Va. for availability.
- 22 Aug.-In company with Escort Division 21 and 46 we put to sea, escorting convoy UGS-52 as guide.
- 24 Aug.-Drills were conducted after which operations continued uneventful. Weather was poor with heavy seas and 40 KNT. gusting.
- 6-7 Sept.-The Casablanca-Gibraltar section departed this convoy: on 8th and 9th ORAN-ALGIERS sections.
- 11 Sept.-This Task Force was relieved by British escorts and moored at Bizerte.
- 18 Sept.-TANEY, with Task Force 66, relieved the British escorts and commenced escorting convoy GUS-52.
- 20 Sept.-Additional sections joined from Algiers, Oran on the 21st, Gibraltar on the 22nd and Casablanca on the 23rd.

Wolf Packs had moved to the Indian Ocean hoping for safer hunting grounds: During the following 4 mo. they sank 128,000 ~~tons~~ (21 ships) and during the 1st quarter of 1944 sank an additional 186,000 tons.

- 6 Oct.-Crossing the Atlantic was uneventful and when the Chesapeake section broke off, TANEY proceeded with the New York section, which forming a narrow front of two columns entered the New York swept channel.
- 7 Oct.-We detached from Task Force 66.
- 9 Oct.-Left for Boston Navy Yard where we were to undergo conversion to an AGC type vessel (amphibious force flagship, equipped with special communication facilities).
- Nov.-We remained at Boston undergoing conversion throughout the year.
- CDR. WUENSCH was relieved of command by CDR. SYNON this date.
- Dec.-News reached us that our escort carrier task force had exterminated the tanker subs, which eliminated Wolf Packs from Casablanca to the Azores area, and South to Cape of Good Hope.

It is safe to say that Germany's under sea fleet destroyed more tonnage and lives than any other force in WW II.

CHAPTER VI-Back to South Pacific 1945

- 19 Jan.-Departed for Norfolk.
- 3 Feb.-My cousin (U.S. ARMY) died this date on Luzon.
- 10 Feb.-After shakedown, training, and availability until the 28th the Taney proceeded with 4 other vessels to Pearl Harbor via the Canal Zone.
- 22 Feb.-Reaching our destination we reported to Rear Admiral Calvin H. Cobb, USN, for operational control.
- 26 Feb.-Began undergoing minor repairs and installation of new communication equipment, at Pearl.
- 10 Mar.-Departed for Iniwetok, operating independently without surface escort.
- 19 Mar.-Departed for Ulithi where we anchored on the 23rd, without event!
- We remained at Ulithi until April 7th. Admiral Cobb, was on board, being prospective commander, Naval Forces. Ryukyus (CYG 99.1).
- 7 Apr.-Getting underway with Task Force 51.8, we proceeded to Hagushi Landing Beaches.
- 11 Apr.-Okinawa, arriving amid air alerts. Total confusion existed!
- 12 Apr.-At 0543 hits were observed on a "Betty" crossing our bow and crashed. Four more attacks were experienced on the 12th and two on the 13th. Later, on that date, TANEY moved to Kerama Kaiko, Kerama Rhetto and though alerts were received later, no planes were sighted.
- 15 Apr.-Returning to Hagushi, TANEY again fired on enemy aircraft which were shot down by combined gunfire. No further harrassment this date.
- 16 Apr.-Strong concentrations of enemy aircraft attacked the area, most of them being downed by combat air.
- 23-26 Apr.-Minor attacks were experienced through the 23rd, vessels on radar picket duty receiving the heaviest punishment. Low ceilings prevented air attack on the 24th and 25th. An attack on the 26th when weather improved, we rec'd a creditable amount of flack, but our station was supported by Corvetts, D.E.'S and L.S.T.'s gunfire time logged at .5hrs.
- 27 Apr.-Planes attacked shipping and shore installations from the North despite cloudy weather. No recordable destruction recorded..

- 28 Apr.-Strong attacks were made. We opened fire on two planes crossing our bow, diverting course. Three downed by flotilla fire.
- 29 Apr.-Four attacks came, followed by 2 more on the 30th. All of these attacks on the 29th and 30th were directed at vessels and shore installations in the vicinity.

During the 45 days preceding May 26th, it was necessary for TANEY to go to general quarters 119 times, with the crew being kept at battle stations for as long as a nine hour stretch. During this period we were credited with downing four suicide aircraft plus numerous assists.

We received news that our sister ship's U.S.S INGHAM, BIBB AND SPENCER arrived from the Atlantic pulling special duty off CORREGIDOR with the 5th Fleet!

G.Q. 0400-0600HRS.

Harbor and air strip under aerial attack, 10 planes got to this area, five of which were shot down near us. TANEY scored hits on two with 20mm possibly knocking them down. The barrage was terrific and could see the planes down in flames. Many more started but were downed or turned back by night fighters. A very intense shore bombardment is being carried out by heavy units of the fleet, three miles from us.

G.Q. 1300HRS.

7 high flying enemy planes in this vicinity. One of them was shot by fighters near us. There were suicide planes crashing into ships nearby. One D.D, one D.E and a battleship (NEW MEXICO) the latter vessel was hit in sight of us. The D.D was sunk, the D.E. came along side of us carrying their dead on the fo'sle. There are many enemy planes in this area having all been downed or turned back.

- 13 Apr.-Heard of President Roosevelt's death. This was demoralizing news, but our offensive was escalating.

- 15 Apr.-Suicide boats reported in anchorage. There is still a heavy Jap barrage and our Naval vessels are bombarding shore installations. We can see rounds flying through the air.

- 20 Apr-G.Q.1800-2000HRS.

Large numbers of enemy aircraft in area with heavy firing continuing-two oil and a munitions dump, hit.

- 21 Apr.-G.Q. 2000-2300HRS.

A lot of enemy planes in area, some A.A. fire; five bomb hits and a large explosion from an ammunition ship near by, with heavy casualties.

1800-2000HRS.

Enemy aircraft in area numbering over 50. Most of them were downed by our planes and picket vessels. Naval casualties at this time are higher than Army or Marine Corp. together, as many ships are being hit by "kamakaze".

24-25 Apr.-Evening and early morning enemy planes attack in this vicinity, hit a hospital ship, setting fires aboard the U.S.S. Comfort, off Okinawa.

26 Apr.-1900-2000HRS.

Enemy coastal guns open fire on ships in this anchorage about 800 yards from us. Their rounds landed short of a hospital ship which was the target, also firing on a freighter, straddling its hull and making hits; possibly sinking-as we moved out.

2030-2230HRS.

Air attack again! Large numbers of suicide planes and bombers attempted to come on. Heavy A.A. We could not open fire as we were covered with smoke.

28 Apr.-2330-0430HRS.

Another air raid. Same type of planes, heavy barrage of A.A. We opened up on two Betty type planes with 40 and 20mm guns. They were both on the portside about 1500 feet altitude, it was too dark to see results. Enemy surface craft reported at five and half miles, and presumedly suicide boats.

A "Kamakaze" hit a freighter, near us, sinking it. Another ship hit on bow by "Kamakaze" causing a five foot hole, but no casualties. A ship hit by a suicide boat  $\frac{1}{2}$  mile west of us, is seriously damaged.

Large numbers of enemy aircraft were destroyed this date!

1500HRS.-Our planes are dive bombing, strafing and firing rockets at ground forces 4 miles east of us. Naval and shore batteries are continuing the assault a short distance from our station.

We moved to Karama Retto for refuel, and supplies after dark, and greeted by two P.T. BOATS dangerously close at flank speeds. Our recognition code was in error!

G.Q. 1745HRS.-Two planes came in, one was shot down and the other turned back by a cruiser a mile distance.

G.Q. 2000-2200-Two torpedo planes in vicinity, made a run on a minesweep and a destroyer, both torpedos missed their target. Enemy snipers reported firing at ships in anchorage, two men killed on an L.S.T. There are also suicide boats and swimmers in the area.

OKINAWA- General Quarters

Enemy aircraft in vicinity, we could see a few within range and fired 37 rounds of five inch. The bursts were close, one plane was down and there was heavy A.A. fire. Another plane was downed nearby and two oil dumps were set on fire by bombs and plane crashes.

29 Apr.-General Quarters 1600-1830HRS.

Two groups of enemy planes (torpedo and Betty type bombers), but we could not fire because of smoke screens, a great deal of A.A. about us, and saw a Betty caught in the search light, before disintegrating.

ULITHI LAGOON 20 miles by 8 miles and fringed with numerous small Coral Atolls that could hold over 600 ships, complete with airfield, drydocks, supplies and recreation center, was unique by nature,-an "Oasis" to the voyager.

We had little time to make use of its recreation center, but did experience land sickness during our 6 hrs. ashore and 3 CANS OF WARM BEER.

Our engine running time log showed upwards of 8,600HRS. since last O.H. but higher in many other vessels, no doubt.

Some of the newer ships had vendor problems, and if time permitted, could be corrected! Personnel problems were not as easily rectified, since many men were suffering battle fatigue thus more arguments ensued. Our records sustained that 66% of our personnel had 26 months of hard duty time against a dedicated and resolved enemy! Salt water, high humidity, and heat, took a devastating toll on topside equipment, and electronic gear. Below decks required constant maintenance on pumps, bearings, valves, pipes, and electric components.

During all this period, TANEY was assigned full conduct of combat information center duties, maintaining a complete radar and air-net coverage, receiving and evaluating total information of all activities, enemy or friendly, and issuing orders to all activities for which she was responsible. Additional duties included full conduct of visual signals and joint conduct of all other means of rapid communication. Medical personnel attached also gave treatment to numerous battle casualties from other units. In addition to air attacks the enemy used suicide boats, midget submarines and on one occasion shelled TANEY by shore batteries. Because of our exposed position to the North we experienced a disproportionate share of the actual fighting.

3 May-200-2300HRS.-Many planes in area, a number of picket ships hit and bombs dropped on airfield near here.

- 4 May-Planes in our area. One passed directly over us, maneuvered into a steep dive through a heavy barrage committing a suicide crash on the heavy cruiser (U.S.S. BIRMINGHAM), going through three decks and killed 39, 1000 feet from us; we fired 40mm and 5 inch but scored no hits. Another ship came in from the picket line with bodies on deck! I felt Sick!
- 5 May-2145HRS.-Air raid, light A.A. here at G.Q.
- 6 May-1400-1600HRS.-Another air attack, with a few enemy planes in area, and medium amount of A.A. We caught one in the search light firing 28 rounds of five inch, with results unknown.
- 8 May-V.E. Day-The war in Europe is over, and should hasten our Pacific victory!
- 10 May-Refueled at Karama Rehitto.
- 11 May-Our boat crew picked up several dead Japanese soldiers and brought them aboard to search. Left for IE SHIMA, 25 miles distance. We are to be Port Director here with picket 10.
- 17 May-G.Q. 2000-2200HRS.-May 18-1200-1300HRS.  
Light A.A. fire in this area, Japs bombed airport on IE SHIMA 1000 yards from us. One of our planes was shot down by our own shore guns, and we took the flyer aboard.
- A shipmate was given a Deck Courtmartial this date for insubordination, the penalty being 10 hrs. extra duty cleaning and painting the stacks interior while at anchor. Since "down time" was scarce the task took 5 months to complete.
- 18 May-1915-2030HRS.  
A Tony type fighter made a run on an ammunition ship about a mile from us. Heavy barrages were thrown up by ships and landing craft. An L.S.M. shot it down. Another plane made a run on the same ship, and dropped several bombs straddling it. The water rising well over the ships mast, but later shot down. This is our 100 G.Q. since arrival at the Ryakas.
- 2030-2345HRS.  
Another air raid, A.A. fire in area, one plane fired torpedo at an L.C.I. 500 yards from our stern and it passed under the L.C.I. hitting L.S.T. (808), killing 12 and wounding 20. The L.S.T. ran up on the beach to avoid sinking.
- 1315-1530HRS.-General Quarters  
A.A. fire over IE, heavy bombing of airfield and vicinity. One plane downed by a fighter.
- 20 May-G.Q. 1830HRS.  
Three planes came in over our anchorage. One made a run on same ammunition ship as before, but bombs dropped wide, then made a dive but missed, we fired 5 inch but could not see results. This was about 3000 yards from us. The second plane came in at a

at a medium altitude on our portside aft. We fired all of our port guns. He dove for a Dutch ship missing then crashed 1500 yards from us-we were given credit.

The third plane came in low over the island on our starb'd side heading for us or a victory ship nearby. We fired 40mm and 5 inch being given credit again as it smashed into the same L.S.T. (808) that had been torpedoed. The A.A. was very heavy on each of these runs. We have expended over 8000 rounds of heavy ammo since April 1st-a maximum effort!

21 May-1030HRS.-G.Q.

Bogi aircraft reported within 2 miles. A plane with no I.F.F. in a very low ceiling came in a restricted area and believed to be a Navy fighter, was shot down by our fire. There were no American Navy planes reported missing.

25 May-2000-0145HRS.

Very heavy raid over IE SHIMA at the air field and anchorage at Okinawa. Many planes in area, and heavy bombing of the air field at IE. We could hear the Jap planes diving, the bombs exploding. Some large fires were started one near out stern ashore. (150 yards) the anchorage also was heavily bombed. We fired 40mm at planes on our port side, the second on our starb'd, the third came in low on our port again very fast, it was hit by 20 or 40mm exploding 800 yards from us. At Okinawa a very large fire can be seen near Nagushi anchorage. An enemy transport landed on Yon Ton field disembarking soldiers that tried to destroy our planes with T.N.T. They were finally wiped out after doing lots of damage. Some Jap P.T. Boats were in the straits near here, and our #1 Gun Crew could see them being fired on by our forces, as they were caught in search lights 6 miles from us. At IE a hospital was hit, also the communications center, destroying a total of 27 enemy planes.

26 May-0900-1230HRS.

Many suicide planes in this vicinity. One came in on our port side flying fairly low and we scored a number of hits, causing him to ditch, 500 yards from our bow.

A "Victory" ship sent a message reading, "Thanks for saving our fanny". Another plane made a suicide dive on a P.C. sweep hitting aft of their stack making a large hole, killing 10 and wounding 15. Our 5" turrets fired, scoring no hits, being 3 miles distant.

Another plane hit an L.S.M. near the same area. It was carrying fog oil and made a large fire which burned a long while. One dove on a D.E. and she settled low to the water, we fired, scoring hits, but tracers from another ship raked him, then disappeared. It was raining and visability poor.

A A.P.D. aft of us about 2 miles was hit by three "Kamakaze" and seen burning. She later came along side, her bridge and super structure gone and still burning aft, sinking during the night.

27 May-0600-0830HRS.

Very heavy bombing of this area. We could hear each blast with no sleep possible. A lot of A.A. and one of the planes came in on our starb'd bow very low, with other craft firing, as it dropped a torpedo at an unidentified target, close enough to rattle us. Many enemy planes were Betty type bombers.

0830-0945HRS.

A large number of Jap planes in this vicinity came in on us, as we opened with all batteries, along with other ships. Our A.A. turned some back, scoring hits at a range of 3000 yds. as one tried to crash a liberty ship, before going down, and succeeding in striking the king posts, killing two, and wounding twenty. Most of the planes aborted without doing further damage.

Two boat loads of Japanese were landed on a small sand island about 4000 yards off our station. A minesweep tried to intercept them without success. They were believed to be suicide swimmers.

28 May-1915-2100HRS.

Several Val torpedo planes over this harbor, and a heavy A.A. barrage hit one.

We have been with the "Fifth Fleet", up until May 25, are now with the "Third Invasion Fleet". The big offensive to sink the "Rising Sun" will soon begin, we all feel.

1 June-1030HRS

Three L.C.I.'S one A.P.D. with five assault barges made a landing on sand island; enemy opened fire at the invaders. Lasted about a half-hour, and we gave fire support. A tank was put ashore to mop up. There was one large explosion! 5P.M. we departed for Okinawa.

2 June-1000-1330HRS.

Left for Karama Rehto

2330HRS.-While at G.Q. and under a smoke screen a Betty type bomber flew over at mast height disappearing over the horizon, to our satisfaction.

8 June-We are now port director of Nagushi anchorage.

15 June-1625-1730HRS.

Four bombers over our anchorage. One Betty was caught in search light and finally brought down by shore A.A. Two other planes dropped bombs first on our port side then on starb'd. The first one was about 300 yds. on beachside. The latter was in a large group, an A.R.L. reported being straddled by a stick of bombs on each side of her. One hit near an L.C.V.P. killing six. Two of the planes were downed.

17 June-2100HRS.

Another bombing attack at this anchorage. Nips dropped bombs about 500 yards from us. It straddled another A.G.C. (U.S.S. AUBURN) with bomb fragments hitting our fantail. They were anti-personnel, we could hear shrapnel whistling past our stations.

20 June-0830HRS.

Torpedo planes dropped fish about 5000 yds. from NAGUSHI HARBOR. One Tender sunk, several torpedoes exploded ashore destroying a warehouse and dock. T.B.'s were driven off. We are "LUCKY" once again!!

Suicide air attacks continued through out the month. Most of the enemy planes were intercepted by combat air patrols before they reached Nagushi Anchorage. Such raids took place on eighteen out of the thirty days in June. Ten planes attacked the forward area and all were splashed. Raids continued and planes bombed IE SHIMA AIRFIELD, with 8 downed, out of two raids. Again an L.C.V.P. smoke boat was lost as 10 planes bombed this vicinity in four raids. Stray shrapnel fragments hit TANEY as lone enemy aircraft made a low level attack. Successful suicide attacks on shipping at Kerama Rhetto anchorage on the 21st and 22nd indicated 30 enemy planes in 15 raids. Later that day 25 planes closed the area, 10 being destroyed and none penetrating the transport area. One out of seven more, attacking later in the day, was destroyed. On the 24th a plane bombing IE SHIMA AIRFIELD was destroyed and two more, approaching from the northwest, were scratched. YONTAN AIRFIELD was bombed on the 25th and shore installations on the 26th. Others were destroyed by night fighters on the 27th. In all, at least 288 enemy planes attacked the area during eighteen days in June and at least 96 were destroyed.

A sad mistake was made this action, when our flotilla downed a bogie B26 coming out of the fog, without I.D.: We witnessed many downed American and enemy pilots at sea, but few were alive! At flank G.Q. rescue of downed personnel were too high a risk. I ASKED GOD TO FORGIVE US!!!

Our crew picked up several corpses that were floating by. One had six hand grenades in his pocket, but no military documents were found.

We could see Battlewagons firing 16" salvo's, their gentle arc circumventing the horizon and targeting prey at 20 miles. Our gun crew related its joy of not being on the receiving end!

With constant air strikes from our carrier squadrons, no surface vessel could survive, however great their speed, size, or fire power may be!

30 June-1130-1280 and 1330-1430HRS.

Two different raids of two planes each. They bombed JON TON FIELD, very heavy A.A. fire.

1 July-Took over command of Okinawa Gunto, our admiral is second in command to General Stillwell.

2 July-Enemy planes over Jon Ton Field, fairly heavy A.A. fire. Bombs were dropped on the island, most in non-military areas.

5 July-July 12-Twelve of our crew went ashore on a working party, helping a Marine Battalion get ready to go aboard an L.S.T., also assisted in setting up camp by NAHA. It was hard work but saw lots of caves, Japs and Okinawans. At night we could hear gunfire close by, from patrols searching for snipers. We ate "C" rations and had chemically purified water, living in pup tents with boards and a poncho, for a mattress. There were a lot of fleas and mosquitos, being very hot. The ship looked good when we got back. W37 is now at BUCKNER BAY!

19 July-The suicide raids continued throughout July. On the 19th TANEY led all ships at the anchor area in convoy eastward, to avoid a typhoon which was moving into the area; returning on the 20th at anchor, OKINAWA.

Winds to 86 m.p.h., and cond.9 seas. The war is delayed for 28HRS. and engineering reported fresh water condenser shut down for repairs. Truly a prudent time!

The elations of being a predator were evident when a new replacement commented "HOPE I SEE SOME ACTION".

21 July-We refueled from T.Y. 16 (C.G. manned tanker) which had been badly strafed, and lucky to be afloat, as they were always prime targets! Tankers should be awarded "hard duty time" medals, I say:

22 July-1830HRS.

APA 208 reported an under water explosion, probably from an aerial torpedo. There were 35 men killed and were taking water forward. Future uncertain!

Thru the grapevine we heard that U.S.S. CAMPBELL was in NEW CALADONIA, after 2 yrs. of Atlantic convoy duty. Warm weather could be her only reward!

It is logged that Commander Hunt called TANEY "indestructible"! Capt. S. Frick states, "the best command at sea I had". Capt. L. Olson quipped, "She may outlive us all, surely her spirit will!"

Our luck was holding, and since (April thru July) Okinawa, Iwo Jima, assault cost the U.S. NAVY 34 vessels sunk, 368 damaged 4,900 sailors killed, 4600 wounded. This period was costly for the enemy also, since they flew over 3000 sacrificial sorties against us, with even heavier losses! I would like to salute the Silent Service for "Uncommon Valor". Their life saving record was matched only by the equally notorious tonnage of enemy shipping sunk.

I say for the record, we took a lot of ribbing from NAVY Swabbies and I never really understood why. Perhaps we infringed on their "Eminent domain"; but one mutual feeling was, we both harrassed MARINES. Why we didn't like MARINES was inherited, or perhaps their perfectionism threatened our chovinism.....They are second to none!

24 July-We moored along side one of many sunken Japanese ships with only superstructures showing. The stench of fuel oil, fire devistation, and death, revolted our appetites, and sleep.

26 July-Picket boats to the southwest were attacked and one ship sank. Next day a suicide plane crashed into the U.S.S. CASSIN YOUNG (DD).

1 Aug.-TANEY led Task Unit 95.5.1 to sea to avoid a tropical storm, returning to Buckner Bay on the 3rd.

This year has been bad for typhoons, and being the 2nd one in 12 days! We have the advantage of a harbor. Our anchors were crossed and extended to 85 fathoms of chain. Steam was maintained, and engine room was on throttle standby status, throughout the storm. Creeping power was maintained,periodically.

10 Aug.-V.J. DAY-WAR IS OVER-HYSTERICAL JOY!!

Lights were shining all over and many other kinds of celebrations.

12 Aug.-This was an unofficial Armistist-still men dying!  
2000HRS-The Battleship Pennslyvania was hit by an aerial torpedo in the stern about four miles from us. We could see a large burst of flame, and 60 men killed. SHE almost sank, being very low in the water. Holocaust once again broke loose.

13 Aug.-2345HRS  
The P.A. 124 was hit by BAKA SUICIDE BOMB a mile distant, there was also a near miss. We could see the burst and a lot of A.A. 20 men killed.

19 Aug.-1230 HRS.  
Plane bearing the Jap peace envoys was tracked by our radar. When it got to IE SHIMA they put the radio on, so we could hear the landing and the talk between the Nip pilot and our airfield.

22 Aug.-Jap peace plan offered-there was a lot of guns firing and search lights.

This is official now-PEACE IS SECURED-Praise God! we have survived!

25 Aug.-Admiral C.H. Cobb has departed TANEY-we are no longer "FLAG".

26 August 1945

To:

The Officers and men of my Flagship, the U.S.C.G.C. Taney.

This unit is dissolved as of 23 August 1945 by orders of higher authority, but as far as I personally am concerned, this unit is not dissolved.

You have all done excellent work under difficult conditions, adjusted yourselves to conditions that were not according to plans, and have definitely contributed to the final overthrow of our enemy. You may well be proud of your participation in the Okinawa campaign.

You were all in the front lines of a very active campaign on which the final results of our victory depended. The several missions assigned to this unit, and the objectives, required a change in organization that were met with the minimum of difficulty.

Your response to my demands were far in advance of what I could have expected and hoped to accomplish.

It is with considerable regret that we do not finish this show, and head to the eastward in the Taney Maru with the Staff intact and take the Golden Gates and San Francisco together.

I wish you all the best that can happen to you in the future in your chosen professions and whenever you may happen to be in the vicinity of my station, headquarters, or temporary home, I want you to consider that the latchstring is on the outside of the door.

Good luck, and may God bless you all.

Sincerely,



C.H. Cobb,

Rear Admiral, U.S. Navy.

Copy:

I say here, from personal contact that the brave people of the Philippine's never really surrendered, and their courageous under ground was active until General Mc Arthur's return.

9 Sept.-TANEY departed for Wakayama, Japan, as a part of Task Unit 56.16.2 and two days later was proceeding up the Kii Suido channel to anchor in Wakanoura Wan.

11 Sept.-Arrived- at Wakayama. We passed through large mine fields and five mines were denoted by gunfire.

We are the first American ships in this close, to enter mine fields with Navy Sweepers clearing a channel to a safe anchorage at 16 fathoms.

Engineering reports 3 boiler tubes seeping. Luckily our anchorage permitted shut down and repairs again at a safe period. I say we are "BLESSED", some say we're "LUCKY".

12 Sept.-A 10 man work party departed, reporting to the Wakayama Evacuation Unit ashore.

17 Sept.-A typhoon is reported with a center 280 miles distant, bearing 235° T and moving northeast at 17 knots with force eight winds for 300 mile radius, and force fourteen winds at the center. TANEY was in 9 fathoms of water with a sticky clay bottom. We veered to 90 fathoms of chain on starboard anchor and port anchor was dropped underfoot. Turbines had steam at the throttles ready for use.

18 Sept.-Our barometer fell to a low of 29.11 with winds at 60 knts. gusting to 80. The storm center was 92 miles north of this anchorage moving northeast at 24 knots. TANEY did not drag her anchor, being one of the few ships in the anchorage that stayed in their berths, with ground tackle holding. We suffered minor superstructure damage, smashing one whale boat, and losing 2 life rafts. Adm'l Halsey ordered destroyers and smaller ships at sea in the 3rd Fleet, to refuel so they wouldn't fowl their fuel tanks by taking on salt water for ballast. Seas were too heavy for refuel and when the brunt of the storm hit the vessels that were lite, capsized. Three ships sunk, 10 damaged, 139 planes destroyed. 780 men lost!

19 Sept.-Our Quartermaster logged the loss of 43 fathoms of 6" double link chain and one 2 ton patent anchor per Exec. Officer but WE HELD!

28 Sept.-The 4th typhoon this year hit, and our Division Commander shepherded his wards into Buckner Bay without incident.

28 Oct.-The 5th typhoon roared into South Pacific to surpass any in the last 50 years. Headquarters reported a 400 mile diameter storm and winds of 110 knts, near center of eye, moving West Northwest at 17 knots, of which many ships could not out run.

7 Oct.-A dispatch was received from command, for all ships, to steam East.

10 Oct.-L.S.M. 15, sank, and Buckner Bay was a disaster area, with over 100 ships aground and hundreds dead. No ship is large enough!

RETURN TO THE UNITED STATES-A prayer answered!

14 Oct.-We left Wakayama via Midway and TANEY MARU set course for Frisco, at 16 knots/ weather clear, seas calm, moral hi!

21 Oct.-Arrived Midway Is.-Refueled and departed. We encountered 2 days of condition 7 seas with 30 ft. swells, cresting, and breaking over the bridge. Cold sandwiches were the menu. Several small fires broke out due to electrical causes, putting our blowers out of service, making life below decks unbearable. Five days of bad weather followed, with speed reduced.

Our faithful Mascot SOOGIE still aboard, with periodic check-ups from Ship's Doctor.

Engineering reports 317,000 miles cruised this date.

29 Oct.-Arrived Frisco and our joy was undecscribe, as many of us jumped ashore, prior to securing hawsers, kissing the ground. Thanking God for sparing our ship and lives.

Thirty day leaves were granted 50% of crew; to rejoin TANEY in Charleston.

16 Nov.-Departed Frisco-passage uneventful.

22 Nov.-Arrived Panama transisting same, again washing down with fresh water. No drills, no G.Q., no shakedown, no fears. Peace time duty will contain an adjustment period.

28 Nov.-Arrived Charleston Navy Yard. All hawsers were doubled up, boilers secured, awaiting reconversion to "Peace Time" face and duties. Blues were doned, our crew broke up with 46% being discharged or reassigned. Others went on leave, but "Lucky Lady" was home!

TANEY reunions cover this span of time, but we hope to have Korea and Vietnam crew members attend our future reunions. Awards were given to Art Meadowcroft C.W.T., longest aboard ship, 1940 to 1954; former Captain Perkins, 1943 (now Rear Admiral), oldest member, age 82; Dr. Dowdy, ship doctor, 1943(still in practice). Ship's reunions are held every two years and were started in 1963 by Buz Wakefield with only 9 attending. Through search and letter writing our 1982 reunion recorded 43 crew members attending out of 101 on our Roster.

Interested Vets contact H. WHITE - 4213 171st Ave., Snohomish, Wa.98290

## High Lights of the Taney's 1945 Itinerary

- January 18th  
Sailed from Boston—Commander G. D. Synon, Commanding
- January 29th  
Departed Norfolk
- February 4th  
Traversed the Panama Canal
- February 13th  
Called at San Diego
- February 22nd  
Anchored in Pearl Harbor
- March 10th  
Cleared Pearl Harbor, with flag of Rear Admiral C. H. Cobb
- March 14th  
Crossed International Date Line
- March 18th  
Fueled at Eniwetok, Marshall Islands
- April 7th  
Northward from Ulithi, Caroline Islands
- April 11th  
**The Okinawa Invasion**
- May 11th  
**War at Ie Shima**—downed four Jap kamakaze planes
- June 1  
Returned to Hagushi, thence to Buckner Bay, Okinawa, and took station as SOPA
- June 25  
Okinawa secured by United States forces
- August 6  
Commander C. G. Bowman relieved Commander Synon of command
- August 15th—War's end  
Rear Admiral C. H. Cobb and staff departed  
Captain Samuel W. King, USNR and staff arrived on board as prospective Port Director at Kobe and Osaka, Japan
- September 11th  
Successfully navigated mine fields into Wakanoura Wan, Honshu, Japan  
Engaged in evacuation of prisoners of war
- October 14th—Farewell to Japan
- October 29th—Home

# THANKSGIVING

## 1945



THE U. S. C. G. C.  
TANEY

CHAPTER VII-Peacetime Operations & Korea  
1946-1956

8 Mar.-Charleston Navy Yard, MD.

TANEY under going disarmament and general O.H.

Apr.-Only one 5" Turret forward with twin 20mm and D.C. armament remain, composing peactime muscle. White paint and a stripped commission pennant once again authorized her for the 3rd decade of service, while hundreds of other ships were being scrapped!

The new peacetime crew is composed of 67% replacement personnel from other/de-commissioned Corvetts, D.E.'S L.S.T.'s and transports, bringing her complement to 14 officers and 136 enlisted men-W37 has a new face and duties.

May-TANEY re-assigned to Alameda as home port, maintaining surveillance of foriegn shipping, enforcing Maritime Laws, and salvage assignments, continueing for the next 4 years on the West Coast.

She would also serve as cadet training ship in the ensuing years. Never again would this service quota fall to a dangerous low.

Sophistication of technology thru the war years require higher qualified enlistees as the ratio of officers to enlisted men will bear out.

Polynesians are the worlds greatest navigational sailors, sailing open canoes thousands of miles between Central and South Pacific Islands, without mechanical aids. This now dying art, has been handed down thru decades of generations. The Vikings rated only 2nd in exploration!

Visual aids such as size, shape, and direction of ocean swells were used, as were the rising and setting of stars. A 2600 mile voyage from Fuji to Hawaii would encounter 8 different types of ocean swells as guides, and after some 30 days at sea their land fall would be within a 40 mile error, if any!

1947

3 Feb.-After completing 9 years of sea duty, Mascot Soogie leaves ship-board with full honors, in care of a retiring ships steward. Some said "She was Good Luck".

W37 is equipped with cold weather gear after 10 years of tropical duty.

March-TANEY leaves for Bearing Sea patrol and weather survailance. Heavy hull construction once again would prove invaluable under ice pack situations.

During the ensuing years she completed 3 Polar patrols, responding to numerous rescue missions, saving lives and salvaging thousands

of tons of shipping with the aid of related facilities.

The Korean Coast Guard was created in 1946, becoming the basis for the South Korean Navy. They performed well against North Korean Naval infiltration forces.

Following WWII, at the U.S. Army's request, C.G. personnel were sent to South Korea for their training in seamanship, gunnary and logistics.

Surplus 83' C.G. Patrol Boats from the Normandy Invasion and Navy P.T.'s were shipped to South Korea, bringing their small R.O.K. Navy up to 45 craft at Inchon Harbor Base.

Not until the 60's did they acquire D.E.'s, sweepers, landing craft, and capabilities thereof.

1950

4 June--President Truman directed 6 heavy endurance Cutters to duty in Korea. TANEY'S previous cold weather expeditions proved invaluable and again her armament was upgraded.

16 Aug.--Arrived, Inchon, Korea, for duty with the 7th Fleet in the Formosa Straits, consisting of 1 carrier, 1 cruiser, and 7 destroyers.

20 Aug.--W37 assigned special duty patrols (S&R) between Guam and Japan, also station 2 off OKHATSK PENNSULA.

The Korean Coast covers over four thousand miles of rugged mountains, encompassing hundreds of islands, containing numerous inlets, harbors and straits: From a Naval stand point, navigation and landing assaults were of high risk due to 25 foot rip tides on the Eastern shores.

During January in the Northern Latitudes, average air temps are 17° causing shipboard icing problems with sea water recordings at 34°.

Picket duties for W37 continued thru winter and into next fall on Station 2.

7 Oct.--WOSAN HARBOR, NORTH KOREA

Path cleared thru heavy mine fields by sweepers from Task Force 96, Japan.

Nov.--Frogman and Commandos were off-loaded by H.E.C.'s, converted to A.P.D.'s, supporting beachhead assaults on enemy installations in less than 3 fathoms.

Dec.-100,000 Americans and Allies established beachhead at WOSAN against devastating rip tides, and currents. New LORAN chains were established about Japan, Formosa, Korea, and the Philippines, along with stations from WW II. Large, self contained trailers housed this equipment, eliminating construction and expiditing commissioning.

#### 1951

4 July-Stalemated at the 38th parallel.

TANEY continued a support role at her assigned stations, with occasional R & R in Yakosuka. This meant 5 days in port for resupply, and 23 days at sea, each patrol. Other S.A.R. stations were established in sea blocks, with 4 H.E.C.'s patrolling Formosa, Philippines, Guam, and Wake to name a few, rescuing some 26 downed pilots, during the campaign. No declaration of War existed in this police action, generating flustrations among G.I.'s.

#### 1952

Jan.-Winter icing, gale winds, and snow flurries complicated SPECIAL DUTIES in the Northern latitudes of the Sea of Japan. Constant, storms made shipboard life difficult.

Downed pilots had only minutes of survival time. Guns and deck machinery required constant maintenance. Records of rescue were above expectancy.

Feb.-The U.S. NAVY is still on station off North Korean Coast, pounding inshore installations, with big guns. H.E.C.'s continued coastal shelling and interdiction of enemy naval assault forces, throughout the ensuing 18 months.

#### 1953

July-Truce signed-Navigator sets course stateside for de-arm, at Alameda.

CHAPTER VIII--Peacetime Operations and Vietnam  
1953-1970

5 Sept.--Once again TANEY has shed Navy Grey and 70% of armament,  
to retain peacetime duties on West Coast.

She is listed with other ships receiving engagement stars, but  
had no awards, indicating a support role in Korea.

1954

Oct.--Departed for Alaska on fisheries patrol and weather surveillance,  
pulling 3 months tours of duty, with refurbish at Alameda.

1956

Jan.--TANEY assigned Pollution Research with 900 ton vessel from Coast  
and Geodetic Survey, in North West Pacific.

1957

Feb.--C.I.C. reported unidentified sub while on weather patrol. Lost  
target after 2 days intermittent contacts, North East of Point  
Barrow. Patrols continued, with resupply at Seattle, quarterly.

1958

July--Reassigned to Coastal surveillance and standby duties, per Alamada  
-Homeport.

1960

Hosted France's President De Gaulle at San Francisco.

1961

Departed on Bearing Sea patrols and foreign ship surveillance.

1964

All ocean station vessels were equipped with laboratories for  
oceanographic study of pollution abatement.

1965

W37 Hosted Cadet Cruises on West Coast, to South America.

1966

June--Assigned to Ocean Station "Nov", between Hawaii and San Francisco.  
W37 had entered her 4th decade of service.

Sept.--Assigned to Ocean Station "Victor" between Japan and Midway Is.

Nov.--Encountered typhoon MARIE--winds to 80 knts. Engineering log records 487,000 miles cruised this date.

M.E.C. (Medium Endurance Cutters) with cruising range below 6000 miles.

Some 15 years of peacetime routine duties followed when for the 3rd time 17 M.E. and H.E.C. vessels were reassigned, rearmed, and gradually dispersed to Asia an Squadron 3, by a directive from President Johnson.

1968

Dec.--TANEY was deployed to Alameda Navy Yard for re-arm and Helo.

1969

Mar.--TANEY MARU departed for Vietnam to be home ported at Sucic Bay, Philippines, and assist in operation "Market time". Although, once again no declaration of War existed, her assignment was assisting the Navy in this police action for the next year, with the 7th Fleet.

Apr.--The assigned M.E. and H.E.C.'s were deployed to Asiatic patrols, dispelling landings of men and arms, suppling the Vietcong guerrillas.

May--The MONSOON season being on schedule and originating in Burma, bore torrential rains and winds, sweeping accross the South China Seas to DARWIN.

Typhoon rotation winds were upwards of 100 m.p.h., but in the Atlantic and Caribbean were termed Hurricanes, due to their opposite rotations, though no less devastating.

All ships in the South China theatre of operations were classified "un-operational" by Naval Sea Command, since sustaining life aboard ship was imperative and at times doubtful!

TANEY recorded several 56° rolls causing damage to radar screen and helo blades.

An ~~acc~~complying escort vessel rolled upwards of 60°, near capsizing, and taking sea water down its stack, thus aborting, due to power failure.

June-TANEY patrolled portions of the 1200 mile coast line, firing over 100 tons of rounds at enemy beach installations, and steaming 60,000 miles during this circuit.

Maintaining the barrier patrols consisted of inspecting over 1000 craft, and physically boarding 131 craft in search of enemy and contraband.

July-TANEY fired 35,302 rounds during this tour, in support of South Vietnamese and allied forces, with one mission sustaining 5 hrs. of gunfire with other Squadron 3, H.E.C.'s, inflicting heavy damage on shore installations.

Aug.-TANEY performing A.P.D. duties but grounded in heavy fog while off-loading Frogmen and Commandoes for assault on land installations.

After backing down for near 1 hr. she floated free on the incoming tide-once again no hull damage was encountered, but received fragment hits from coastal mountain batteries.

TANEY's Log, documents that medical assistance was given to over 1200 South Vietnamese by her Doctor and Medic's, being heloed ashore in many situations under enemy harrassment, or foul weather, being termed "Operation Madcap", a timely name!

The village of HOE LAC was a major treatment center receiving, 6 trips by TANEY's Medical Team, via copter, within a 9 day period.

Sept.-TANEY continued A.P.D. missions off-loading demo. teams, under harrassment, on Northern Vietnam installations throughout the year.

1970

Feb.-W37 is reassigned stateside duty.

Vice-Admiral W. Bringle, Commander 7th Fleet wrote "TANEY's exemplary performance while on operation, MARKET TIME, was indicative of the dedication, flexibility, and professionalism of her fine crew."

March-TANEY received a heroes welcome upon returning to Frisco, after her 3rd combat campaign, mooring at Alameda Ship Yard for de-arm and a white peacetime coat.

May-Once again home ported at C.G. Base Alameda to resume West Coast and Alaska Patrols.

CHAPTER IX-Peacetime Operations to Date  
1971-1984

1972

Apr.-W37 is reassigned to East Coast weather patrol and law enforcement, being home ported at Portsmouth, Virginia. Most ocean station vessels were fitted with special storm tracking antenna, domes and 2 vessels were deployed 6 times a year, 200 miles off the coast, being classified "Operation Hotel", giving early warning storm forecasts to all voyagers. Operation Hotel was terminated several years later due to technology advancements.

1974

Nov.-TANEY assigned to enforcement of the 200 mile limit, foreign ship surveillance, and narcotic abatement, in the Caribbean, supported by other M. and H.E.C.'s.

1976

June-TANEY now enters her 5th decade of service!

The addition of many hi-efficiency vessels in the last decade, increased tonnage but reduced flotilla numbers. A larger, faster, more diversified air arm, gave this service its needed torque, and eyes.

Sept.-TANEY increases hosting of Cadet cruises in operation "Upgrade", of service and command capabilities in an expanding fleet.

1977

The last manned weather stations were closed out this date after 65 years of participation in iceberg and weather watch pickets. Computerized Satellite observations now replace ships freeing personnel for other assignments.

1980

Sept.-Engine Log reading 631,000 miles cruised since launch, and new hull drill tests showed minimal deterioration after 44 years of service, qualifying an excellent maintenance program!

Inspection of original boilers, turbines and machinery were rated at a merit 3.7 being in above average condition for longevity in marine service.

Oct.-Anti-Narcotic surveillance in the Caribbean is increased by air arm and additional support vessels.

1981

7 Dec.-0720 HRS

Exactly 40 years to date, ROGER B. TANEY stood up the Potomac River to Washington, D.C., marking the 40th Anniversary of the Pearl Harbor attack.

Thousands of Americans attended the open house ceremonies aboard ship including WW II crew members, welcomed with RED CARPET TREATMENT.

1984

Today approaching 3/4 million miles young, her peace time assignments continue, assisted by larger, newer and faster ships of the Hamilton Class. Ten 378', 3400 ton, H.E.C.'s were launched by the early 70's rated at 30 knts, torpedo armed, with helo. Our service pioneered the 1st copter landings at sea in 1944.

Compliment consists of 190 personnel and once again designed for maximum efficiency and versatility. Attested stamina of over 30,000 H.P. is developed by 4 diesels, with 2 gas turbines on standby status.

Three veritable pitch propellers, one in bow, warrants tremendous turning, backing, and maneuvering capabilities, all within its own length.

At present, twelve 270 ft. M.E.C. vessels are being built and termed "Famous" Class, with a cruising range of 6000 miles, Helo equiped, and using a modern COMDAC SYSTEM. Manual plotting is eliminated, and 2 people can accomplish what a fully manned combat info. center formerly required 6-8 personnel.

Its MK 92 fire control system can be used for air search radar capability in war or peace time. A electronic system links ship to Helo which can passively detect threat missions.

Adequate growth features, provide for a fully federated Anti-ship Missile System and at present her major armament is 76 M.M. rapid fire weaponry. The flight deck will except the new larger H.H. 65A helicopter and ships hull is equiped with an active fin

stabilizing system, permitting copter operations in heavy seas.

All this sophisticated technology requires 109 personnel, with a "Classified" flank speed.

The 210' CONFIDENCE is one of a fleet of M.E.C.'S, which replaced the CAMPBELL. She has a compliment of 62, helo deck, and range of 5000 mi., being employed with S.A.R. & Law enforcement surveillance.

The first of 16, "new breed anti drug" W.P.B. vessels, will be commissioned in 1985.

Length 109', Beam 22, Range 1800, Flank 30+, Compliment 18, Tonnage 167, twin screw in line diesels, H.P. 2700, — armament 20mm-m60 m.g.'s.

An extensive survey proved that the highly successful So. Korean patrol boat design was best suited for this service, with modifications as required.

Their home ports will have 6 crews for 4 boats, which allows 33% more operating time; better efficiency!

The following data, documents progress in Naval Logistics.

RE: R.B.TANEY

<u>1936</u>	<u>1946</u>	<u>1982</u>
12 officers	14 officers	26 officers
<u>140</u> enlisted	<u>136</u> enlisted	<u>116</u> enlisted
152	150	142

Presently the 327's that remain in active commission, are facing their largest peacetime challenge, being part of President Regan's plan to halt the influx of narcotics to America.

Report back from former WW II crew members whom attended the ships anniversary at D.C., claim that R.B.T. may be decommissioned in 1991 and possibly retired to Pearl Harbor as a Naval Museum, along side her big brother, the U.S.S ARIZONA.

A more fitting end to a great ship is unimaginable. "We" will crew her back to her final resting place, where it all began!

ALOHA!