Aboard the *Farragut* Class Destroyers in World War II

A History with First-Person Accounts of Enlisted Men

Leo Block

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348

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FRONTISPIECE: The USS *Farragut* (DD 348) leading a column of *Farragut* class destroyers.

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On the cover: Destroyer Squadron Twenty (DesRon 20). Five of the squadron's ships moored together, circa 1936. The destroyers are (from left to right): USS *Dewey* (DD-349), USS *Farragut* (DD-348), USS *Worden* (DD-352), USS *Hull* (DD-350) and USS *Aylwin* (DD-355) — U.S. Naval Historical Center photograph. Metal background ©2008 Shutterstock

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To the seven hundred and ninety destroyer sailors lost in the typhoon of 1944.[1] Presently their families, friends and loved ones cannot visit or bring flowers to their headstone as the Pacific Ocean is their burial site.

However, in the near future a monument displaying the name of every man and his ship is planned for the Admiral Nimitz War Memorial in Fredericksburg, Texas.

Acknowledgments

I am grateful to the *Farragut* class destroyer sailors who provided narrations for this book. Unfortunately I received fewer submissions than I expected from the men I contacted through ship reunions and the Pearl Harbor Survivors Association. There are just not that many of us *Farragut* sailors left. Currently, more than 1,000 World War II veterans die every day.[1]

Fortunately some of my contributors notified me of a book published by Earl Myers titled *USS Farragut (DD 348): History of the Ship and Adventures of the Ship's Crew—July 1, 1942 thru Decommissioning October 1945*. This book, completed in 2004, includes individual narrations of the sailors that served aboard the USS *Farragut* (DD 348) and Earl Myers graciously allowed me to use all three volumes of his book. The narrations in his book were not transferred into this book but were used occasionally as sources. Material quoted from Myers' book are identified by reference numbers and in the Notes section of each chapter the reference numbers cite the names of the original narrators.

Contents

Preface

"Join the navy, learn a trade, and see the world," but for some of us, that's not all.

As I stood in ranks in Boot Camp, I suddenly realized that it was no longer important if my father drove to work in an expensive new car, or a tired used car, or rode a bus; or in high school if I had enough money for a car, stylish clothes or dates with girls. Suddenly none of these things mattered, because now I was wearing the same clothes as the man next to me, I earned the same money and I had the same rights, privileges and opportunities. It was a grand feeling and it can last a lifetime, but for some of us, that wasn't all.

In high school I was a mediocre student. Upon graduation I was told, "College — you will never make it." But after my first enlistment I completed a four-year college course in less than four years (attending summer sessions) and even working part-time. It was in the navy where I acquired maturity and where I learned how to learn while studying for advancement in rate.

Since my World War II years, I have periodically been requested to describe my everyday life as an enlisted man aboard a destroyer in the Pacific. At ship reunions I learned that other destroyer sailors had similar requests. Recently, through the Pearl Harbor Survivors Association, I contacted other *Farragut*-class destroyer sailors and requested their favorite sea stories so I could publish them in a book that would be a factual description of the life of the enlisted man aboard a *Farragut*-class destroyer during the World War II era. These stories are included in this book in the appropriate chapters to present an authentic enlisted man's story.

Some of my requests for narrations were answered by widows and family members of deceased *Farragut*-class destroyer sailors. In almost every response that I received there was a request to be notified of the publication of the book so that they could pass on the wartime experience of this family member. The renewed interest in genealogy makes this book a source for the World War II participation of family members and friends that served aboard Pacific destroyers.

Introduction

From the enlisted man's standpoint, the United States Navy of the World War II era was vastly different from today's (21st century) navy. Prior to and during World War II there were no women aboard ship (except for hospital ships). It was not a racially integrated Navy; prior to the war, African Americans could serve only as officer's cooks, stewards or mess attendants. Except for chief petty officers, most enlisted men were unmarried and few owned automobiles. At that time there were few creature comforts. There was no air conditioning aboard ship, not even in the officers' quarters. There was no TV, no computers, no personal radios, cell phones or e-mail. The only contact with home was by mail, except telegrams were permitted in an emergency. Only officers were allowed to wear civilian clothes on and off a ship or station.

Recreation aboard ship consisted of movies (usually only in port on destroyers and other small ships), reading (but there was no ship's library on destroyers), cribbage and acey-ducey (the two traditional navy games) but there was no comfortable place for an enlisted man to sit. Officers and chief petty officers had chairs in their quarters but other enlisted men sat on benches usually only during meals. Mess benches and tables were secured to the overhead between meals to permit thoroughly scrubbing the mess decks and there was no recreation room. Sitting on a bunk was uncomfortable because of the limited vertical clearance between bunks. Many an acey-ducey game was played on the deck with the participants sitting on the steel deck with their legs stretched out ahead of them.

Duty aboard destroyers was demanding but rewarding. The ships were clean and the sailors were cleaner (this was learned in boot camp). The ship's laundry provided ample clean clothes and on destroyers the evaporators provided sufficient fresh water (distilled from sea water) to allow daily freshwater showers for all hands; on some other class ships, after some time at sea, they had to resort to salt water showers.

The food was wholesome and plentiful, except for the early months of the war. The cooks worked diligently to prepare tasty meals; they realized that the food served was a major morale factor. On destroyers three meals were served daily except in extremely stormy weather and then soup, coffee and sandwiches were continually available in the galley for a stand up meal.

There was no eight-hour day or 40 hour week in the navy. When the ship was underway most enlisted men stood a 4 hour on and 8 hour off watch; cooks, radiomen and some others had their own on-off watch schedule. Frequently the off-watch periods were devoted to drills and instruction sessions. No underway watch stander had the luxury of eight hours of uninterrupted sleep. After the start of the war, the ship was at general quarters (battle stations) at daybreak and at sunset and there were frequent daytime drill and instruction sessions; this reduced the time available for sleep when off watch.

On destroyers the ship's company consisted of the following primary departments: gunnery, deck, engineering and communications. There was also an informal segregation of enlisted men. The chief petty officers were the most prestigious group and the highest enlisted category; they wore an officer type uniform and had their own quarters that included a table, chairs and spacious bunks. The second category of importance consisted of the first and second class petty officers that had served 10 to 16 (or more) years in the navy. They were referred to as the old salts and were, other than the chief petty officers, the most experienced man-o-wars-men as they served earlier on other ships. They referred to the third group as Depression babies; they were much younger and enlisted during the Depression years (1930 to 1940). Typically the Depression babies were better educated than the old salts, many of whom never finished high school.

Destroyer sailors were a proud and cocky group as they served on the smallest, roughest riding and fastest men-o-war of the navy and with more firepower, for their size, than any other class ship in the United States Navy.

This book describes the life of the enlisted man aboard a fleet type destroyer during three periods of this era: the peacetime period of 1940, when the ships were attached to the Hawaiian Detachment; the short war preparation period in 1941; and the wartime years. But this book does not describe the actual combat against the enemy. This subject is well presented in the following books:

Destroyers — 60 Years by William G. Schofield

Destroyers by Anthony Preston

Blood on the Sea: American Destroyers Lost in World War II by Robert Sinclair Parkin.

United States Destroyer Operations in World War II by Theodore Roscoe.

Tales from a Tin Can: The USS Dale from Pearl Harbor to Tokyo Bay by Michael Keith Olson.

Actually an enlisted man was usually not in a position to describe this type of combat. If stationed below deck in one of the engine spaces or magazines, he heard only the 5-inch, 38-caliber guns, then the 40-millimeter anti-aircraft guns, then the 20-millimeters and (hopefully) the near misses (bombs) that would shake the ship and shatter light bulbs. If a member of a gun crew, he was completely involved in loading or sighting the gun. Even a lookout could not observe the entire battle, as he was required to diligently search only his assigned sector of the sea or sky.

Every sailor has one or more stories that he frequently relives in his memory. These stories are not necessary related to combat or other stressful situations but may pertain to moments of personal enjoyment, an achievement, disappointment, a shipmate, an unusual liberty or even a humorous incident. The few remaining Farragut *class* destroyer sailors were recently contacted through ship reunions and the Pearl Harbor Survivors Association for their own favorite stories that are included in this book. Their individual memoirs are inserted into the appropriate chapter to provide the proper setting. It is these individual narrations of the *Farragut* class destroyer sailors that present an authentic enlisted man's story.

This book also briefly describes the evolution of the destroyer and the *Farragut* class destroyers. Five of the eight survived the war. The *Farraguts* were the first destroyers built by the United States Navy since the World War I four stack destroyers that also served effectively in World War II. Of the 71 United States Navy destroyers lost during World War II, 12 were World War I type four stackers. The *Farraguts* were the first U. S. Navy destroyers to be equipped with dual-purpose guns (that could fire at surface targets and aircraft) and a fully automated fire control system. They were, in effect, the prototype for later built destroyers.

Chapter 1

The Ship

It is common knowledge that submarines are referred to as boats because they evolved from a submersible torpedo boat. The Confederate *H. L. Hunley* was the first submersible to sink a warship, the USS *Housatonic*, in 1864 with a spar torpedo.[1] But destroyers have also been referred to as boats[2] (but usually only by old destroyer sailors) because the destroyer evolved from the surface torpedo boat.

The first surface torpedo boats were also equipped with a spar torpedo that consisted of a contact mine attached to a spar (a long pole) projecting from the bow of the torpedo boat. They were not considered to be much of a threat because usually they could be destroyed by gunfire before the torpedo contacted the hull of the target vessel. But in 1867 Thomas Whitehead, a British engineer, invented a self-propelled torpedo that could be launched at some distance from the target. During the Russo-Turkish war of 1878, Whitehead torpedoes sunk a Turkish revenue cutter. The first warship sunk by a self-propelled torpedo was the Chilean battleship *Blanco Encalada* in 1891 and the nautical world became alarmed! Large expensive ships, battleships and cruisers, could now be sunk by a relatively inexpensive small torpedo boat capable of launching a self-propelled torpedo.[3]

To counter this threat, the British produced a vessel larger and faster than the typical torpedo boat and equipped it with a four-inch gun and a self-propelled torpedo. This vessel was designated a torpedo boat catcher. After extensive testing it was determined that the catcher was not fast enough to be a reliable deterrent and the British then built larger vessels capable of attaining 27 knots and equipped them with four guns and three torpedo tubes. These vessels were called torpedo boat destroyers and were considered fast enough and with sufficient firepower to destroy torpedo boats before they could get close enough to their target to launch a torpedo.[4] Eventually the name was abbreviated to destroyer.

The Four Stackers

The United States Navy started building torpedo boat destroyers in 1900. The USS *Bainbridge* (Torpedo Boat Destroyer 1) was the lead ship of the first group but was commissioned about six months after the USS *Decatur* (Torpedo Boat Destroyer 5) on May 5, 1902. The DD designation for destroyers was not adopted until 1920. Sixteen of the *Bainbridge* class destroyers were completed by the end of 1903. Subsequent destroyers were equipped with larger guns and torpedoes, turbines replaced reciprocating engines and the switch from coal to oil not only improved efficiency but also allowed refueling at sea, which was not possible with coal as fuel.[5] Most of these destroyers were equipped with four boilers and four[6] stacks and they became known as four stackers or four pipers.

After the start of World War I the threat was not from torpedo boats but from submarines. When the United States entered the war, a six ship squadron of U. S. Navy destroyers, under the command of Commander Joseph K. Taussig, was sent to Queensland to assist the British in combating German submarines. When the British admiral asked Commander Taussig when his destroyers would be ready to commence wartime operations, he was astounded by Commander Taussig's reply, "We are ready now, sir! ... That is, as soon as we finish refueling."[7]

This established a tradition for U.S. Navy destroyers and a wartime practice for refueling. Repairs were made at the earliest opportunity, not at the most convenient time even if this required working extra hours, continually, until the repair was completed. Repair work was delayed only if it was beyond the capability of the ship's force or required dry docking or special equipment or tools available only at a shipyard or from a destroyer tender (repair ship).

Destroyers, because of their small size and large boilers and engines, have a very limited space for storage of fuel compared to larger ships. Under wartime conditions, destroyers when first entering port proceeded directly to a fueling dock or oil tanker to refuel. This permitted them to immediately get underway if necessary.

Eighty U.S. Navy destroyers were in European waters at the end of World War I[8] and 101 to 106 four-stack destroyers remained in commission from 1923 to 1930.[9] The typical four stacker featured a flush deck (bow to stern), generally an overall length of 314 feet, a 30-foot beam, 9-foot mean draft and a displacement of 1215 tons. They were powered by four boilers (one stack for each boiler), twin screws, turbine engines and were capable of attaining 35 knots. The complement was 122 officers and men. Armament consisted of four 4-inch, 50-caliber single purpose (sur-

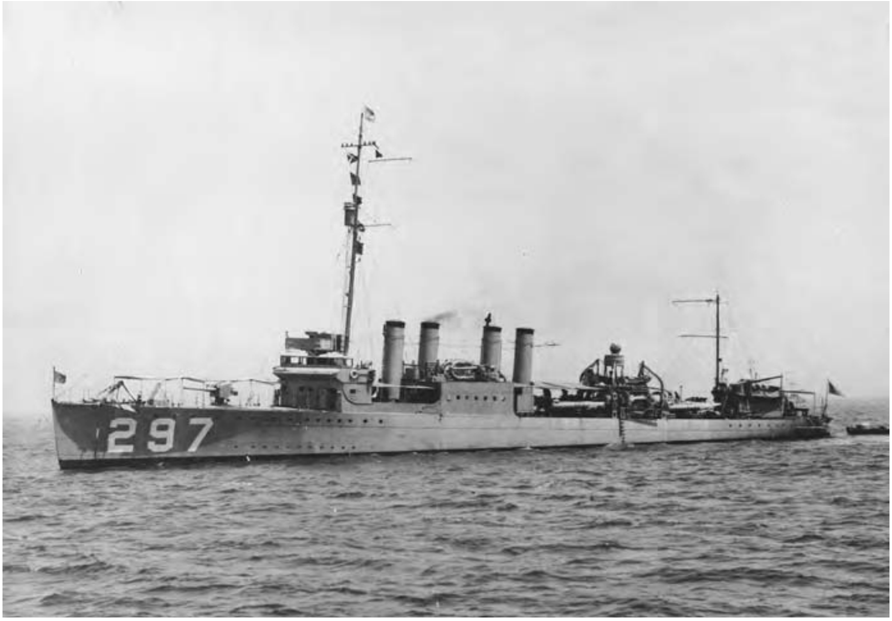


Figure 1–1. The typical World War I type, flush deck, four stack destroyer. These ships also served in World War II and 50 were transferred to the British Navy in 1940.

face targets only) guns, one 3-inch, 23-caliber antiaircraft gun, twelve 21 inch torpedoes in four triple deck mounted tubes, and depth charges (Figure 1–1).[10] These destroyers also served in World War II. Usually they were not assigned to an aircraft carrier task force because their single purpose guns could not contribute to the protection of the aircraft carrier against enemy aircraft. Thirty-six of these destroyers were converted into minelayers, 14 became fast troop transports and 8 were used as seaplane tenders.[11] Mostly they were used as anti-submarine convoy escorts. It was the four stacker USS *Ward* (DD 139) that fired the first shot on December 7, 1941. While on offshore patrol at the entrance to Pearl Harbor, the *Ward* sighted and sank a Japanese two-man submarine just prior to the attack on Pearl Harbor.[12]

The *Farragut* Class

In 1934 and 1935 eight destroyers of the *Farragut* class were commissioned. They were of an improved design that provided a more rugged construction than the earlier four stackers and featured a raised forecastle to obtain a drier foreword gun position and a higher freeboard for better sea-keeping.[13] This class of destroyers was generally referred to as the 1500 ton displacement destroyers, although their actual displacement was less, as shown in Figure 1–2.

The length of the *Farraguts* was 341 feet, beam 34 feet, mean draft 8 feet and a maximum draft of 15½ feet. Four boilers supplied steam to two turbine engines (42,800 horsepower) to provide a maximum speed of 36.5 knots, although the trial maximum speed was reported as 41.5 knots.[14] The armament consisted of five 5-inch, 38-caliber dual purpose guns, four .50-caliber machine guns, two center mount quadruple torpedo tubes and depth charges. The five 5-inch, 38-caliber guns were located as follows (Figure 1–3).

Gun 1 On the forecastle deck, 01 level.
Gun 2 Forward of the bridge superstructure, 02 level.
Gun 3 Aft of the after stack, 01 level.
Gun 4 On top of the after deck house, 01 level.
Gun 5 On the fantail, main deck level.

A magazine was located low in the hull under each gun except for Gun 3. Each magazine was equipped with an electric powered magazine hoist and a hand-crank arrangement in case of a loss of power. Gun 3 did not have its own magazine as it was located above the after fire room. Ammunition for Gun 3 had to be hand carried from the Gun 2 magazine hoist.

The 5-inch, 38-caliber dual purpose (surface and air targets) guns were controlled by a newly developed fire control director that incorpo-

Name	Number	Tons	Laid Down	Launched	Completed
Farragut	348	1365	20-9-32	15-3-34	18-6-34
Dewey	349	1345	16-12-32	28-7-34	3-10-34
Hull	350	1395	7-3-33	31-1-34	24-5-35
Macdonough	351	1395	15-5-33	22-8-34	28-6-35
Worden	352	1410	29-12-32	27-10-34	1-3-35
Dale	353	1395	10-2-34	23-1-35	19-7-35
Monaghan	354	1395	21-11-33	9-1-35	30-8-35
Aylwain	355	1375	23-9-33	10-7-31	1-5-35

Figure 1–2. The eight *Farragut* class destroyers were the first destroyers equipped with 5-inch, 38-caliber dual purpose guns (surface and air targets) and a fully automated fire control system. The *Farragut destroyers* were the prototype for later built destroyers (Moore, *Jane's American Fighting Ships of the Twentieth Century*, 151).

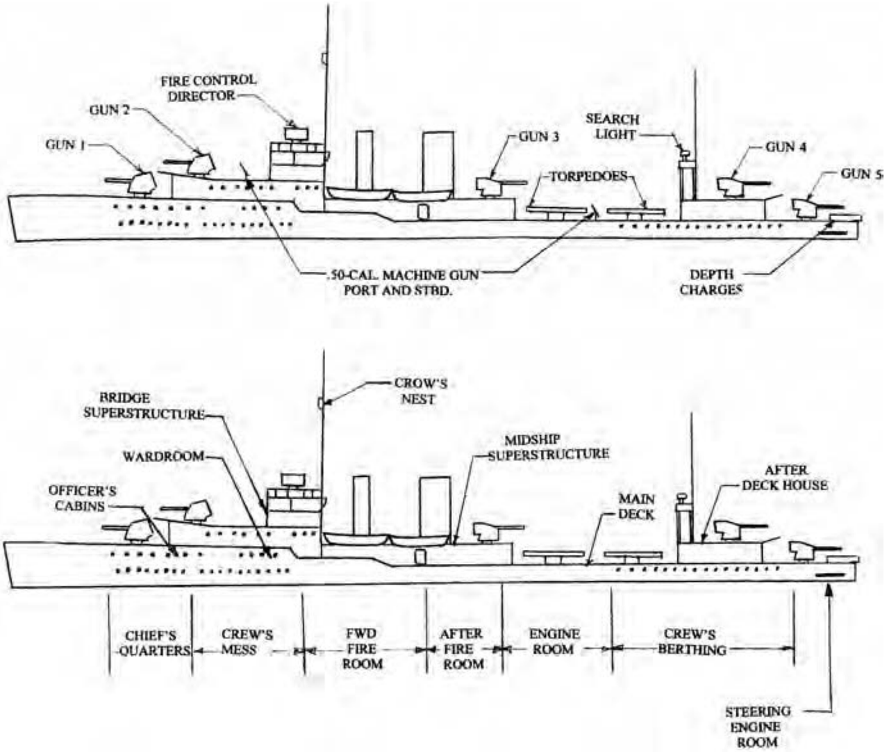


Figure 1–3. The general arrangement of the *Farragut* class destroyers showing their pre-war armament. Before our entry into the war, radar was not installed on the *Farragut* class destroyers. The lookout in the crow's nest provided long range detection.

rated an optical range finder and an electro-mechanical computer (termed a rangekeeper). Target range and bearing were determined by the director and fed into the rangekeeper along with the ship's speed and course. There was also an input for wind velocity and direction. A gyroscope mechanism (called a stable element) corrected for the roll and pitch of the ship. The computed train (horizontal rotation) and point (vertical angle) positions were transmitted to each gun so that the gun could be completely controlled and fired by the director.[15] Under this fully automated fire control system the gun crew was required to (1) load the projectile and power case into the loading tray, (2) ram (with compressed air)[16] the projectile and power case into the breach of the gun, which automatically closed the breach block, and (3) after the gun was fired, catch (with long asbestos gloves) the ejected hot shell case.

This newly developed fire control system combined with the 5-inch, 38-caliber dual purpose gun was a major step forward, especially for air defense, and this basic system was used for all destroyers that followed the *Farraguts*. As these ships could provide a substantial defense against enemy aircraft, as well as anti-submarine protection, they were included in aircraft carrier task forces and were generally classified as fleet destroyers.

The match pointer gun control system was a back up arrangement if the fully automated director system was inoperable. In this system the director would control a pointer about a dial linked to the train (horizontal rotation) position of the gun. The gun crew trainer would then rotate the gun mount (by electric power or by hand cranking) until an index point on the dial matched the pointer. A similar match pointer arrangement was provided for the point (vertical angle) position of the gun. By matching the pointers, the gun crew would actually position the gun in the point and train position desired by the fire control director.

As a last resort the gun crew could fire the gun in local control. Here the gun crew pointer would sight on the target through the scope mounted to the left of the gun barrel and the gun crew trainer would do the same with his scope on the right side of the barrel. When the gun crew pointer's scope indicated that the gun was on the target in both point and train, he would then fire the gun with a trigger (electrically) or by stepping on a pedal (if there were no electric power).

There was no radar at that time and the *Farragut* destroyers were equipped with a crow's nest on the foremast (Fig. 1–3).

The general arrangement of the *Farragut* class destroyers is shown in Figure 1–3. The main deck was cambered (arched) to provide greater strength.[17] The midship superstructure included a small machine shop (shared with the electricians) on the port side and a torpedo shop (called a shack) on the starboard side. The galley was at the forward end but most of the midship superstructure was devoted to boiler uptakes (large metal ducts connecting the boilers to the two stacks) and the forced draft blowers that supplied air to the boilers. The officers' staterooms and wardroom were on the main deck in the forecastle and the crew's mess was on the deck below.

The bridge superstructure included the captain's cabin, ship's office, radio shack, chart house and the bridge where the officer of the deck stood watch when the ship was underway. The after end of the bridge deck, where the flag bags were located, was called the signal bridge and the deck above was the flying bridge. This was the highest deck on the ship and the location of the fire control director. Prior to World War II there was no combat information center (C.I.C.) as the *Farraguts* were not equipped with radar.

The crew's head and showers occupied most of the afterdeck house. There was no waste collection or treatment system; all sewage was discharged directly overboard, even when the ship was in port. At the foreword end of the afterdeck house there was a small emergency radio room; at the after end two inclined ladders provided access to the crew's berthing compartments on the deck below. There was also a single ladder access on the starboard side. The crew's quarters extended from the after bulkhead of the engine room to the steering engine room.

The steering engine room is actually a misnomer; the *Farraguts* were not steered by an engine. A steam engine was used on older destroyers to position the rudder but on the *Farragut* destroyers a later electro hydraulic steering gear system (not classified as an engine) was used to position the rudder. However, the compartment in which this electro hydraulic steering was located was still referred to as the steering engine room.

The *Farraguts* had two small boilers in the after fire room (7 burners in each boiler), for economical steaming, and two large boilers (14 burners in each boiler) in the forward fire room for high speed. The operation of one small boiler when in port permitted minimum fuel consumption. This arrangement of large and small boilers provided a cruising radius of 5830 nautical miles at a nominal speed of 14.8 knots and 2500 nautical miles at 25.3 knots.[18] At speeds over 30 knots the cruising radius was drastically reduced. To maximize watertight integrity continuous bulkheads, without water-tight doors or even ports, separated the three engineering spaces and a similar bulkhead was located at the forward end of the forward fire room and at the after end of the engine room.

Farragut Class Deficiencies

Generally the *Farraguts w*ere considered to be a vast improvement over earlier destroyers because of better sea-keeping and particularly the dual purpose guns and the fire control system. However, they had the following shortcomings.

1. Thyatron Tube: The gun control system relied on this large gas filled tube to amplify the electrical signal from the director. These tubes were frail and would frequently fail due to shock and vibration; spare tubes had to be carried on board. This defect was corrected on later destroyers by replacing the tube arrangement with an electro-hydraulic power drive system.[19]

2. SINGLE ENGINE ROOM: Both main engines and the two electric generators were located in a single engine room. If for any reason the engine room were flooded, the ship would be without propulsion (dead in the water) and completely without electric power. The USS *Worden* (DD 352), when leaving a poorly charted harbor in the Aleutians, struck a rock pinnacle that pierced her hull and flooded the engine room, leaving the ship without power and propulsion. Another destroyer attempted to tow her off but the tow line parted. The *Worden* and fourteen men were lost in this disaster. If this class ship had two engine rooms and only one were flooded, it is conceivable that the *Worden* could have backed off the pinnacle with the power from the other engine. Later destroyers, and the earlier four stackers, had two engine rooms and a generator in each engine room. The flooding of one engine room would not prevent the main engine in the other engine room from providing propulsion.

A generator in each engine room permitted a split electrical load system. The generator in the forward engine room supplied power to the forward part of the ship and the generator in the after engine room to the after part of the ship. If one generator became inoperable due to flooding or some other casualty, there would be no interruption of electric power to the other half of the ship. Then, power could be supplied to key stations in the other part of the ship by means of casualty power cables.

3. MAIN DECK LIFELINE AT TORPEDO TUBES: The typical weather deck lifeline arrangement at the side of the ship consisted of two horizontal strands of wire that were supported by intermittent stanchions and with netting below the lower strand. This two-strand lifeline could not be used in the vicinity of the torpedo tubes because the torpedo tubes were not located high enough above the main deck to permit a launched torpedo to clear the lifeline. When underway in a combat zone, the two strand lifeline in the vicinity of the torpedo tubes was removed and replaced with two single strand lifelines, with no netting, that were much lower and located towards the centerline of the ship (inboard).[20] The two low lifelines were about two feet apart (Figure 1–4). The two inboard lifelines were low enough to permit the torpedo tubes to train (rotate outboard) above the lifelines and the deletion of the high two strand lifeline permitted a launched torpedo to clear the side of the ship.

In rough weather, when the ship was heading into the general direction of the oncoming seas, waves would wash across this section of the main deck with sufficient force to wash a man overboard. Crew members were instructed to walk, not run, between the two low lifelines. It was better to get wet than slip and fall and possibly be washed overboard. At each change of the watch about one-third of the crew had to traverse this "get

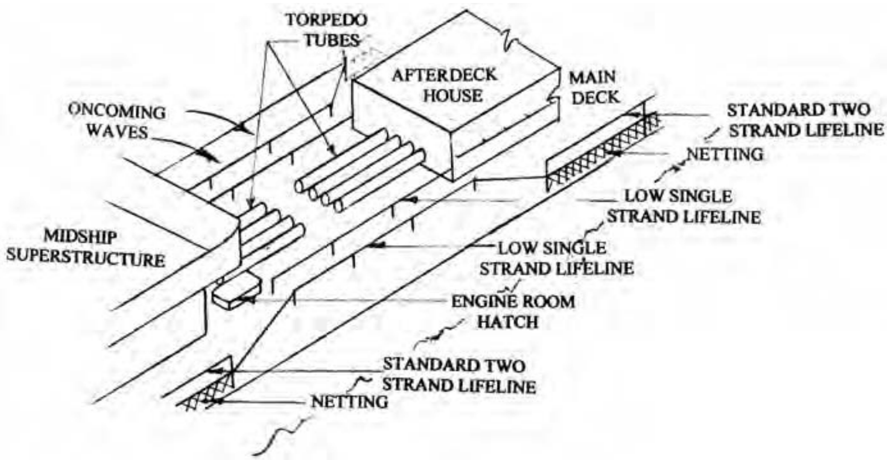


Figure 1–4. The main deck lifelines adjacent to the torpedo tubes. The standard lifeline arrangement at the side of the ship is a relatively high two-strand lifeline with netting (called snaking) below the lower strand. The netting prevents a fallen man from being washed overboard by a wave washing across the deck.

wet deck" to get to their watch stations in the engine spaces and the bridge superstructure. Then the off-coming watch had to cross this section of the main deck to get to the crew's berthing quarters. In moderately rough weather one could expect to get wet once in a while. This was no great tragedy in the South Pacific, but in the Aleutians the water was very cold. In stormy weather and particularly at night, when the on-coming seas were difficult to identify, this became a scary adventure. The routine procedure was to remain in the shelter of the after deck house (holding on to a handrail) until a sizable wave washed across the deck. Then, with one hand on each lifeline, to walk fast into the shelter of the midship superstructure. With luck you managed to get across before the next wave swept across the deck, but if you were unlucky you were drenched at least from the waist down. The USS *Macdonough* (DD 351) did lose a man overboard from this "get wet deck" area and he was not recovered.

On the earlier four stack destroyers the torpedo tubes were at deck level and located outboard, at the side of the ship. This provided a safer main deck fore and aft passageway. On the destroyers following the *Farraguts* the torpedo tubes were also at deck level and outboard or positioned on the centerline but much higher to allow a standard two strand lifeline at the side of the ship. It was only the destroyers built after World War II that the deck house extended from the bridge superstructure to the fantail; this permitted a sheltered fore and aft passageway.

William B. Kingseed, Cook 3rd Class
USS Macdonough *(DD 351)*

Jones (a fictitious name) was a mess cook. He had just started up the deck to the mess hall from the washroom when a big wave hit him and took him over. By the time we got back to him he was fighting to stay afloat while sea gulls were all over him. Our expert swimmers tried to get to him couldn't get there in time.

James Gilbert, Ensign, USN,
USS Macdonough *(DD 351)*

Shortly after December 7, 1941, the destroyers began to receive raw recruits to fill out their wartime complement. Many of them were country boys, fresh off the farm. The commodore of Destroyer Squadron One saw to it that his flagship got the pick of the litter. The rest were distributed to the other eight ships of his squadron. On January 18, 1942, Jones, John Albert (a fictitious name) A.S., V-6, USNR, reported aboard *Macdonough* (DD 351) at 1734 with fourteen other recruits. He was assigned lookout duties on the flying bridge and one of his famous reports was, "Thar's stormbirds out thar." On April 9, 1942, we were experiencing a particularly rough afternoon with heavy seas. We were eastbound in a convoy about 200 miles from the Golden Gate Bridge. The regular lifelines in the area of the torpedo tubes were replaced by battle- ready low in-board lifelines. Jones was in the area of the torpedo tubes, clinging to the low lifelines when an errant wave smashed across the center of the ship and threw him into the raging sea. The following is from the ship's log: "1743 Jones was washed overboard as the ship rolled in a heavy sea and was seen to drown before aid could reach him.

4. No Diesel Generator: The *Farraguts* were not equipped with an emergency diesel engine powered generator to supply electric power to the critical electric circuits if for any reason power was not supplied by either of the two steam powered generators. Later destroyers, and even the smaller destroyer escorts, were equipped with an emergency diesel engine powered generator, with its own starting batteries, that would automatically start if power was lost from the ship's service generators. An emergency generator of this type would have been of great benefit to four of the *Farraguts* on December 7, 1941, as electric power would have been available for the 5-inch, 38-caliber guns and the fire control circuits.

The only diesel generator on board was a small, single cylinder, hand-crank-to- start diesel powered generator that would provide only sufficient power for the emergency radio room (located in the afterdeck house).

5. Ventilation in Crew's Berthing: The ventilation system in the crew's berthing compartments was inadequate. The forced air system consisted of an electric motor powered blower that discharged outside air into a metal duct, with intermittent outlets, that extended through the enlisted men's quarters in the after part of the ship (Figure 1–3). In port a hatch at the forward end of the crew's quarters was open to improve the circulation of air but the hatch had to be closed when the ship was underway. Also, when in port the ventilation ports in the side of the ship were opened to improve air circulation but they also had to remain closed when underway. Shortly before the start of the war the ports were welded shut to improve watertight integrity.

The air in the tropics was humid to start with and after about 100 sailors breathed into it trying to sleep, the humidity must have reached 100 percent. Sleeping was not pleasant in this atmosphere of hot, humid, stagnant and stale air.

6. No Magazine for Gun 3: The five-inch, 38-caliber guns 1, 2, 4 and 5 had magazines located directly below them and an electrically powered ammunition hoist that could be operated with a hand crank in the event of a loss of power. Gun 3 had no magazine adjacent to it as it was located above the after fire room. The projectiles and powder cases had to be hand carried to Gun 3 from the ammunition hoist for Gun 2 that was located one deck higher than Gun 3. This made it very difficult and time consuming to provide ammunition to Gun 3.

7. No Log Room: The log room is the engineering department's office where machinery blueprints, wiring and piping diagrams, manufacturer's instruction manuals and other engineering documents are stored. The *Farragut* class destroyers were not provided with a log room. The blueprints were stored in a cabinet located in the engineering officer's stateroom under his bunk. Manufacturer's manuals were also supposedly stored in his stateroom but somehow ended up in many different locations. It was always necessary to obtain the engineering officer's permission before entering his stateroom. It was a very unsatisfactory arrangement.

The Smokey Mac

In addition to the above listed defects, USS *Macdonough* (DD 351) somehow acquired the nickname "Smokey Mac." This label was a dire insult to the *Macdonough* sailors. Navy ships, except when laying a smoke screen and when blowing soot off of the boiler tubes with a steam soot blower (blowing tubes), must not allow visible smoke to be emitted from any stack!

The Smokey Mac label was not just within the other *Farragut* class destroyers but was somehow made known to other ships of the Hawaiian Detachment. If a *Macdonough* sailor sat down and ordered a beer in a Honolulu bar, he could expect the sailor next to him to ask, "What ship?"

"*Macdonough*."

"Oh yeah, the Smokey Mac."

This injustice was not warranted. Smoke was caused by a dirty burner or insufficient air supplied for complete combustion of the fuel (oil). Each boiler was equipped with a smoke periscope (a system of mirrors and a light bulb) that provided immediate indication of smoke (Fig. 1–6). The watertender (boilertender in the present rating system) in charge of the fire room watch would diligently monitor the smoke periscope to insure that the boiler was not making smoke; yet the name persisted. There were numerous discussions with crew members that were attached to the ship from the time the ship was first commissioned to determine how this blasphemy originated, but no one knew of an incident that would justify this horrible label. It was finally resolved that this Smokey Mac label must have been inherited from one of the earlier *Macdonoughs*. The DD 351 was the third ship to carry this name. The previous ship was the DD 331, a four stack destroyer, and the earlier *Macdonough* was a coal burner.[21] She must have been the culprit.

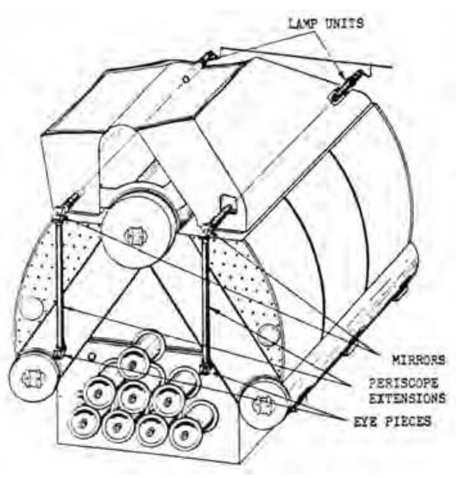


Figure 1–6. The smoke periscope for three drum express boilers. The *Farragut* class destroyers were equipped with three drum express type boilers. The smoke periscope provided immediate indication of smoke in the flue products (*Naval Machinery*, United States Naval Institute, Annapolis, Maryland, 1941, 102).

The Stack-and-a-Half-Destroyers

The four stackers (four equal size stacks) preceded the *Farraguts* and the destroyers that followed were single stackers (one large stack) or two stackers (two equal size stacks). Therefore, the *Farraguts* with their small stack forward and large stack aft became jokingly known as the "stack-and-half" destroyers.

Chapter 2

The Ship's Company

The ship's company comprised the officers and enlisted men permanently assigned to the ship. If the ship were designated a flagship, the division or squadron commander and his staff (officers and enlisted) were also on board but they were not considered ship's company. Also excluded were the following:

1. Officers and enlisted men ordered on board for temporary duty for training.
2. Civilian technicians embarked to observe, adjust or repair specific equipment or systems.
3. Passengers, officer and enlisted, en route from one duty station to another. Fleet oilers and other large ships with small crews had accommodations for many passengers but destroyers were usually assigned 5 to 10 and only when berthing was available.

The ship's company considered themselves to be God's chosen people for that ship and the ship belonged to them. All others merely rode the ship and made conditions more crowded, but they had to be tolerated. The most prestigious of the ship's company, other than the commanding officer (the captain), were the plank owners (or plankies). They were the officers and men assigned to the ship when she was first commissioned. Some were in the pre-commissioning detail and observed the final construction of the ship. The plank owners were considered to have the greatest knowledge of the ship and her systems. The term plank owner most likely dates back to the age of sail when the ship's hull was constructed of wood. Each officer and man assigned to the ship at the time of commissioning symbolically owned one of the planks of which the hull was constructed.

Organization

Although the listed complement for the *Farragut* class destroyers was 162 officers and men,[1] the actual complement in 1940 was 5 or 6 officers and about 100 enlisted men. This was increased in 1941 when naval reserve officers joined the ship, and again after December 7, 1941, when survivors of the sunken ships were assigned to other ships to bring them up to wartime complement.

The commanding officer (always referred to as captain) had the rank of lieutenant commander. His direct assistant, and second in command, was the executive officer with the rank of lieutenant. The organization of the ship's company consisted of the following four primary departments:

1. Gunnery
2. Deck
3. Communications
4. Engineering

The Gunnery Department was the most important. All other departments and activities existed solely to allow the ship to discharge her weapons. The gunnery officer (called the gun boss) was a senior lieutenant and the department included enlisted gunner's mates, fire control men, torpedomen, and seamen (strikers) that were eventually to advance to one of these ratings. Gunner's mates were responsible for the five (later four) 5-inch, 38-caliber guns, the .50-caliber machine guns (later the 20 and 40 millimeter anti-aircraft guns), all small arms (rifles and pistols), magazines, ammunition, magazine ammunition hoists and the magazine sprinkling systems. Fire controlmen maintained all fire control electrical circuits as well as the fire control director and computer and the range finders. Torpedomen periodically disassembled and reassembled the torpedoes and were also responsible for the depth charges (and later the depth charge K-guns). The submarine detection system (sonar) was initially operated by a radioman until the rating of sonarman was established.

The Deck Department was under the direction of a lieutenant, junior grade, or ensign (but always known as the first lieutenant). The deck force consisted of boatswain's mates and nonrated seamen. They were responsible for ground tackle (anchors, anchor chain, mooring lines), fenders, deck seamanship, and the seamanship involved in anchoring and mooring the ship to a dock, buoy, or alongside another ship. Underway refueling and the highline transfer of stores and personnel was also their responsibility in addition to rigging the ship for towing another ship when necessary. The four (later two) ship's boats were the responsibility of the deck force; they provided the boat coxswain and the bow hook; the boat engineer was supplied by the engineering department. In addition the deck department was responsible for the general appearance of the ship. This was a never ending task as the steel hull surfaces required frequent scraping, wire brushing and painting. Shipfitters and metalsmiths (the ship's welders) were also in the deck department; they were responsible for repairs to the hull, the integrity of the watertight doors and hatches and the equipment in the damage control lockers.

At that time the first lieutenant was also responsible for repairs to the ship's hull and for damage control. This was a major responsibility and consisted of supervising repair parties to repair or minimize damage to the ship due to enemy action, fire, collision or any other casualty. Although the damage control parties were staffed mostly by engineering personnel (machinist's mates, electricians and firemen) the first lieutenant was in overall charge. This arrangement remained in effect until after World War II when the responsibility for the hull and damage control was transferred to the engineering department.

The Communication Department consisted mostly of radiomen and signalmen and their seaman strikers. The radiomen were isolated in the radio shack and even ran their own watch rotation. Signalmen were the visual communicators (flag hoist, semaphore and flashing light) and stood their watch on the signal bridge. Quartermasters were also assigned to the communication department but they were under the direction of the executive officer who was responsible for navigation. Underway, quartermasters stood their watch on the bridge, maintained a plot of the ship's position and made entries in the quartermaster's notebook.

The Engineering Department was also known as the black gang (probably dates back to the days of coal) and was the largest department consisting of the following four divisions:

E (electrical) DIVISION consisted of electrician's mate and nonrated strikers. They were responsible for all electrical equipment, including internal communications (telephones, announcing systems, enunciators and the engine order telegraph) other than radio and fire control systems and also the master gyro compass. They stood watch at the main electrical panel (board) in the engine room and in the internal communications room.

B (boilers) DIVISION was staffed by watertenders, one boilermaker and firemen who were in training for advancement to one of the engineering ratings. They were responsible for the operation of the ship's four boilers and the related machinery and equipment located in the two fire rooms. One water tender was designated the oil king. Under the direction of the chief watertender, he was responsible for transferring fuel from one storage tank to another to insure that there was always ample oil in the tanks that were supplying fuel to the boilers in operation. He also prepared the fuel and water report that was daily submitted to the captain.

M (main engines) Division consisted of machinist's mates and firemen that would eventually advance to the rating of machinist's mate. They were responsible for the operation, maintenance and repair (when necessary) of the main propulsion machinery located in the engine room, including the steam turbine end of the two electric generators and the distilling plant that converted (by evaporation) sea water into fresh water for the boilers and for the crew.

A (auxiliaries) Division was also staffed by machinist's mates and firemen. They were responsible for all mechanical equipment not related to main propulsion such as refrigeration (known as ice machines), the steering engine, high pressure air compressors (3,000 PSI, for the torpedoes and ramming the 5-inch, 38-caliber guns), the boat diesel engines, the machine shop (consisting of a lathe and a drill press) and even the ship's siren and whistle and the engineer's storeroom. The machinist's mates stood watch in the engine room and the firemen in the fire rooms or the engine room.

Author's Experience

It was my assignment as storekeeper of the engineering storeroom that made possible my early advancement to chief petty officer. The storeroom was a very small compartment, not a full height (about five feet), all the way forward and several decks below the main deck. It included storage bins for pipe fittings, small valves, nuts, bolts, studs, gasket materials and other items required by the fire rooms, engine room and A division. For me, it was my off-duty study room as there was a place to sit, a light and no one to disturb me after normal turn-to (working) hours.

After I completed my course for advancement to my next rate of machinist's mate 2nd class, and while waiting until I had sufficient time in rate to take the advancement exam, I checked out the navy training course for diesel engines. This subject was not required for my advancement as I was serving on a steam powered ship, but diesel engines were of interest to me since my high school days.

I soon learned that this was, for me, a very complicated study course as it covered the mathematical relationships of foot-pounds, BTUs, torque, horsepower and other terms pertaining to the thermodynamics of the diesel engine. Somehow in the peace and quiet of my storeroom study I managed to absorb this knowledge and completed this self study course.

About three years later, after I advanced to machinist's mate 1st class, I was eventually transferred from the USS *Macdonough* (DD 351) to the Small Craft Training Center in Long Beach, California. There I was assigned to their diesel engine school and my rate was changed from machinist's mate 1st class to motor machinist's mate 1st class. We studied the various engines used in small craft at that time, using the manufacturer's manuals as textbooks. Upon completion of this school course, I was allowed to take the examination for chief motor machinist's mate. Surprisingly, part of the exam was not the material that was covered in class but had to do with foot-pounds, BTUs, torque, RPM, horsepower, and other factors related to the thermodynamics of the diesel engine. If it were not for the peace and quiet of my *Macdonough* storeroom study, I would not have passed the exam and would not have been promoted to chief petty officer at that time.

The Executive Officer

The executive officer was the busiest man on the ship although he did not normally stand watch as officer of the deck in port or at sea. The organization of larger ships provided for a (1) personnel officer, (2) supply officer, (3) medical officer, and (4) navigation officer, but not on a peacetime destroyer! The executive officer had to oversee the performance of the enlisted petty officers that performed these functions (chief commissary steward, yeomen, storekeepers, pharmacist's mate and quartermasters). The executive officer also was responsible for welfare, morale and discipline; the chief master at arms reported directly to the executive officer. The plan of the day was also published by the executive officer after conferring with the captain.

The Rated Men

Petty officers were the U.S. Navy's non-commissioned officers. They were referred to as rated men and the ratings extended from 3rd class petty officer, 2nd class petty officer, 1st class petty officer and chief petty officer (the highest enlisted rating in the World War II era). The ratings of senior chief petty officer and master chief petty officer were established some time after World War II. The chief petty officers had their own quarters that included a berthing section, their own head and a large table with chairs for meals and lounging. A mess cook-compartment cleaner was assigned exclusively to the chief's quarters. He served the meals (from the enlisted men's general mess) and kept the head and quarters clean. Although classified as enlisted men, chief petty officers wore an officer type uniform. There is an old saying in the military that the army is run by officer's wives and sergeants but the navy is run by chief petty officers.

Aboard the *Farragut* class destroyers the petty officer's ratings were as follows:

Boatswain's Mate was the senior rate as it existed back in the days of sail. They were supervisors of the Deck Force, seamanship experts and often served as masters at arms and gun captains. During the World War II era, the third class petty officer of this rating group was not a third class boatswain's mate but was designated and called a coxswain but advanced to boatswain's mate second class. A seaman, not a petty officer, was also referred to as a coxswain when he was placed in charge as the helmsman of a whaleboat. After he was relieved of this assignment he was no longer referred to as coxswain.

Gunner's Mate was a rating that also existed in the days of sail. They repaired, adjusted and maintained the five (later four) 5-inch, 38-caliber guns, the .50-caliber machine guns (later the 20 and 40 millimeter anti-aircraft guns) all small arms (rifles and pistols) and were also responsible for pyrotechnics, ammunition, magazines and the magazine sprinkling-flooding systems. Also gunner's mates were usually the best marksmen on the ship.

Torpedoman operated and maintained the torpedo tubes, shifted the torpedo warhead from a dummy (practice warhead) to a combat warhead and was capable of disassembling and reassembling the complex mechanism of the torpedo. Also he was responsible for depth charges and the K-guns (depth charge mortars that were installed shortly after the start of the war).

Quartermaster was in effect the assistant navigator. The executive officer was officially the ship's navigator but frequently the chief quartermaster took sextant sights alongside of the executive officer. Underway the quartermaster of the watch maintained a plot of the ship's position and was, in effect, an assistant to the officer of the deck. The quartermaster was also the authority on the proper procedure for rendering honors to passing ships and other ceremonial events.

Signalman was the ship's visual communicator, an expert in semaphore. flashing light and flag hoists. Tactical orders were, at that time, frequently transmitted by flag hoist. The signalman was required to immediately identify the flag hoist and advise the officer of the deck the signal book interpretation.

Fire Controlman maintained all the electrical wiring and equipment related to the fire control system for the ship's guns, including the fire control director, computer and optical range finder. At general quarters they operated the fire control director, located above the bridge, the highest deck on the ship.

Yeoman, the ship's office manager, was responsible for the incoming and outgoing correspondence as well as maintaining the service records. Accurate entries into the service record were of prime importance as every man's retirement and advancement was based on his service record. Later the rating of personnelman was established for the service records.

Storekeeper requisitioned supplies and maintained the pay records. Later the rating of pay clerk was established for the pay records.

Radioman lived in the radio room (always called the radio shack) and received (typed) and sent messages. Before the establishment of the sonarman rate, the radioman operated the sonar (submarine detection system) and before the establishment of the electronic technician rating also maintained the radar.

Metalsmith and Shipfitter: The metalsmith was the ship's welder but both were responsible for repairs to the ship's hull, the watertight doors and hatches and the equipment in the damage control lockers. Initially they were attached to the deck force (the Deck Department) but after World War II when the Engineering Department was given the responsibility for damage control, they became part of the Engineering Department.

Chief Commissary Steward was in charge of the enlisted men's mess. He ordered the food, planned the menus and supervised the ship's cooks. A ship's cook 1st class advanced to the rate of chief commissary steward.

Pharmacist's Mate conducted daily sick call, instructed first aid, and provided emergency health care. He provided the only medical treatment on board until a medical officer (doctor) reported on board after the start of the war. The title of this rating was eventually changed to hospitalman.

Sonarman operated the submarine detection system (this rating was established after the start of the war).

Electronic Technician serviced and repaired radio and other electronic equipment (this rating was established after the start of the war).

Ratings of the Engineering Department

Electrician's Mate was responsible for all wiring and electrical equipment, except for fire control equipment, including the gyrocompass and the internal communication telephone circuits and telephones. Later the rating of internal communication electrician was established for internal communication equipment.

Watertender supervised firemen in the operation of the boilers and other machinery located in the fire rooms. Also performed maintenance and repairs on fire room machinery and mechanical equipment.

Boilermaker performed repairs to the boilers even to re-bricking the boiler furnace where a special anchor-bolt fire brick was required. Underway he stood the watch of a watertender. Later the two ratings were combined into one petty officer rate of boilertender.

Machinist's Mate was responsible for the operation, maintenance and repair of all main propulsion machinery on the ship and also the auxiliary machinery located throughout the ship (refrigeration, steering engine, machine shop). During World War II the machinist's mates that were serving on ships powered by diesel engines had their ratings changed to motor machinist's mate and later this rating was called engineman (for diesel and gasoline internal combustion engines).

Later yet, the machinist's mate that specialized in the operation of machine tools (lathe, milling machine, shaper) became a machinery repairman.

During the World War II era there was no petty officer third class rating for watertender, boilermaker or machinist's mate. Fireman first class (that had the same pay grade as a petty officer third class) advanced directly to watertender 2nd class, boilermaker 2nd class or machinist's mate second class.

The Nonrated Men

The nonrated (not petty officers) men consisted of seaman, seaman 2nd class, seaman apprentice, fireman 1st class, fireman 2nd class and fireman 3rd class.

After completion of twelve weeks of recruit training[2] at a recruit training center and ten days of home leave,[3] most recruits reported aboard their ship and were assigned to the Deck Department. Some of the new men after completing recruit training attended a class A school; when reporting aboard they were assigned directly to their proper rating group and were designated a striker (apprentice) for the rating they studied at their class A school but they were still classified as nonrated men. The men assigned to the deck force could also become strikers for a rating of their choice if there were a vacancy in that rating group and if they displayed an aptitude and an interest in that particular rate.

Four months after enlistment, the recruit was either aboard ship or at a class A school and he was automatically promoted to the next higher pay grade. The seaman recruit became a seaman second class but those attending the machinist's mate school became firemen third class. This was the only automatic advancement. The next advancement was to seaman or to fireman second class and for fireman second class to fireman first class (the same pay grade as a petty officer 3rd class).

Officer's Cooks and Stewards

Prior to the start of World War II, Filipinos and African Americans were allowed to enlist in the U.S. Navy, but they could serve only as officers cooks or stewards. They initially enlisted as mess attendants and advanced, at the same pay grade as other enlisted men, to become officers cooks or officers stewards but they were not regarded as petty officers.[4] They, in effect, remained segregated as they did not socialize with other enlisted men and basically kept to themselves. Typically their general quarters station was in the magazines, loading ammunition into the magazine hoists.

At that time the Philippines were under the control of the United States and Philippine males that could speak English, and meet other requirements, were allowed to enlist in the U.S. Navy but only as mess attendants. This was considered to be a great opportunity for them; after retirement they would return to their homeland and their navy pensions would make them some of the wealthiest men in their communities.

Blacks constituted 10 percent of all enlisted men in 1880 to 1890. Then the navy's policy changed to enlist primarily "white American born men" and to "enlist colored men in the various ratings of the mess-man branch and in the lower ratings of the fire room, thus permitting colored men to sleep and eat by themselves." By 1920 the first enlistment of black Americans was terminated and not resumed until 1933 when they could serve only as officers cooks and stewards.[5]

After our entry into the war, the navy started to accept blacks for all ratings. In 1944 the newly commissioned USS *Mason* (DE 529), an *Evans* class destroyer escort, had a crew of 160 black sailors and 44 white officers and petty officers. Later the *PC 1264* was commissioned with an all black crew. The *Mason* served in the North Atlantic and was commended for meritorious service.[6] However most blacks never went to sea; they were employed as construction workers, warehousemen and stevedores.[7]

Mess Cooks and Compartment Cleaners

Nonrated men were assigned to be mess cooks and compartment cleaners for a calendar quarter. The mess cooks did no cooking; they assisted the ship's cooks with handling food stores but their main job was to serve food to the crew and clean up after each meal. This involved swabbing the deck of linoleum with soapy water that also included creosote.

In Navy terminology, "chow is down" means that a meal is being served. Aboard the *Farraguts*, as on all navy ships and stations, breakfast, lunch and dinner were served in the wardroom, in the chief's quarters and in the two adjacent enlisted men's messing compartments. Night rations were provided for special details that were required to work through the night on critical repair projects.

With only the peacetime complement on board (1940) the enlisted man's mess was a sit-down mess. Every man had his own place at the mess table and his own place setting consisting of a plate, coffee mug and knife, fork and spoon. There were about ten men to a table. Table assignments were by division and the senior petty officer was the captain of the mess for that table. It was his responsibility to ensure that the meal was conducted in an orderly fashion. Surprisingly, for a bunch of sailors that considered themselves to be rough and tough destroyermen, table manners were the norm. There was no yelling or loud talking, no throwing of bread or other food and hats were not worn at the table or even on the mess deck when the crew was at meals.

One mess cook was assigned to two tables; it was his job to bring the food from the galley to the tables. In the galley, the food was placed into tureens, metal pots with a reduced diameter at the bottom. This permitted the bottom of one tureen to fit into top of another tureen and allowed a mess cook to carry three or four tureens. The individual tureens would then be passed around the table. In rough weather descending the ladder into the mess deck could be a challenge. On more than one occasion the mess cook was catapulted from the ladder when the ship made a violent downward pitch; tureens and food flew in all directions. This was great entertainment for the crew but the mess cook had to retriever the tureens, take them to the galley for refilling and give descending the ladder another try. Mess cooks received an extra $5.00 a month for this duty[8]; it was traditional for each man of the mess to tip the mess cook $.25 at every monthly pay day. This was a substantial increase for a seaman second class that was earning $36.00 per month. Although mess cooks had an early reveille to assist the cooks with breakfast, they stood no watches and managed to sleep all night. Because of the extra $5.00 per month and all night in (sleeping all night) some men volunteered for another tour of mess cooking.

Shortly before the start of the war the ship's complement was increased (to permit manning two 5-inch, 38-caliber guns when underway; see Chapter 5) and there was no longer sufficient space for additional tables required for a sit down mess. A steam table and automatic tray washer were installed in the after messing compartment for a cafeteria type mess that was served on a metal tray. The camaraderie of the sit down mess with shipmates was lost, probably forever, and the mess cook no longer received his $5.00 monthly tip.

Compartment cleaners were responsible for the cleanliness and paint upkeep of the crew's berthing compartments and were supervised by a master at arms. One compartment cleaner was assigned to the crew's head in the after deck house; his title was captain of the head. One man was assigned to the chief's quarters; he functioned as both a compartment cleaner and a mess cook for the chief petty officers.

The Master-at-Arms Force

The master-at-arms force was under the direction of the executive officer and consisted of a chief master-at-arms (usually the chief boatswain's mate) and two or three petty officers. Discipline aboard ship was never a major problem and the masters at arms primarily supervised the mess cooks and compartment cleaners.

Medical

Prior to the start of the war, the medical staff on *Farragut* class destroyers consisted of one man, a chief pharmacist's mate. After the start of the war a medical officer (a doctor) was assigned to each ship.

The chief pharmacist's mate conducted sick call in the sick bay every day. Anyone could attend morning sick call after obtaining permission from his leading petty officer. The chief was required to complete a special school to qualify for independent duty and was able to provide treatment for most medical complaints. For serious medical treatment the chief would arrange for transfer of the man to a medical facility that included a doctor, usually a destroyer tender or a naval hospital. Only one of the four destroyers that comprised a destroyer division had a doctor on board. In addition to conducting sick call the chief frequently conducted first-aid training sessions that included morphine injection when necessary.

Anyone that frequently requested sick call soon earned the reputation of being a goldbrick. He usually became a frequent candidate for assignment, by his leading petty officer, to working parties or for cleaning bilges.

The Enlisted Pay Grade and Advancement

The enlisted rating structure, pay scale and time in present pay grade required for advancement is shown in Figure 2–1. Upon first enlistment all new recruits were classified as a seaman apprentice (pay grade 7), assigned to 12 weeks of recruit training (boot camp) and then sent to a ship or to a class A school.

Chief petty officer (pay grade 1) was the highest enlisted rating until the ratings of senior chief petty officer and yet the higher rating of master chief petty officer were established well after World War II. When a 1st class petty officer was promoted to become a chief he was given a uniform allowance to purchase an officer-like uniform and advanced to chief petty officer, acting appointment (pay grade I-A). After 12 months satisfactory performance at sea he was advanced to chief petty officer, permanent appointment (pay grade 1).

The fireman 1st class category was somewhat of an injustice. They had same promotion requirements and were in the same pay grade (4) as a 3rd class petty officer but were not classified nor extended the privileges of petty officers. This inequity was later corrected by establishing for them the ratings of machinist's mate 3rd class and boilertender 3rd class.

Sometime after World War II the pay grade structure was revised; actually it was inverted. The lowest enlisted rating became E-1 (E for enlisted) and the chief petty officer pay grade became E-7. The new senior chief rating became E-8 and master chief was E-9, the highest enlisted rating.

	PAY GRADE	CLASS OR RATE	PAY SCALE $ PER MONTH	MONTHS IN GRADE
RATED	1	chief petty officer	126	
	1A	chief petty officer-acting	99	12 months at sea
	2	1st class petty officer	84	36 months
	3	2nd class petty officer	72	12 months
	4	3rd class petty officer	60	12 months
NON RATED	4	fireman 1st class	60	12 months
	5	Seaman 1st class and fireman 2nd class	54	6 months
	6	seaman 2nd class and fireman 3rd class	36	6 months
	7	seaman apprentice	21	4 months

Figure 2-1. The 1940 enlisted rating structure, pay grade, pay scale and time in rate required for advancement. The months in grade was the normal time in pay grade before becoming eligible for advancement to the next higher rating. There were exceptions for time in rate for mess attendants, officers, cooks and stewards, musicians boilermakers, metalsmiths and aviation ratings (*The Bluejacket's Manual United States Navy*, 142–159).

The U.S. Navy did not promote enlisted men to fill a billet. In other services if there were a vacant sergeant's billet and a corporal was placed into that billet, he automatically became a sergeant. In the navy system, if a fireman 1st class were to be placed into a billet that called for a machinist's mate 2nd class, he still remained a fireman 1st class and was paid as a fireman 1st class until he met all the promotional requirements for advancement to machinist's mate 2nd class. After the first automatic advancement after four months service subsequent advancements required the following:[9]

1. Length of service in specific pay grade or rating.
2. Proficiency in rating and conduct.
3. Completion of the proper navy training course.
4. Completion of a service school course, when required.
5. Qualification in practical factors.
6. Pass satisfactorily the technical examination.
7. Recommendation of his commanding officer.
8. Authorization for the rating in question.

Precedence in Rank or Rating

Precedence in rank or rate meant priority and privilege; it was an order of preference (seniority) as follows:[10]

boatswain's mate (The senior rate in the U.S. Navy)
gunner's mate
turret captain (existed only as 1st class)
torpedoman
quartermaster
signalman
fire controlman

The above ratings were of the seaman (line) branch that had preference over the artificer branch that included machinist's mates, watertenders, boilermakers, metalsmiths, shipfitters and other specialty type ratings. Normally a senior petty officer, irrespective of his particular branch, would take precedence over a lower rated petty officer, but in matters pertaining to military control or command of his part of the ship the senior of the seaman branch would take preference. In a ship's boat containing enlisted men only (no line officer aboard), the senior seaman branch petty officer was responsible for the safe operation of the boat. If all line officers on a ship were killed or incapacitated the chief boatswain's mate would be in command. The seaman branch ratings were known as right arm rates because petty officers of this branch wore their rating badge on the right sleeve of their uniform. All other petty officer ratings were left arm rates; their rating badge was on the left sleeve. Rating badges (an eagle and chevrons) were worn only by petty officers and only on blue and white uniforms. At that time rating badges were not worn on pea coats and chevrons, denoting petty officer grade, were not stenciled on dungarees.

Actually the matter of preference was of academic interest only. There were no incidents where a petty officer of the seaman branch attempted to exert privilege over a petty officer of the artificer branch.

Military Duties

Advancement in rate was encouraged. Navy training courses for every rate on the ship were available and every man was urged to be studying for his next advancement. However, it was stressed that every man's military duties were more important than knowledge of his own rate. General quarters were frequently conducted and involved simulated casualties that required first aid, firefighting, shoring bulkheads, compartment dewatering, casualty electrical power and rigging fire-main jumpers. The doctrine at that time was:

"Skill in rating is only part of a sailor's duty. Performance at your General Quarters station is your big job. Specific duties of your rating come after your military duties."[11]

Chapter 3

The Dungaree Navy

Dungarees (known in the civilian world as blue jeans and blue denim) were the enlisted man's working uniform. Prior to World War II, dungarees were not included in the recruit's initial clothing issue. All recruit training was in undress whites or undress blues with leggings (the origin of the term boots for recruits). Dungarees had to be purchased from small stores (clothing sales) after the recruit reported to his first duty station (ship or class A school).

On cruisers and battleships most enlisted men were in the uniform of the day at all times; dungarees were permitted only in the engine spaces and for special work details. But on destroyers dungarees were worn by enlisted men at all times except for captain's personnel inspection, for leave and liberty, when standing watch as a gangway petty officer, messenger, or sentry and on special occasions. Destroyer sailors were proud to be known as the Dungaree Navy. "The smaller the ship the harder you work"; this was the general axiom of the U. S. Navy and destroyers were the smallest, fastest, roughest riding combat ships of the navy. The destroyer sailors' belief was, "Our job is to keep the ship in fighting condition and not look pretty by parading around in the uniform of the day."

The Dungaree Navy concept did not in any way detract from military smartness or discipline. In port the quarterdeck (not a true deck but a location designated by the captain)[1] was always the altar of the ship. There was no smoking or loitering on the quarterdeck and the gangway watch (usually a petty officer of the seaman branch) and his messenger were always in an immaculate uniform of the day and on their feet, constantly alert, for the entire four hour period of their watch. Each member of the liberty party was inspected for proper uniform and haircut before permission was granted to leave the ship.

Forms of Address

The captain was saluted at every meeting and always addressed as "captain," never as "cap," "cappie" or "skipper." Even the squadron commander and the division commander (both senior in rank to the ship's captain) addressed him as "captain."

Enlisted men saluted other officers at their first meeting of the day and when addressed by an officer and addressed them as mister or by their rank (Mr. Jones or Lieutenant Jones). Officers addressed other officers in the same manner but informally, when not in the presence of enlisted men, by their first name. Officers addressed enlisted men by their last name only regardless of their rating except chief petty officers were addressed as "chief." Enlisted men also always addressed chief petty officers as "chief." Enlisted men addressed other enlisted men by last name only, even when a nonrated man addressed a petty officer, other than a chief petty officer. The use of the last name only by enlisted men sometimes resulted in an awkward situation when introducing a shipmate to civilians.

"This is my shipmate Smith."

Later the civilian could ask, "What is Smith's first name?"

"I don't know."

"How long have you known him?"

"About eighteen months."

"And you don't know his first name?"

"No."

Nicknames were sometimes used by enlisted men. Anyone with the last name of Roads or Rhodes was called "Dusty" and with a last name ending in "ski" or "sky" was always known as "Ski." It was not unusual to be shipmates with a "Ski" for an extended period and not know his complete last name. For some unknown reason all Californians were known as "prune pickers"; even the battleship USS *California* (BB 44) was known throughout the navy as the "Prune Barge."

Boatswain's mates, other than the chief boatswain's mate, were called "Boats" and 3rd class boatswain's mates were known as coxswain (pronounced cox'n). When a seaman was placed in charge of one of the ship's boats he was also addressed as "cox'n" but only for as long as he remained the helmsman of the boat.

Other nicknames were related to a special event or occurrence. At a critical point of a night exercise, one of the *Farraguts* was required to fire a flare from a Very pistol. The signalman was standing by with a loaded pistol in each hand waiting for the captain's order. If for any reason the Very pistol would not fire, the signalman was required to fire the standby pistol. When the captain gave the order to fire, the young signalman, or he may have been a signalman striker (a seaman), got very excited and fired both pistols. Years later, aboard that ship, he was still known as "Two Gun."

Enforcement of Discipline

At that time (1940) the navy was subject to the Articles for the Government of the Navy (commonly known as the Rocks and Shoals); the Uniform Code of Military Justice did not come into being until sometime after World War II.

For violation of standing orders or procedures any officer or petty officer had the authority to place an offender on report. The quarterdeck gangway watch was required to place on report any man overstaying his liberty or leave, returning on board drunk or disorderly or returned to the ship by the shore patrol. Overstaying liberty was the most common offense.[2] The executive officer would review the incident to ensure that it was an actual violation and not some misunderstanding and would then schedule a captain's mast.

Captain's mast was a formal procedure. The chief master at arms would order, "Mast reports attention! Hand salute." All present would salute the captain except the accused who was uncovered (no hat on his head). After the captain returned the salute the chief master at arms would order, "Two," and all would complete their salute by bringing down their right hands. The executive officer would state the charge and present to the captain the man's service record. The captain would then discuss the incident with the accused, allowing him to state his position on the issue. The executive officer could then cite pertinent items in the man's service record, such as similar incidents or items of a commendatory nature. The accused's division officer, chief petty officer and even leading petty officer would also have an opportunity to speak for or against the accused. The captain would then render his judgment. He could dismiss the offense, classify the incident as deserving a warning, order punishment or, for a serious offense, specify a court-martial. A warning resulted in a statement describing the incident that was placed in the man's service record. If after a six-month period there was no disciplinary incident related to this man, the warning statement was removed from the man's service record and was destroyed. For relatively minor first offenses, such as reporting late for watch and shirking duty, the warning statement was the typical sentence. For more serious matters the captain had the authority for ordering the following punishment[3]:

1. Reduction of any rating established by him.
2. Confinement not exceeding ten days.
3. Solitary confinement on bread and water not exceeding five days.
4. Deprivation of liberty on shore (restriction).
5. Solitary confinement not exceeding seven days.
6. Extra duty.

Captain's mast was conducted not only for disciplinary matters but also for giving awards and commendations.

Disciplinary captain's masts were seldom required. Usually minor issues were unofficially handled within the division by the chief or leading petty officer. It would start with a serious discussion, a talking to, and if this did not solve the problem the man would be frequently assigned to working parties. Periodically men from each division were assigned to working parties to bring stores aboard. This was an unpopular assignment as it was boring and sometimes extended beyond normal working hours. The man could also be assigned to an extra three months of duty as a mess cook even if he earlier completed a mess cook assignment. Recommendation for advancement could also be withheld.

There was no harsh disciplinary atmosphere as there was no need for it. Everyone realized that orders had to be obeyed. Even a petty officer of a different rating group was recognized as a superior by an enlisted man junior to the petty officer. Boatswain's mates did growl and snap at their deck force seamen (this was traditional), but in other divisions this was not a usual practice; a softer approach was more productive in the technical ratings.

Enlisted men, other than chief petty officers, seldom had occasion to talk directly to an officer, except the bridge watch when underway and the gangway watch in port. The answer to a direct order was, "Aye, aye sir." With a chief petty officer the enlisted man used "chief" instead of "sir." Conversation between a nonrated man and a petty officer was informal and a response to an order was usually a simple, "Aye."

The enlisted man-officer relationship was almost exclusively cordial; generally the officers did not talk down to the enlisted men. An officer that parade his elevated station or repeatedly stressed petty issues earned the title of chickenshit and the enlisted men tended to avoid his presence whenever possible. There were few officers of this type.

Earl Myers, Storekeeper Third Class
USS Farragut *(DD 348)*

A fascinating part of the Navy (all the services) is the difference between the way officers thought and lived versus that of the crew. There's a huge gap between the officer's lifestyle and that of an enlisted man, but when I was in the Navy, I don't recall thinking about that very much. Most of my thoughts had to do with going on leave someday, getting a liberty, thinking of old girlfriends back home, advancement and bullshit sessions. I don't ever recall being jealous of an officer and the perks they had. We just took it all for granted as life was that way in the early 1940s. I thought of the officers as being old wise men, but they were only 4 or 5 years older than we were. An Ensign was usually about 5 years older as they went to 4 years college, and in the Navy about a year. The education and those few years made them look important to me.

The officers had access to the crew's quarters so it was easier for them to see how the enlisted men lived than it was the other way around. Officers were also better informed as to what was actually going on versus the swabbie and his scuttlebutt (which many times was accurate). I usually thought the younger officers were a bit timid about going in the enlisted men's living quarters— mainly because someone yelled "Attention" and all the conversation ceased.

Fighting

There were virtually no fights aboard ship, although boxing was a recreational activity when the ship was in port. Everyone realized that to strike another person was a court-martial offense.[4] Although an extremely rare occurrence, the traditional Navy sand and canvas treatment could be construed as a physical violence. Enlisted men slept very close together and a daily shower was mandatory. If an enlisted man was negligent in showering and his proximity became offensive, the men with bunks adjacent to his would arrange a sand and canvas treatment. Without a word being spoken, the non-bather was dragged from his bunk, stripped of his clothes and carried into the shower room. Here he was scrubbed with soap and a stiff brush and also with sand rubbed into the skin with strips of canvas. Again no words were spoken but only one treatment was required to convert the individual into a regular bather.

Gambling (not permitted by navy regulations) was not evident; if it did occur it would have had to take place in a compartment not frequented by most crew members. Even gambling onlookers could be punished.[5] It was generally believed that gambling led to petty theft and a no gambling attitude prevailed. However, there was some talk of an all night poker game in the after fire room of the USS *Farragut* (DD 348) on the night of December 6, 1942.[6]

Cussing and swearing was common among enlisted men; the four letter words were frequently used in normal conversation with other enlisted men, even chiefs, but not with officers; this would have been disrespectful. Also, enlisted men did not use rough language in the presence of women. When enjoying drinks in a bar, the conversation cleaned up if there were women within hearing distance. The exclusion of cuss words in the presence of officers and women required no special effort; the enlisted men just automatically shifted into a non-swearing mode.

All the swear words were not new, most enlisted men learned them in high school, except for shit head. This was the favorite cuss word used by the chief petty officers for training recruits in boot camp. The navy must have conducted an extensive research program to find an original cuss word ideally suited for training recruits. To be called (yelled at) a shit head collectively as a member of a squad, platoon or company was not so bad; this meant that the entire group did something wrong and would probably have to do some extra marching. For an individual to be called shit head by a chief would usually require standing at attention with rifle extended at arm's length to the front. After about a minute or two, this became impossible as the arms began to slope downward. Then another shit head order would result in an attempt to put the arms in a horizontal position by leaning backward. Eventually the chief would order attention and the ordeal would be over with. After boot camp, shit head was never or seldom used aboard ship. It must have been just part of the recruit training curriculum.

The Social Structure

The enlisted men of the ship's company were unofficially subdivided into the following three categories:

Chief Petty Officers were the most dominant (it was their job to be so) and the most prestigious group. They had their own chief's quarters that included a berthing section, their own head and a large table with chairs for meals and lounging. A mess cook-compartment cleaner was assigned exclusively to the chief's quarters. He served their meals and kept the head and quarters clean. Although classified as enlisted men, chief petty officers wore an officer type uniform. They were always highly respected by commissioned officers for their competence obtained through years of service and training. The chiefs did not socialize with the commissioned officers and seldom with lower rated enlisted men.

The Old Salts was the next category. They were the older enlisted men who mostly entered the navy in the 1920s and the early 1930s, advanced to first and second class petty officer and most had served on other ships. Some had served on ships assigned to the Asiatic Fleet. Many of them had tattoos and impressive tailor made liberty blue uniforms with fancy embroidery inside the cuffs (inexpensive in the China Station). Some of them enlisted to obtain technical training and the opportunity for foreign travel but well into the 1930s judges sometimes forced lawbreakers to enlist in the navy to avoid a jail sentence.[7]

Depression Babies was the term used by the Old Salts for the youngest group of enlisted men that entered the navy during the Depression years (from about the market crash of 1929 to the build up for the war in the 1940s). Jobs were very hard to get during this period. A high school graduate, without special influence, was fortunate to find work as a night gas station attendant. In the Los Angeles area a night gas station attendant could expect to earn $65.00 per month for working from 5 P.M. to 11 P.M. six nights a week plus 8 A.M. to 8 P.M. on Sunday with every other Sunday off. But after only 16 months in the navy it was possible to advance to 3rd class petty officer and earn $60 per month plus room and board and an initial issuing of uniforms.[8] In addition one could learn a trade and retire with a pension after 20 or 30 years. Many high school graduates, and some with two years of college, applied for enlistment but acceptance was difficult. In 1935 only 11.7 percent of applicants were accepted and as late as 1940 some qualified applicants had to wait several months before acceptance.[9]

Generally the Depression babies were better educated than the old salts who relied on their years of experience and somewhat resented the high school punks that could learn from manufacturer's instruction manuals. In turn, the youngsters considered some of the old salts as having only sufficient literary ability to sign their name on a pay chit (a receipt for pay received). There was no great animosity between these two groups and the youngsters, when standing watch and assisting the old salts with repair and maintenance tasks, learned from their experienced elders. Both groups messed together and occupied the same berthing spaces, but mostly they socialized within their own group. The old salts may had less formal schooling but they served on other ships and most had deck force experience before striking for their present rates. This background of experience made them true man-o-wars-men with the best knowledge of how to fight the ship. This was well demonstrated on December 7, 1941 (Chapter 6).

Pets

Pets were considered to be part of the ship's company but were not common on destroyers. The USS *Dewey* (DD 249) somehow acquired a rooster that became the ship's mascot and was named Herman. Frequently Herman was found sitting on the division commander's bunk. Whenever the division commander found Herman on his bunk he would immediately and loudly order his removal. A special removal squad was detailed to get Herman off the bunk and out of the cabin. One day the division commander saw Herman on his bunk and when the removal detail arrived the division commander yelled, "That damned rooster just laid an egg on my bunk! He is a hen. You know Navy regulations prohibit women aboard ships at sea! Get rid of her." The final disposition of Herman is uncertain but the latest intelligence is that Herman never again sat on the division commander's bunk.[10]

Prior to the start of World War II, the USS *Farragut* (DD 348) was sent to the Aleutian-Alaska area. When the ship was at anchor off the island of Adak a liberty party discovered a bald eagle nest and eggnapped a large egg from the nest. The egg was placed in the rag can in the forward fire room with an electric light bulb for heat. The egg hatched while the ship was en route to Pearl Harbor and the baby eagle became the ship's mascot. Between Pearl Harbor and San Diego the ship encountered rough weather and the young eagle died before he could make his first flight. A formal burial at sea was conducted for the eagle as a crewmember played taps.[11]

Somehow the USS *Macdonough* (DD 351) acquired a cat while undergoing repairs at the Mare Island Naval Shipyard (just north of San Francisco). This cat wandered aboard and selected the top of the auxiliary exhaust steam line in the engine room for his (or her) sleeping quarters. This was a large diameter steam pipe and the insulation provided a soft comfortable surface. Also it was adjacent to the top of the ladder that that provided access to the engine room allowing the cat to leap from the top of the ladder to the upper surface of the auxiliary exhaust steam line. There was no steam on the ship during this repair period, except for steam heating in the living quarters and the outer surface of this steam line was at a comfortable temperature for the cat. The engineers referred to this steam line as the back-pressure line; thus the cat acquired the name Back Pressure. The cat roamed the ship during the day, was petted by all hands and fed (or overfed) by the sailors who saved some of their meals to be able to feed the cat. At night Back Pressure would jump down the engine room ladder and from there leap to her soft comfortable bunk.

After completion of repairs the ship made a post repair trial run at sea. This necessitated admitting steam to the auxiliary exhaust steam line and the outer surface of the steam line was now much hotter than before. This time when Back Pressure leaped on to her chosen sleeping area she made a loud screeching noise and abandoned the engine room. After the sea trial the ship moored to a pier in San Francisco and Back Pressure was the first one off the ship, never to be seen again. Back Pressure went over the hill, deserting the United States Navy.

Acquiring Sea Legs

After first reporting aboard ship from boot camp or class–A school, a new man required about two weeks at sea to become accustomed to moving comfortably about the ship. Overcoming seasickness usually required only a few days and some were not affected by the motion of the ship, but even high school athletes, still in top physical shape, experienced soreness in their legs for about the first two weeks. As there was no continuous fore and aft passageway below the main deck, to get from one engineering space to another it was necessary to ascend a ladder to the main deck, walk along the main deck and then descend another ladder. The bridge superstructure consisted of several compartments, one located above the other. It often appeared that up and down travel exceeded walking in a horizontal direction. When the ship was underway, walking fore and aft on the main deck required some acclimation. Even in a moderate seaway, because of its narrow beam, a destroyer has a considerable roll (from port to starboard and then back to port). This side to side roll created a tendency to walk down hill. On the *Farraguts* this was accentuated because of the camber (roundness) of the main deck. To maintain stability the *Farragut* sailors soon learned to walked a zigzag path that allowed them to walk slightly uphill at the start of the next roll.

Many shipboard ladders were completely vertical but the staircases were so steep that they were also referred to as ladders. To rapidly ascend this type of ladder, it was faster not to face the ladder but to orient the body about 30 degrees to the face of the ladder. When descending the body was also oriented about 30 to 45 degrees to the right; this provided a greater step area for the ball of the foot. The right hand was held head high on the right handrail to prevent being catapulted from the ladder when the ship would pitch violently. No destroyer sailor descended an inclined ladder by facing the ladder. Anyone descending other than in an ass end to orientation would be accused of being a battleship sailor.

Berthing

The chief's quarters were at the bow of the ship and the berthing compartments for the other enlisted men were aft, between the engine room and the steering engine room (Figure 1–3). The primary access was a double wide inclined ladder at the after end of the after deck house. There was also a single inclined ladder access at the forward starboard side of the deck house and a main deck ventilation hatch at the port side of the forward compartment, but this hatch was closed when underway.

The bunks in the enlisted man's berthing spaces were three high pipe frames with enough space between bunks to roll over but not enough vertical clearance to sit up. The top bunks were preferred as they were directly adjacent to the ventilation ports. When the ship was anchored or moored in sheltered water, the ports could be in the open position to provide ventilation, drastically needed when the ship was in Pearl Harbor. Underway the ports were in the closed position. Shortly before the start of the war, circular steel plates were welded over the port openings.

Each man had a thin mattress, two mattress covers, a pillow, two pillow covers and two blankets (this bedding was included in the recruit's original clothing issue). An elastic strap held the pillow at the head end of the mattress to the bunk frame and another strap held down the two blankets (folded) at the other end of the mattress. Loose bedding or clothing was not allowed. If for any reason the compartment were flooded, loose clothing or bedding could clog the suction of a pump lowered into the compartment to pump water out of the compartment.

Three foot lockers were located under each bottom bunk. These lockers had a hinged top; the hinge was located outboard. The bottom bunk had to be in its raised position (folded up) to permit lifting the hinged top for complete access to the foot locker. There were a few, much desired, vertical door sheet metal lockers, but they could be located only between the rows of bunks and adjacent to a transverse bulkhead.

Enlisted men slept in their shorts and undershirt (called skivvies), except in the tropics it was only in shorts. The dungaree shirt, trousers and socks would be jammed under the pillow or blankets and the shoes were on the deck. The oncoming watch was awakened about 10 to 15 minutes prior to relieving the watch. This was ample time to don dungarees, socks, shoes, get to the head and relieve the watch on time. It was considered disgraceful and un-navy to be late relieving the watch.

The berthing compartments were kept immaculately clean by the compartment cleaners and air bedding even underway, weather permitting, was a frequent requirement. When air bedding was ordered for a particular division, every man in the division was required to drape his mattress, pillow and blankets over the main deck lifeline and secure them with his elastic bunk straps. The bedding would remain on the lifeline for most of the day, again weather permitting.

Prior to showering at the end of the day, dungarees, skivvies and socks were placed into a large laundry bag located in the crew's quarters. There was a washing machine aboard but at that time (prior to 1941) there was no clothes dryer. The ship's laundryman (a three month assignment for a nonrated man) would wash the clothes, hang them out to dry on a clothesline that he rigged on the fantail, fold the dried clothes and place them on the man's bunk (all clothes were stenciled with the man's name). If it rained during the clothes drying period, the clothing delivery was delayed by about one day. This did not create a problem except for one incident.

Aboard the USS *Macdonough* (DD 351) the captain was advised that some enlisted men preferred not to wear socks in the tropics and that this was an unhealthy practice. The next Saturday at captain's inspection of personnel the captain ordered them to pull up their trousers so that he could inspect for wearing of socks. The captain walked down each rank and every man was wearing socks. Suddenly the captain exclaimed, "My God, my socks!" One of the men, the ship's laundryman, was wearing fancy white socks with a blue pinstripe through the ankle, the captain's socks! Next day the ship had a new ship's laundryman.

Food

The food was wholesome and plentiful, except for the early part of the war when supplies of all types were limited (Chapter 7). There were comments that some dishes were not as mother used to make, but from the Depression babies that recalled skimpy meals there were no complaints. Everyone was already indoctrinated into the navy tradition of beans for breakfast (from boot camp). The most unpopular meal was beef liver; it was coal black, thick, and tough and had an unappetizing odor. The two best meals were at Thanksgiving and Christmas; they consisted of roast turkey with all the traditional trimmings followed by pumpkin pie. In the days of the sit-down mess, each place setting included a pack of cigarettes and a cigar.

The ship's cooks were well aware that the meal was a major milestone of the day and the quality and tastiness was a major morale factor. They worked diligently in the hot galley, in the hot and humid climate of the tropics, to produce the best meal possible and earn the ship the reputation of a good feeder. Frequently the cooks would be complemented after an exceptionally good meal.

The galley range, that also included an oven, was oil fired, the same fuel oil that was used to fire the boilers. There was no thermostatic temperature control on the oven. Yet, somehow, the ship's cooks managed to produce pies, cakes, delicious Parker House rolls and other baked delicacies.

Ice Box Theft

The old salts tell a story of an ingenious reoccurring theft aboard one of the *Farraguts* several years before the start of World War II. The theft consisted of mostly cold cuts in small quantities from the ship's icebox. The icebox included a butter and egg room (kept at a temperature slightly above freezing) and a freezer room (kept at a below freezing temperature). The entrance door was into the butter and egg room and it was padlocked. Slices of cheese, salami, ham and like items disappeared in small quantities on a regular basis. The chief commissary steward and the executive officer had the only keys to the padlock on the door. When the chief reported this to the executive officer, the padlock was changed, but the theft continued. Next they had a good look at the pins in the door hinges and arranged to have the ends of the pins peened over so that they could not be withdrawn, but the thefts continued.

The insulated sides of both rooms were thoroughly examined to insure that there was no removable section that would provide access. Next there was only one key and it always remained in the possession of the executive officer. The exec was there to unlock the padlock every time food had to be withdrawn and the chief later locked the padlock. Still, the thefts continued.

The mystery was not solved until the thief came back from a hard drinking liberty and failed to properly follow his established procedure. The thief was a machinist's mate who was responsible for the operation and maintenance of the refrigeration system (the ice machine). The refrigeration system included two refrigeration compressors that were located adjacent to the padlocked door. He managed to be checking the oil level of the compressors, or performing some other maintenance tasks, when the icebox door was opened by the exec. After the padlock was unlocked with the exec's key, the open padlock was placed on the hasp while the food was removed from the icebox. When the chief and his working party were inside the icebox, and the machinist's mate was not observed, he removed the unlocked padlock from the hasp, placed it in his pocket and replaced the padlock with his unlocked padlock, for which he had the key. All navy padlocks look alike. After removing the food, the chief would lock the door with the machinist's mate's padlock and that night the machinist's mate would unlock his padlock with his key, steal the food he wanted and lock the door with the other padlock. One night after the hard drinking liberty, the machinist's mate failed to select the proper padlock and the mystery was solved.

The disciplinary action of the machinist's mate was not remembered but several of the old salts believed that he should have been sent to the naval academy as he would have become an outstanding naval strategist.

Coffee

Coffee was the life's blood of the destroyer navy. It was served at each meal and in between meals was available at individual coffee messes throughout the ship. In addition to the coffee made in the galley, the ward-room and the chief's quarters had their own coffeepots. Individual coffee messes were established by enlisted men assigned to specific areas such as the following:

Forward fire room
After fire room
Engine room
Machine (and electrical) shop
Internal communication room
Torpedo shop (shack)
Radio shack
Bridge
Boatswain's locker

The coffeepot (a percolator) was purchased ashore with contributions from the men assigned to the coffee mess area. The ship furnished the coffee grounds and the junior man of each watch usually made a fresh pot several times during a four-hour watch and another fresh pot for the oncoming watch. In most coffee messes making coffee was considered to be both an art and a science; usually the junior man required repeated training before he acquired the skill to make a satisfactory pot of coffee. In some messes the procedure was to first accurately measure the amount of coffee grounds required and then measure, with a thermometer, the water temperature. Some counted the number of perks to determine when the coffee was ready, and others used a stop watch to establish a proper perking period after the first perk.

The worst tasting coffee was the coffee made in the galley. The cooks placed coffee grounds into a cloth bag and dropped the bag into a copper (a vat that would hold about 20 gallons) and then admit steam into the jacket that surrounded the copper. After an indeterminate period it was judged that the coffee was ready to serve and was served at each meal. Even the ship's cooks did not like this galley coffee; frequently they would request a cup of decent coffee from the machine shop or the torpedo shack (both were located immediately aft of the galley).

A fresh pot of coffee could, at times, be somewhat of a social event. It was considered a great honor for a deck petty officer to be invited into the machine shop for a cup of coffee from a fresh pot. In like manner the engineers were at times invited for coffee into the torpedo shack.

Haircuts

Short haircuts (not boot camp regulation haircuts) were required. Beards were not allowed but mustaches were permitted. The haircut problem was how to get one. There was no barber chair aboard ship and no barber (officially). Some preferred to get their haircut when on liberty. The barbershops in Honolulu featured young female barbers. The close proximity of a female (rare to never for an enlisted man at that time in Hawaii) was the major inducement for obtaining a haircut while on liberty. Haircuts were more reasonable at the Fleet Landing in Pearl Harbor but the barbers were male. Fortunately, at least one of the officer's stewards or mess attendants was a self-proclaimed barber and for a small fee could provide a passable haircut.

The Philippine barbers were available only in their off hours and this sometimes necessitated obtaining a haircut when the ship was underway in choppy weather. The recipient would sit on top of a covered trash container (GI can) with one arm around a stanchion, one leg braced against an adjacent bunk and holding on to a bunk frame with the other hand. The barber, by means of extraordinary nimble footwork, could (between excessive rolls of the ship) manipulate a comb and scissors to cut the hair to the proper length. However, when he brought out the straight razor to shave the neck, most would say, "No thanks, not this time."

The Cigar Box Shaving Kit

An empty cigar box was often used as a shaving kit. It was large enough to contain soap, a razor, toothbrush, toothpaste, a comb and possibly after shave lotion and compact enough to readily remove from a locker that was located under a bunk. Washcloths were not used for showering; there was no place to hang a wet washcloth. The wet bar of soap was rubbed right on to the skin. Rubber, thong type slippers were worn into the shower. They were called go-aheads because they would stay on your feet only if you were moving in the ahead direction. They were very effective in preventing athlete's foot infection, unlike high school gym classes where showers were taken barefooted.

Smoking

Most everyone smoked; cigarettes were cheap. At sea they were sold tax-free and called sea stores. The cost was 50 cents for a carton. Cigarettes were never stomped out on the deck or on the floor plates in the engine spaces; nor were they dropped into the bilges of the fire rooms or engine room. Ashtrays were impractical as they would slide every time the ship rolled. Cigarette butts were deposited into butt cans attached to a stanchion or a bulkhead.

Cigars were for special occasions; it was traditional to pass out cigars when promoted. A small box of William Penn panatelas (a popular brand) cost $3.50 but for a promotion to a petty officer status one box was not enough. An advancement of this importance required cigars not only for shipmates within the division but for many others. Two boxes cost $7.00 but the increase to a third class petty officer status was from $54.00 to $60.00. The newly promoted 3rd class petty officer lost money that month but was proud to do so.

The Ship's Store

This was a small, about 6 feet by 6 feet, wire mesh enclosure that extended from the deck to the overhead in the after crew's messing compartment. It was open for a short period after meals and sold toilet articles, candy, cigarettes and cigars and stationery with the ship's name at the top of the page. The ship's store on the USS *Dobbin* (AD–3) was much larger and had a larger selection; most men waited until the ship was alongside the Dobbin to do their shopping.

Reporting Aboard

In boot camp aptitude tests were administered to all recruits. The best qualified were sent to class A service schools, if they requested that particular school. These schools taught the basics for electrician's mate, machinist's mate, radioman, quartermaster, hospitalman, gunner's mate and the other common shipboard rates. There was no school for boatswain's mate as this subject could best be learned aboard ship. Those who did not qualify or did not request a class A school were sent directly to a ship or station for permanent duty. The man was then usually temporarily assigned to a ship that would transport him to his permanent ship or station, most likely to Pearl Harbor, at that time. Large ships, supply ships and fleet oilers, had accommodations for about 20 passengers; destroyers for 4 or 5 passengers. Upon arrival at the planned destination, the transporting ship would usually deliver the man and his baggage (sea bag, hammock and bedding) to his ship by the transporting ship's boat.

When the boat arrived at the lower platform of the accommodation ladder and was properly moored, then when authorized by the boat's coxswain the new man ascended the accommodation ladder, faced aft, saluted the colors, then saluted the officer of the deck stating, "Request permission to come on board, sir." The officer of the deck would return the salute and usually would reply, "Permission granted."

This procedure of saluting the colors, then the officer of the deck and requesting permission to come on board is a time honored tradition and is repeated every time a navy man comes on board a commissioned U. S. Navy ship, even when the man is returning to his own ship. When leaving a ship, on liberty or leave, an enlisted man saluted the officer of the deck stating, "Request permission to leave the ship, sir." The officer of the deck would return the salute, stating "Permission granted." The man would then face aft, salute the colors and depart the ship.

After reporting aboard the new man's arrival was entered into the ship's log and his written orders, assigning him to that ship, were forwarded to the ship's office. The new man was then turned over to a master-at-arms who assigned him a bunk and locker. The class A school graduates were then delivered to their respective gangs (gunners, fire control, radio, torpedo, etc.) and introduced to their leading petty officer. They were then known as a striker for that rating. The firemen (class A machinist's mate school graduates) were delivered to the forward or after fire room (fire room duty was a prerequisite to transfer to A or M division). The electrician school graduates were assigned to the E division. Those reporting aboard directly from boot camp were assigned to the deck force and turned over to their leading petty officer, a boatswain's mate, and automatically became known as deck apes.

Initial assignment to the deck force was not undesirable; it was excellent training for all navy men as it was actually the first stage of becoming a true man-o-wars-man. Deck force duty allowed a sailor to learn seamanship. Today's technical navy requires sending many new enlistees to class A schools and unfortunately the school graduates do not benefit from deck force experience. Assignment to the deck force did not preclude becoming a striker for a rate outside the deck force if the man showed special interest and if there were a vacancy for a striker in that rating group. Some men elected to remain in the deck force and advance to the rating of boatswain's mate. Transfer into the engineering department could also be requested; if granted, the man's rating was changed from seaman 2nd class to fireman 3rd class (the same pay grade). The farm boys were mostly preferred by the engineering department, unless a city boy had some mechanical training. Being raised on a farm provided a surprising level of mechanical experience (tractors, combines, etc.) and they were used to hard work.

Underway, the new deck apes stood lookout watches under the direction of the boatswain's mate of the watch. In boot camp they learned the proper procedure for reporting the relative position of other ships, aircraft and objects in the water. They also stood watch as a bridge messenger and later were trained to stand the watch of a helmsman and lee helmsman. Within their first six months aboard most new men were assigned to a three month tour as mess cooks or compartment cleaners.

Frederick L. Costa, Fireman Second Class
USS Monaghan *(DD 354)*

On 8 October 1940 I went to New York City to take my physical. While I was waiting my turn I paid attention to what was going on. I knew I would have trouble making the weight requirements. They broke for lunch so therefore I got a break. I went out and bought a few hands of bananas and ate as many as I could. Therefore, I met the weight requirements by one pound. We spent the whole day taking this physical and listening to talks about careers in the Navy. About six P.M. we were put on a boat and started our trip to Newport Naval Training Station. We arrived early next morning in time for breakfast. This is when I got my first surprise as we had beans for breakfast. After breakfast we went to small stores and we were issued clothes, sea bag and hammock. Then we had to stencil our name on every piece of clothing received. Then we were assigned to a barracks where we folded our clothes the Navy way and stored them in our lockers. Then we changed into undress blues and packed our clothes to be sent home.

The next morning we went to the gym, formed a line and walked towards the door. As you went by two men they gave us a shot in the right and left arm. Then we went to the armory where we were issued rifles. These guns weigh six lbs. We knew that they were heavy after drilling all day with them. This went on for several weeks. The next step was to qualify in recruit swimming. We swam for twenty-five yards with breaststroke, right side, left side, backstroke and 75 yards free style. This took me 4 minutes and 30 seconds. Life saving was next: 20 yards to a drowning person, breaking a hold, 20 yards to safety with victim. Ability to break all holds. Ability to apply method of resuscitation.

Then we had graduation and a picture of the class taken. We hung around for a while to find our assignment. I was to leave 27 November 1940 to ComdesflotONE for assignment. I was then sent by train to San Diego, California, to report to the Navy base. On 10 December 1940 I was transferred to the USS *Boise* FFT (for further transfer to) Monaghan for duty. On 28 January 1941 I reported aboard the USS *Monaghan*. After several discussions with several chiefs I choose the Machinist Job. I was then put in the black gang to perform the duties of fireman. This job was to maintain the boilers and stand watches in the forward fire room. I was now a member of the crew of the USS *Monaghan*.

The Author's Experience

After boot camp and class A machinist's mate school, I boarded the USS *Cuyama* (AO–3), a fleet oiler, for transportation to my assigned ship in Pearl Harbor. There were about 20 of us passengers; not all were new men heading for their first ship. Some were petty officers transferring to another ship or returning from an extended re-enlistment leave. We were berthed in the forecastle; there was a separate head for the passengers and pipe frames to permit slinging our hammocks.

From San Diego the ship steamed to San Pedro where it entered a civilian dry dock. Next morning, after a very early breakfast, the passengers and the ship's company enlisted men, other than the chiefs, were loaded into side cleaner punts (a flat bottom boat square at each end) that held three or four men. We were equipped with long handle scrapers and wire brushes. As the water was pumped out of the dry dock, our job was to scrape and wire brush the side of the ship as the punt gradually moved down the side of the ship. The most difficult task was scraping and wire brushing the ship's bottom all the way to the keel after the water level was below the turn of the bilge (I later learned that this was the old method of removing sea growth from a ship's bottom; in the Mare Island Naval Shipyard sea growth was removed by sandblasting). Next day the shipyard sprayed a coat of anticorrosive paint and a coat of antifouling paint over the areas that we scraped and wire brushed.

Next day the *Cuyama* departed for Pearl Harbor. After two or three days at sea the weather warmed up and I followed the lead of the old-timer passengers and lashed my hammock on the forecastle deck. This was an amazing experience. There were a million stars; away from the lights of the shore the stars are much more visible. The breeze flowed over the high sides of the hammock and the motion of the ship gently rocked me to sleep. I looked forward to sleeping topside all the way to Hawaii.

Temporary assignment to the *Cuyama* was a remarkable stroke of luck for me as she was an older ship and equipped with reciprocating, triple expansion steam engines that relied on the up and down movement of large pistons. The newer naval ships were equipped with turbine type (rotary) engines. Aboard the *Cuyama* I was allowed to visit the engine room where I was able to observe the engines and learn something about their operation. This knowledge was extremely beneficial for me when I eventually took my examination for machinist's mate first class. The *Macdonough* provided experience only with turbine type engines but questions on both types of engines were included in the examination.

In Pearl Harbor I was delivered to my ship by the *Cuyama*'s launch. I was assigned to a bunk and locker and ordered to report to the after fire room. Entering the fire room from the airlock (Figure 5–2), I severely bumped my head on the handwheel of a large valve located adjacent to the airlock door. Later I learned that bumping one's head on this valve handwheel was sort of an initiation to the after fire room. For the next few months I worked in the after fire room and stood watches in the forward and after fire room. Next I was transferred to A division and later to M division. Several years later I was serving on another ship and I came aboard the *Macdonough* to visit old shipmates and when entering the after fire room I automatically ducked under the handwheel. It was like coming back home.

Chapter 4

The Hawaiian Detachment

In 1939 the Hawaiian Detachment was established in response to Japan's undeclared war against China since 1937. By the end of 1940 the United States Navy Pacific Fleet was based in Pearl Harbor and the *Farragut* destroyers comprised the First and Second Destroyer Divisions of the First Destroyer Squadron, as follows:

DESTROYER SQUADRON ONE

USS *Phelps* (DD 360), flagship

DESTROYER DIVISION ONE	**DESTROYER DIVISION TWO**
USS *Dewey* (DD 349), flagship	USS *Farragut* (DD 348), flagship
USS *Hull* (DD 350)	USS *Dale* (DD 353)
USS *Macdonough* (DD 351)	USS *Monaghan* (DD 354)
USS *Worden* (DD 352)	USS *Aylwin* (DD 355)

Until well into 1941 the Hawaiian Detachment duty was a typical sea duty assignment. The *Farraguts* conducted fleet exercises in Hawaiian waters and made one trip to San Diego for leave and liberty for the crew. In Pearl Harbor the ships were mostly nested together by division and moored to an anchored buoy but occasionally they were granted tender availability alongside a destroyer tender (repair ship).

Steaming the Hawaiian waters was somewhat different than the waters of the coast of California near San Diego. Usually the wind was 15 to 20 knots resulting in whitecaps and somewhat of a rough sea. The weather was tropical, hot the year around. The engineers, who stood their watches in the hot fire rooms and engine room, envied the signalmen who, on their signal bridge, enjoyed a steady cool breeze. Dolphins and flying fish were frequently sighted. Frequently flying fish would even fly aboard. If one were to hit you in the stomach, it would knock the wind out of you. The

Filipino mess attendants would search the main deck for flying fish every morning. They considered them to be a great delicacy and would fry them for breakfast in the officer's galley.

Rain squalls were frequent. They consisted of violent wind gusts and driving rain. They appeared as dense black clouds that could be seen at some distance from the ship. Sometimes the black cloud would intersect the path of the ship. If they intersected the forward part of the ship, that part of the ship would be drenched with rain water and the after part of the ship would be completely dry.

Watch-Standing and Duty Sections

Most of the enlisted ship's company was divided into three groups and designated as Section 1, Section 2 and Section 3. Underway one section was on watch for a four hour period and the other two sections were off watch. This permitted the nominal 4-hour-on and 8-hour-off rotation. In port one section was designated the duty section and provided the in port watch-standers for a 24 hour period, except for weekends. This permitted liberty for the other two sections after working hours and if liberty were authorized. The next day another section would be the duty section. On weekends one section would have the duty for Saturday and Sunday and the other two sections were eligible for a weekend liberty. This was a fair system and usually provided more liberty than the average enlisted man could afford.

Officers and chief petty officers were on a different duty rotation; they were allowed more liberty and had fewer duty days.

As each duty section included men from each division and with a duty officer and an engineering department chief petty officer on board, the ship was capable of getting underway to change berths or to steam for a limited period. Merchant marine ships would sail from port to port but navy ships would steam. A typical merchant marine sailor would say, "We sailed from San Francisco to San Diego." A navy man would say, "We steamed from San Francisco to San Diego." Yet, at that time both merchant ships and navy ships were steam powered (except submarines and small craft). The term steamed continued to be used even on diesel powered destroyer escorts that were constructed during World War II.

The Ship's Boats

As the ships seldom moored to a pier, the ship's boats were the usual method of transportation to and from the ship. Initially the *Farraguts* were equipped with four 26-foot whaleboats powered by a four cylinder (Buda) diesel engine. They were wooden hull double-enders (pointed at the bow and stern), equipped with flotation tanks and two full height bulkheads athwartships that divided the boat into three sections. The forward section, the largest, was for passengers or stores. The engine was in the center section and included a seat for the boat engineer. The after section was for passengers and the coxwain (the helmsman). In sheltered waters the coxwain stood on a raised deck at the stern and steered with an "S" shaped tiller. At sea the coxwain stood down in the after section and steered with a straight tiller (Figures 4–1 and 4–2).

The boat crew usually consisted of (1) the coxswain, who was a seaman 1st class with a basic knowledge of the rules of the road; he was in command of the boat unless there was a line officer or a deck petty officer on board[1]; (2) a seaman 2nd class as a bow hook; and (3) a boat engineer, usually a fireman 2nd class from the "A" division. The boat crew was in an undress white uniform and wore white sneakers.

The coxswain ordered his desired engine operation by strokes on a bell, as follows:

One stroke: ahead slow.

Two strokes: clutch disengaged, engine at idle (no propulsion).

Three strokes: back slow.

Four strokes: full speed in the direction that the propeller is rotating.

Two of the boats were equipped with a light sheet metal canopy over the forward section to protect the passengers from rain and spray. One of these boats was designated the captain's gig and the other the OMB (the officers' motor boat). When not in use, the ship's boats were tied up to the propeller guard (at the stern) except when the ship was anchored offshore (not in sheltered water) the boats were moored to a quarter boom rigged from the ship's side aft.

Sometimes the boat crew consisted of only the coxswain and the boat engineer and there was an incident when the boat crew momentarily consisted of only one man. A boat crew was returning to the ship after discharging a liberty party in San Diego. The engineer, facing forward, was talking to the coxswain and when he did not hear an expected response, he looked aft and there was no one there. The coxswain was leisurely sitting on the boat's gunwale when the wake from a passing boat struck the whaleboat's rudder with sufficient force to allow the straight tiller to push the coxswain overboard. The boat engineer finally saw the coxwain in the water and managed to maneuver the boat to retrieve him. This unreported incident was retold by engineers to demonstrate their superior intellect

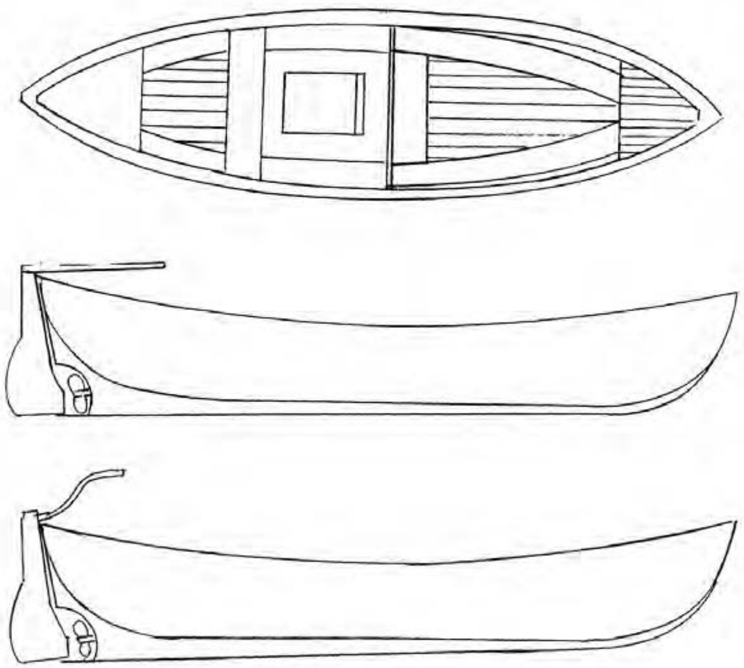


Figure 4-1. The U.S. Navy 26 foot motor whaleboat. At sea the coxswain stood within the after section and steered with a straight tiller. In sheltered water, in order to provide more space for passengers, the coxswain stood on the raised deck aft and steered with an "S" shaped tiller. The wooden hull, two full height watertight bulkheads and flotation tanks made the U.S. Navy 26 foot motor whaleboat an exceptionally seaworthy boat. It could carry 22 men including crew.

as compared to deck apes (seamen) dumb enough to sit on the gunwale of a whaleboat (not allowed) when steering with a straight tiller.

The U.S. Navy 26-foot motor whaleboat was an exceptionally seaworthy open boat. When the ship was underway, one of the boats (without a canopy) was rigged outboard to serve as a lifeboat. When an aircraft carrier was recovering aircraft, one of the escorting destroyers was assigned as plane guard and took station off the carrier's quarter (astern and to the side). The destroyer's whaleboat was lowered to the rail and the boat crew was aboard. If an aircraft failed to land on the carrier and ended up in the water, the destroyer would steam to the downed aircraft and the boat would be immediately launched to hopefully rescue the plane crew. This was before the days of the helicopter that now performs this type of rescue.

Figure 4-2. A 26 foot motor whaleboat with an embarked Liberty Party (Naval Historic Center).

John D. P. Hodapp Jr., Ensign, USS Farragut *(DD 348)*

In February of 1941 we made a trip to San Diego with the *Enterprise* to pick up some Army planes and return them to the islands. On the way to San Diego the skipper of the *Enterprise* decided to see how the air group embarked could handle flight operations in medium rough weather, By this time we had developed a crash boat crew that consisted of Ensign Hodapp as coxswain, Tony Zito as bow hook, Spain as crew — and I can never remember the name of the engineer. We were the best in the destroyer fleet and the carriers were always requesting *Farragut* to accompany them. On the first take-off from the *Enterprise* in this rough weather, the plane was tossed off the bow just before it became airborne and ended ass over teacup in the drink, sliding by the *Enterprise* about ten yards off the side. As soon as Captain Welker saw the plane go in he threw the rudder over so we would have a lee to launch the whaleboat and ordered, "Emergency back." As the ship heeled over, the keel of the whaleboat touched the water and the falls came slack even though the turns hadn't even been taken off of the davit cleats yet. Tony looked at me and I nodded and both of us tripped the release hook on our block and we were away from the side of the ship We pulled alongside the plane and Spain grabbed the pilot and we were headed back to where the *Enterprise* was circling back to meet us in less than three minutes after the plane crashed — we were given a big WEEEL DONE by "Baldy" Pownall, the skipper of the *Enterprise*, and were later told that we had set a fleet record for the quickest pick up known! Normally the ship wouldn't heel as much in a sharp turn, but the rough weather gave an extra impetus to her roll and we were able to launch the whaleboat from the davit head. Both Tony and I said afterwards that we wouldn't like to try it again! (Just as I started this page I had a sudden flash — maybe some of the old hands will correct me, but I seem to recall that the name of the other first class boatswain mate was Thompson.)

In Port Daily Routine

On a typical Monday through Friday in port, after reveille and breakfast, the ship's company would fall in for quarters for muster, special announcements and calisthenics. This was followed by, "Commence ship's work." Quartermasters would update (correct) their navigational charts, signalmen would air their flag bag and periodically reeve new signal halyards, gunner's mates would bore-sight and service the guns, fire control men would check their electrical fire control circuits and the torpedomen would change warheads and disassemble and reassemble torpedoes. The deck force (always overworked) would make fenders, overhaul ground tackle, scrape and paint portions of the main deck and other areas and provide the coxswains and bow hooks for the ship's boats. Working parties, as called for in the executive officer's plan of the day, would depart the ship.

The engineers would repack valves and pumps, spot-in carbon seals on auxiliary turbines, overhaul pressure reducing valves and regulators and clean firesides (brush the soot from the outside surface of the boiler tubes); this was a dirtier job than diving bilges (keeping the bilges in the fire rooms and engine room clean and painted). Fortunately cleaning firesides on the boilers was not a frequent requirement because at the end of each watch, when the ship was underway, the engine room would phone the bridge and request permission to blow tubes. The officer of the deck would then check the direction of the wind and if soot, emitted from the stacks, would not blow into the bridge superstructure he would grant permission to blow tubes. The engine room would then notify the fire rooms and the fire room personnel would actuate the steam soot blowers that emitted jets of steam that would blow the soot from the outside of the boiler tubes.

After noon chow, the ship's work would continue until "knock off ship's work" that preceded the evening meal. If a major piece of equipment were disassembled and required for the next day, work would continue on that project, even through the night if necessary, until the job was completed.

Usually Friday morning was devoted to field day, the navy term for general house cleaning[2] and captain's inspection of lower decks was conducted on Friday afternoon. Saturday morning was captain's inspection of personnel followed by liberty for all but the duty section. Sunday was holiday routine; only duty section personnel were required to stand the in-port watches and provide the boat crews.

When the ships were nested together one of the ships would take the radio guard (receive messages) for all the ships nested together. The signalmen of one ship would do the same for visual communications and one ship would provide steam and electric power to the other ships that would then be on cold iron (all their boilers were secured, shut down, cold). This was a bonus for the engineers of the duty section on cold iron as there was no need for fire room and engine room watchstanders; only a one man cold iron watch was required to tour the engine spaces and sound an alert in case of flooding or some other irregularity.

Movies: Most everyone looked forward to the evening movie shown on the fantail of each ship in the nest. At that time a full-length movie consisted of about eight reels of film. Shore based movie theaters had two movie projectors and could switch from the end of one reel to the start of the next reel. Destroyers had only one projector. At the end of each reel there was a 5 to 10 minute interruption while the movie operator removed one reel, inserted the next reel, threaded the next reel through the projector and turned on the projector to start showing the next reel. Somehow this interruption frequently occurred at a critical moment of the plot. Seldom were first run movies available; frequently the movie had been shown before and not too long ago. Fortunately each ship in the nest would show a different movie and crossing over to one of the other ships was allowed without formal permission to leave the ship. Western movies, even if seen before, were the favorites; they were called oaters (horses eat oats).

The Ballet

Movies were not the only entertainment; at extremely rare intervals, and to a very limited audience, the crew's head offered a ballet, of sorts.

Actually the crew's head in the after deck house consisted of a shower room, a room with wash basins and a sheet metal trough attached to a fore-and-aft bulkhead that served as a urinal that could accommodate about six sailors. Opposite the urinal was a wider trough with properly contoured boards that were positioned across the trough to provide about six toilet seats. Seawater, admitted into one end of the trough, flowed continuously through the length of the trough and with the sewage flowed directly overboard. There was no sewage collection or treatment system; sewage was discharged directly overboard at sea and in port. The trough was equipped with a lip at the top of each side to prevent the flushing water from spilling out of the trough when the ship rolled to port and to starboard. However, in stormy weather the water would overflow the sides substantiating the old salt's saying, "It's not really rough weather unless you have to stand up to shit."

The toilet seat trough arrangement provided a venue for a unique shipboard ballet somewhat like the Rockettes, a precision dance group in the Rockefeller Center in New York City (at that time). The Rockettes' choreography consisted of performing their dance steps in perfect sequence. The shipboard ballet was orchestrated by one of the ship's fun-loving comics (there is at least one aboard each ship) and usually on Sunday, in port and after the evening meal. During this relaxed leisure period, all toilet seats were full and the occupants, in a relaxed mode, were re-reading the last letter from home, or scanning a comic book or just daydreaming. The perpetrator of the ballet would unroll a length of toilet paper, crush it into a loose bundle and, with his cigarette lighter, set it on fire. Then he would drop this bundle of flame into the upstream end of the trough. When the flame came in contact with the private parts of the first occupant, he would jump up with a loud yell (or curse). While he was still airborne, the next participant would sense the flame and would also jump up and scream; each performer would perform his act in perfect sequence. The audience consisted of the men at the urinal. When the first yell was heard all at the urinal would look around to discover the cause of the noise. Then they would observe the rest of the dance troop performing their own routine in perfect sequence. Somehow the instigator never remained to enjoy the complete performance.

On destroyers there were only about six toilet seats, but on larger ships with longer troughs (a 10 to 12 holer) this sequenced choreography was a much more impressive performance. Unfortunately, due to newer types of sewage systems, this unique type of choreography is now lost to antiquity.

Boxing: There was not sufficient deck space on the *Farraguts* to set up a boxing ring but informal sparring bouts, adjacent to Gun 5, frequently preceded the evening movie. A punching bag and a heavy body bag were rigged to the after deck house to permit a vigorous workout for the relatively few boxing enthusiasts. Sparring was with 14-ounce gloves but headgear was not available and a solid punch to the head could be jarring. The sparring strategy was to maneuver your opponent outboard; the cambered (rounded) deck would force him to box uphill (difficult).

Some of the old salts were very good boxers; on earlier large ships they were on the ship's formal boxing team. In the 1930s the navy promoted athletics to combat boredom, raise morale and to distract sailors from less wholesome pursuits. Battleships and cruisers had sufficient space to conduct boxing and wrestling matches on board and track, baseball and football competition between ships was conducted ashore. Football games were held in a 4,500-person stadium in San Pedro[3] (adjacent to the cruiser and battleship anchorage in Long Beach harbor).

Reading: This was a universal pastime for all hands (everyone) and consisted of recreational reading and studying the navy training course books for the next advancement. There was a course book for every rate and even some courses for subjects that were not immediately related to advancement for the next rate (a diesel engine course was available but this subject was not required for advancement on a steam powered ship). After answering the questions at the end of each chapter, the man was provided with examination questions. Passing this test was one of the requirements for qualifying for the next advancement examination that was conducted once a quarter.

There was no ship's library to provide books for recreational reading. Books were purchased ashore or obtained by mail. Sex books were the most popular. At that time these books were not as graphic as today's revealing stories, but any mention of a sexual activity created a great demand for that book and it was passed from hand to hand.

Games: Acey-Ducey, a game similar to backgammon, and cribbage, a card game where score is kept with pegs on a board, were the two common games played by enlisted men. A few men played chess when in port; it frequently was difficult to keep the chessmen from sliding on the chessboard when the ship was underway. The games were usually played sitting on the deck; there was no recreation room aboard destroyers and the mess tables were secured to the overhead between meals to permit the mess cooks to do a thorough job of swabbing the deck.

The Nightcap: After the movie, the duty section would hit the sack to get as much sleep as possible before they were called for their night watch, but others would gather in the torpedo shack, the machine shop, the boatswain's locker and the dead fire room (no steaming boiler) and in other coffee messes for the last cup of coffee of the day. This was the most pleasant time of the day; it was relatively cool, the day's work was done and was followed by a shower, clean clothes, the evening meal and a movie. It was a time of relaxation and conversation and the opportunity to get to learn more about one's shipmates. Some would talk about their home, their background and their ambitions, and the high school Romeos would describe their preferred method of getting the girlfriend into the back seat of the car.

The most interesting stories were told by the old salts about their experiences on other ships and sea stories, like the story of the old *Tuscarora.* This story was frequently retold for the benefit of newcomers but many enjoyed rehearing it. The *Tuscarora* was reputed to be one of the fastest ships in the Asiatic Station. The reason the *Tuscarora* was so fast was that she was constructed in the Philippines from the steel frames, boilers and the engine of a ship that was wrecked on one of the islands. There was ample steel for the framework of the hull but no sheet steel for the hull plating. The famous Philippine waterproof basket weavers were then employed to weave a hull over the structural frame. This provided a very light hull and resulted in an extremely fast ship. The *Tuscarora* served for many years in the China Station until she ran into a herd of sea cows and they ate the bottom out of the old *Tuscarora.*

Shoe Shine

It was not only the Marines that had an exceptional shine on their shoes; destroyer sailors' black shoes were just as shiny. Every sailor had two pairs of black shoes. One pair, for everyday wear (watch standing and turn-to), was known as steaming shoes. They soon became stained, scuffed and even when polished they had a dull black appearance. The other pair was known as liberty shoes and were also always worn for captain's inspection and when on watch on the quarterdeck. Shining this pair was somewhat of an art and initially required many hours of polishing.

Starting with a new pair of shoes, a clean cloth was dipped in water and then inserted into the black shoe polish wax. A small amount of wax on the cloth was rubbed into about a two square inch surface of the shoe leather. The rubbing process was continued until all of the polish was forced into the grain of the leather. The process was then repeated for another two square inch area; the rag was frequently moistened to insure that the rag did not abrade the leather. Eventually when the entire surface of the shoe was treated in this manner, the shoe would shine like a mirror. After a new pair of shoes was polished in this manner, only minor touch-up with a wet rag and polish was required after each wearing.

This was an extremely time consuming process and was a favorite pastime while listening to sea stories at the nightcap coffee gathering.

The China Clipper: In 1936 Pan American World Airways (known as Pan Am) established the first transpacific flights from San Francisco to Manila.[4] Pearl Harbor was the first stop before Midway Island. It was always a thrill to be able to observe this giant seaplane landing and taking off in Pearl Harbor near Pearl City.

The Landing Force: On battleships, cruisers and aircraft carriers the ship's landing force consists of the embarked United States Marines. On destroyers, with no embarked Marines, the landing force is made up of sailors. In port, periodically the sailors assigned to the landing force would don their leggings and with rifles were transported to shore by whaleboat and marched and drilled by the officer in charge.

The Author's Experience

In boot camp we spent one week at the Marine Corps' Camp Mathews, near San Diego, for small arms training. We fired the .45-caliber pistol, the .30-caliber 01 rifle, the BAR, the Browning machine gun and the old World War I Lewis machine gun. The last afternoon of the week, we fired on the rifle range for our official qualification (a service record entry). We fired from the prone position (lying flat on the stomach) and after each round fired the man at the butts (a trench below the target) would raise a card showing how close the shot was to the bull's-eye. If the shot missed the target completely a red flag known as "Maggie's drawers" was raised.

For my first shot at the target, I made sure that the sight on my rifle was set for the proper distance, sighted on the bull's-eye, held my breath, squeezed the trigger and got a Maggie's drawers! For my second shot I improved my concentration and again Maggie's drawers! After my third miss I told the chief that there was something wrong with the rifle. The chief gunner's mate then fired and also got a Maggie's drawers. He then fired several rounds to properly adjust the sight and turned over the rifle to me, but our time for firing for qualification had expired. I was demoralized; through no fault of my own, my service record would indicate the lowest possible grade for marksmanship. When I talked about this to my fellow recruits, the response I got was, "Write your congressman." This, I learned, was the standard navy response for bitching.

After I joined the *Macdonough* (I obviously was not assigned to the landing force) I could sit in the shade of the bridge superstructure, after Saturday's captain's inspection, and watch the landing force marching and pulling a machine gun, mounted on a two wheeled cart, in the heat and red dust of Aiea. Then I did not feel so bad about my poor rifle score.

Underway — Daily Routine

Radar

When steaming in and out of Pearl Harbor, *Farragut* destroyer sailors observed strange looking antennas on some of the battleships. The antenna looked like a bed spring suspended from one end. There was no official explanation as to the purpose of this strange looking device but there was scuttlebutt (rumor) that it somehow permitted detection of vessels at a great distance. At this time the *Farraguts* were equipped with a crow's nest high up on the foremast (Figure 1–3).

Midway

The First Division destroyers did steam to San Diego for a short leave and liberty period and made one trip to Midway Island to transport a small contingent of marines.

En route to Midway Island the ships provided a navigational aid to U.S. Army Air Force B–17 bombers going to the Philippines. At a predesignated position and time each ship made smoke for a few minutes to allow the B–17s to obtain an accurate navigational fix. Laying-to (stopped) the ship was in the trough of the seas and they were huge, causing the ship to roll violently. The marines were seasick. Some of them were capable of only lying face down on the main deck. Every time they upchucked (frequently) their faces would remain in what came out of their stomachs until a kind hearted sailor would grab them by the ankles and slide them to a new location.

While the ship was lying-to (not underway, stopped) some of the enlisted men desired to fish for sharks. The machine shop made the fish hooks, the boatswain's mates supplied the line and the galley supplied the bait. When a shark took the bait and was hooked, the men pulled in the line until the shark was landed on the main deck. Several sharks, all over six feet long were caught and then cut to pieces with sheath knives, a bloody type of pastime and entertainment. Even some of the seasick marines managed to lift their heads up from the deck to observe.

A more interesting pastime was observing the gooney birds while the ship was lying-to. The proper name for this bird is frigate or man-o-war bird and they sailed through the air, for what seemed like hours, without flapping their wings. We, on the *Macdonough,* saw many of them as we approached Midway Island. They would sail down into the trough between swells and be completely out of sight and then they would appear to soar up out of the water without flapping their wings. When we got to Midway Island and discharged our seasick marines, some of us were allowed to go ashore for a very short liberty. There we saw the female goonies sitting on their nests hatching their egg or eggs. They were huge birds that gave us a dirty look as we walked close to their nest. These birds do not swim or walk well. They can stay aloft for more than a week and do not land on the ocean. They catch fish and baby turtles and their wingspan can attain seven feet.[5]

Midway Island was lousy liberty; nothing there but marines and gooney birds.

Leonid Beloblotsky, Fireman Second Class,
USS Macdonough *(DD 351)*

The first time I saw a real live United States Marine was at the Destroyer Base (now it's the 32nd Street Naval Station) in San Diego. I was temporarily assigned to the precommissioning detail of a World War I four stack destroyer (fifty of these destroyers were given to the British before our entry into the war). The Chief Water Tender in the after fire room told me to take a box full of trash to the trash disposal on shore and gave me directions to the trash disposal area. Getting the box of trash out of the fire room was a major project because it was necessary to pass through the fire room air lock (similar to Fig. 4–2) to get to the main deck. The trash box was tall and narrow enough to pass through the air lock and I pushed it up ahead of me and managed to get it up on the main deck without spilling trash out of the top of the box. I then carried the box with my left hand under the box and my right hand around the tall box. This blocked my vision to the right but I managed to get ashore and started walking to where the Chief told me the trash dump was located.

I saw a man raking leaves and proceeded behind him towards the trash dump. Suddenly I heard a very loud roar! I turned to the right towards this noise and there was a Marine with a shotgun pointed at me! The barrel looked about the same size as a stove pipe and I was scared! "YOU DUMB (many words I should not repeat) BOOT! DON'T YOU KNOW BETTER THAN TO WALK BETWEEN A MARINE GUARD AND HIS PRISONER?"

The answer was, "NO!" I did not know that the man raking leaves was a prisoner. I did not know that there was a Marine brig on this station. I did not even know what a United States Marine looked like. I sure learned in a hurry and I was afraid that he truly was going to shoot me. He was right, I was a dumb (many adjectives) boot. Later I learned that a Marine is authorized to shoot anyone that passes between him and his prisoner. This was an expensive lesson and perhaps my premature gray hair was related this incident.

Underway Exercises

These exercises were conducted mostly with other ships of the division but at times with larger ships. Underway replenishment consisted of receiving fuel from a fleet oiler and the transfer of stores and personnel by the high-line method. Submarine detection exercises were frequent, as were gunnery exercises. This consisted of firing at shore targets and targets towed by a tug. Gunfire was both in director control and local control when the gun crew pointer and trainer sighted directly on the target. The ship also served as a target for torpedo bombers; it was a thrill to observe these aircraft flying very low over the ship.

The *Farraguts* also fired torpedoes equipped with dummy warheads. Each ship was required to retrieve her own torpedoes, and in choppy weather this was a challenge for the whaleboat crew and the embarked retrieving detail. After the torpedo run, compressed air was automatically admitted to the (dummy) warhead to provide buoyancy to the torpedo. The whaleboat coxwain, a boatswain's mate because of his greater experience, drove the boat to the torpedo and placed the port side of the boat alongside the torpedo. A tow line was then passed through an opening in the nose of the dummy warhead and the torpedo was towed (an alongside tow) to the starboard side of the ship. The torpedo was then hoisted aboard the ship with the torpedo crane located adjacent to the torpedo shack. In choppy weather the boat crew and retrieving detail could expect a wet trip.

Watch-Standing

Watch-standing underway was the typical three section 4-hours-on and 8-hours-off rotation. If the first section were assigned the midwatch they would be on watch from 0000 to 0400 hours and also from 1200 to 1600 hours. The second section would then have the 4 to 8 watch, 0400 to 0800 hours and 1600 to 2000 hours, and the third section would stand the 8 to 12 watch, 0800 to 1200 hours and 2000 to 2400 hours. The 8 to 12 watch would relieve the 4 to 8 watch for the evening meal. Every Friday the watches would be rotated; the 1600 to 2000 watch would be broken into two two hour watches (called dog watches). This would result with the first section with the 8 to 12 watch, the second section with the 12 to 4 watch and the third section with the 4 to 8 watch. Rotating the watch sections by means of the two 2-hour watches was called dogging the watch.

Usually the messenger of a watch or the junior member was responsible for waking up each member of the oncoming watch and he had to know the bunk location of each man. At about 15 to 20 minutes before the nominal time for relieving the watch he would wake each oncoming watch stander. The procedure for waking required that other sleepers not be disturbed. The messenger would tap on the pillow and call the man by name and say quietly, "You've got the watch." He would repeat this procedure until he was sure that the man was fully awake. Usually it would take not more than a minute as everyone was accustomed to being awakened in this manner. The oncoming watch-stander would roll out of his bunk, get into his dungarees and shoes, go to the head and splash cold water on his face. Next he would report to his watch station and listen to any pertinent information from the man he was then relieving. Then he would state, "I relieve you" and the responsibility for the watch was now his. The watch was to be relieved 15 minutes prior to the nominal time for the start of the watch (the 0400 to 0800 watch was to be relieved by 0345). It was considered to be un–Navy like to be late relieving the watch.

The time off watch was not always leisure and sleep time. If the ship were not involved with exercises or battle problems with other ships, mornings and afternoons were frequently devoted to instruction periods and general drills that consisted of:

general quarters (battle stations)
fire
collision
abandon ship

General Quarters was the most important drill; this required that every man was at his battle station and that watertight doors were closed. Also it was of prime importance to attain this condition in the shortest time possible. When the general alarm sounded, signifying general quarters, every officer and man was required to quickly get to his battle station with his life jacket and battle helmet, proceeding forward on the starboard side of the ship and aft on the port side. Some newer men at times got very excited and picked the wrong side of the ship, creating a potential for a collision between two men that could result in a serious accident. At that time the steel battle helmets were the World War I type that featured a wide bottom horizontal lip. On one of the *Farraguts,* at a night general quarters, a shorter man proceeding in the wrong direction collided with a taller man. The lip of the shorter man's helmet severely damaged the face of the taller man. Shortly after our entry into World War II, these battle helmets were replaced with a newer type that did not have a horizontal lip.

General quarters was not set until all stations reported manned and ready to the bridge. This meant that all men were at their general quarters station and all watertight doors were closed. As soon as a man reported to his general quarters station, the man standing watch at that station would then proceed to his battle station. This, however, was not a workable arrangement for fire room watch standers because of the excessive time required to pass through the fire room air lock. The *Farraguts* had pressurized fire rooms; the forced draft blowers discharged atmospheric air directly into the fire room placing the fire room under an air pressure greater than the atmospheric pressure. Air from the fire room then flowed through air registers (that surrounded the oil burners) into the boiler furnace where combustion of the fuel oil took place. It was of utmost importance to constantly maintain a higher air pressure in the fire room than in the boiler furnace. A reduction in fire room air pressure would allow flame from the furnace to flow back into the fire room. This type of occurrence was called a flashback and would severely burn and could even kill the fire room personnel.

To allow personnel to enter and depart the fire room without causing a drop in fire room air pressure it was necessary to pass through an air lock. This was a very small compartment that included a ladder and an airtight hatch at the top and an airtight door at the bottom (Figure 4–3). The hatch or the door had to be closed at all times to prevent a drop in fire room air pressure. A light and an alarm adjacent to the top hatch would go on when the door at the bottom was open; this would be an indication that the top hatch must not be opened. A light and alarm adjacent to the door at the bottom of the air lock would go on indicating that the top hatch was open. The procedure for passing through the air lock to enter a fire room was as follows: (1) make sure that the light and alarm were not on; (2) open the hatch, enter the air lock and close the hatch; (3) descend the ladder and open the bottom door; (4) exit the air lock and close the bottom door. The procedure was reversed when leaving the fire room. The air lock could accommodate only two people.

To eliminate the excessive time required for fire room general quarters personnel and fire room watch standers to pass through the air lock, fire room watchstanders were assigned three alternate general quarters stations as follows:

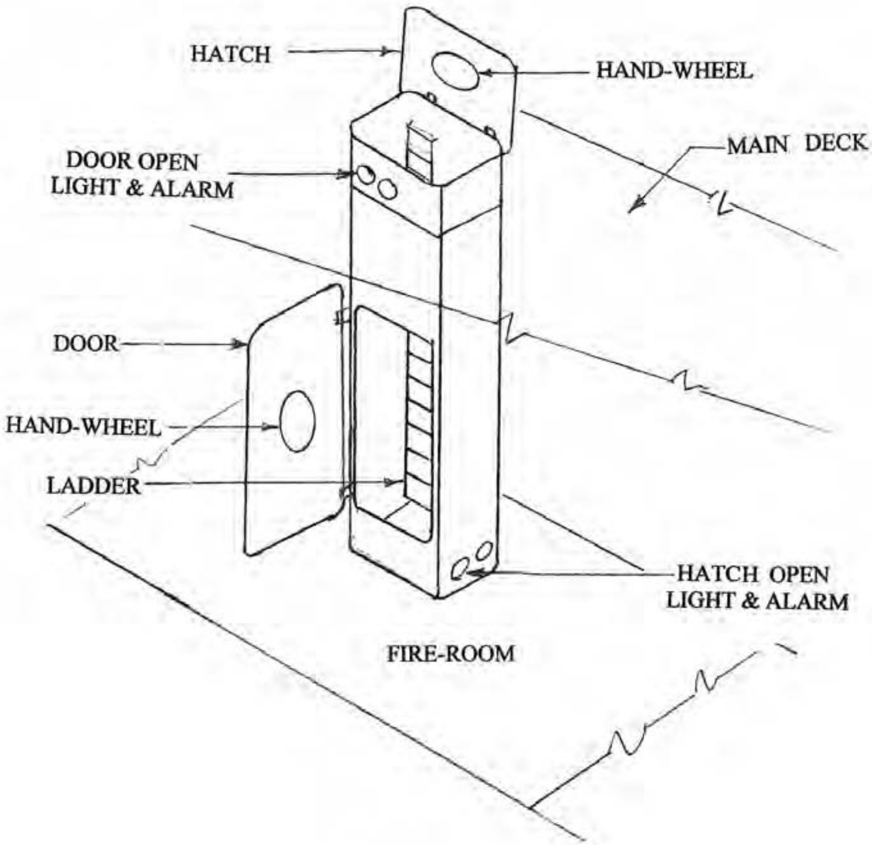


Figure 4-3. The fire room airlock. To prevent the loss of fire room air pressure, the hatch or door had to be closed at all times. Loss of fire room air pressure would result in a boiler flashback.

1. If on watch when general quarters is sounded , remain at the same station in the fire room.
2. If just off watch, report to the damage control repair party.
3. If next on watch, report to Gun 3 (5-inch, 38-caliber) as part of the gun crew.

This three battle station arrangement permitted general quarters, all stations manned and ready, to be set in the shortest possible time, a matter of a very few minutes. However, fire room watchstanders had to be trained to perform effectively at two other battle stations.

Damage control parties were responsible for the repair of battle damage, firefighting and to take action on any other casualties when the ship was at general quarters. Training sessions were conducted in the proper use and operation of the following: the oxygen breathing apparatus (OBA), the (electrical) submersible pump, the gasoline powered portable fire pump, rigging fire hoses (with a double female fitting) to jumper a damaged section of firemain and the installation of casualty power cables. Damage control parties were staffed by machinist's mates, electricians, firemen and shipfitters but (at that time) were under the direction of the first lieutenant.

First aid lectures were conducted for all hands but were accentuated for the damage control parties. This training covered pressure points, the tourniquet, the pressure bandage to stop bleeding, morphine injection and drills in the use of the Stokes stretcher.

The loading machine was used to train the 5-inch, 38-caliber gun loading crews. This was actually a mock-up of the 5-inch, 38-caliber gun and consisted of (1) a loading tray, (2) a ramming mechanism, (3) a breach block, (4) an abbreviated gun barrel (5) a projectile tray (to catch the dummy projectile after it was rammed into the gun barrel) and (6) three projectile fuse pots for setting the time of detonation on the fuse of the projectile. After the first powderman placed a dummy powder case into the loading tray, the first loader would place the dummy projectile into the loading tray and then throw up his hands high to indicate that his hands were clear. Then the rammerman would actuate the ramming mechanism that would force the projectile and the powder case into the breach of the gun barrel. The breach block would then automatically slide up to seal off the breach and the gun was then ready to fire. After firing, the projectile would drop into the projectile tray, the breach block would automatically slide down to open the breach and the powder case would automatically be ejected. The hot shellman, wearing long asbestos gloves, would catch the ejected powder case. The second loader would remove the just fired dummy projectile from the projectile tray and insert it into one of the three fuse pots. The second powderman would pass another powder case to the first powderman and the first loader would extract a projectile from one of the three fuse pots. The loading procedure would then be repeated to fire the next round. (See Chapter 7 for a description of the setting of the fuse in the fuse pot.)

The projectile weighed 54 pounds and usually a husky sailor was selected to be the first loader. The loading tray was slightly elevated for surface targets and angled upward for anti-aircraft firing. Extensive practice was required to develop the coordination and dexterity required for a fast rate of fire. A well-trained gun crew could maintain a firing rate of 14 shots per minute[6] (from each of the five 5-inch, 38-caliber guns on the ship). To attain this degree of proficiency, loading drills were frequent and often resulted in bruised and crushed fingers, earning the loading machine the title of the most dangerous gun on the ship.

The Fisherman

After steaming all day in Hawaiian waters, the *Farraguts* frequently anchored for the night on the leeward side of the island of Hawaii, just south of Kailua-Kona. This allowed everyone except the duty section to get an all night in. Liberty was not granted but there was fishing gear in the ship's athletic locker and there were attempts at fishing.

The most devout fisherman on the USS *Macdonough* was a chief petty officer. When the anchor went down, his hook, line and sinker followed. He was not a successful fisherman except one evening, after fishing diligently for about an hour; his pole was yanked several times and then bent almost double. When he finally brought the catch to the surface all onlookers (by that time a crowd gathered to observe) could see a large tin of salmon tied to the end of the line. His shipmates, other chiefs, reached through an open port, retrieved the fish line, tied a large can of salmon (borrowed from the galley) to the end of the line, gave the line several yanks and then joined the onlookers. Unfortunately no photographs were taken to observe this unique event in the annals of maritime history.

Leonid Beloblotsky, Fireman 2nd Class
USS Macdonough *(DD 351)*

In many respects the Chief Pharmacist Mate, at that time the senior and the only medic on the ship, had the best duty on the ship. He conducted sick call daily—this usually required one to two hours—and he periodically conducted first aid instructions. He, of course, had to be immediately available for any medical emergency and he was a member of the Fire and Rescue Party. He had the healthiest people to look after otherwise they would not be on the ship. He stood no watches and had all night in. This gave him ample time to study the health records of everyone on board.

One day when the ship was underway my Chief told me to report to the Chief Pharmacist Mate in the sick bay. I was surprised at this order as I was not sick but when I was off watch I reported to the Chief Pharmacist Mate. The Chief Pharmacist Mate said to me, "I have been studying your health record and I see that you have not been circumcised. How did this happen?"

I replied, "I was born in Russia and got into this country at age two. I guess the Russians did not go into that kind of thing, at least not at that time."

The Chief then explained that circumcision would be desirable from a general health standpoint, particularly because of the heat and humidity in the tropics. He went on to say that it was a simple procedure and there was really nothing to it. He then said, "When we get back to Pearl we will have a few days alongside the *Dobbin* (our destroyer tender) and I will make an appointment for you in the *Dobbin*'s sick bay."

Some time later we were in Pearl alongside the *Dobbin* for tender availability and the Chief notified me of the time and date of my appointment in the *Dobbin*'s sick bay. It just so happened that on the day of my afternoon appointment , that morning my Chief sent me to the *Dobbin*'s machine shop to check on the completion of a part that they were machining for us. On my way to the machine shop I happened to walk by the sick bay and through one of the large open ports I recognized one of my ship mates. He had a look of despair on his face like he was ready for the last rites.

"Hey," I said. "What are you in for?"

With his sad face he said, "I have just been circumcised" and he pointed down to a large very bloody bandage. The bandage was oozing blood and seemed to be about twelve inches in diameter. I never showed up for my afternoon appointment.

The next day the Chief Pharmacist Mate found me and said, "You never showed up for your appointment in the *Dobbin*'s sick bay." I explained that I was working on a critical repair in the engine room and had to finish that job.

"Be there tomorrow at 1000," he said in a gruff manner.

I was in a dilemma. No way did I want to experience a bloody operation on that tender part of my body. Yet, I was a conscientious sailor and I did receive an order from a Chief. But was this a lawful order and could circumcision be classified as voluntary surgery? Next day I still could not resolve the issue. Just the thought of that bloody bandage made the decision for me. I found another critical job in the engine room.

My shipmates knew that I was dodging the Chief Pharmacist Mate and when he started to descend the engine room ladder, I was warned in time to escape through the after hatch. Eventually the Chief would follow me out through the after hatch and I would escape into the steaming fire room. This required passing through the fire room air lock; he did not follow me into the fire room; probably he was intimidated by the light and alarm arrangement of the air lock. I only had to dodge the chief for one more day and then the ship would be underway, away from the *Dobbin* and I would be safe. This was great entertainment for the engineering department and I later learned that bets were placed as to whether or not I would retain my "as issued" equipment.

But Navy Medical was still after their "pound of flesh" from me. Some time later a medical officer (a doctor) replaced the Chief Pharmacist Mate as the senior medic on board. He too had ample time to study medical records and he called me into sick bay and told me that I had a rather large cyst on the back of my head and it should be removed. Yes I had a rather large bump on the back of my head that was the result of my attempt (at about age five) to walk upstairs on the outboard side of the handrail. I got about half way up when I fell and bumped my head on a brick walkway. There was no blood and no great damage, only a bump and now I learned that it is called a cyst.

The doctor explained that removal of the cyst was a simple operation and could be done in the ship's sick bay the next time that the ship was in Pearl. The sick bay on the *Farragut* destroyers was a very small compartment on the port side of the main deck in the forecastle. The patient treatment table was only about four feet long but it included a drop leaf that in the upper position extended through the door to provide a total length of about six feet. On one side of the table there was a small sink and cabinets: on the other side there were more cabinets.

When the ship was next in Pearl and moored to a buoy, I reported for my surgery. I stretched out on the treatment table with my legs extending through the door onto the passageway. The doctor shaved my head and injected a local anesthetic. Unknown to the doctor, the ship had the ready-duty and was suddenly ordered to get underway. When the doctor was cutting on my head, the ship was steaming out of Pearl at about 20 knots. When it became time to sew up my scalp, the ship was out of the channel and heading into the oncoming swells. This resulted in severe pitching and I could no longer stay on the treatment table. The doctor then rounded up four sailors; two of them held me down at shoulder level and the other two were in the passage way holding my legs down to the drop leaf extension. This resulted in something other than a neat precision sewing job on the top of my head and a scar that ended up visible through a regulation Navy haircut. My shipmates joked that the left rear side of my head looked like a cartoon of a typical prison tough. Thus, Navy medical got even for the circumcision incident; they got their "pound of flesh" and in a much more visible location.

Rats

Supposedly all ships have rats, but I am not sure that is true for ships of the U. S. Navy; in my time aboard the USS *Macdonough* (well over three years) I knew of only one rat incident and that did not last very long.

One of our ship's cooks discovered a rat in the galley. He immediately closed both watertight doors to the galley so that the rat could not escape. Next he boiled lots of water in a steam jacketed copper, poured some boiling water into a pan and chased the rat. Eventually he managed to pour enough hot water on to the rat to kill it. This was our only rat incident.

Immediately after a U.S. Navy ship moors to a pier or a dock, rat guards are installed on every mooring line (rope) leading from the ship to the shore. A rat guard is a sheet metal disc of about 20 to 24 inches in diameter and is secured to the mooring line so that the face of the disc is perpendicular to the mooring line, This obstruction prevents the rat from running along the mooring line to the ship. The disc are positioned so that the rat cannot traverse one mooring line to get around a disc on another line and then jump to the other line and continue to the ship. Positioning the rat guards requires some thought and planning; boatswain's mates (again) are responsible for this important function.

Probably the best opportunity for a rat to board a naval vessel is by running across the brow (gangplank) late at night when there is little activity in the vicinity of the quarterdeck; only the gangway watch and possibly his messenger are present.

Chapter 5

Condition II — Underway

Preparations for War

In April 1940 the euphoria of our Hawaiian Detachment relaxed routine was suddenly converted into a period of preparation for war. Reserve officers reported aboard for duty; they were R.O.T.C. college graduates. The ship now had enough officers for an officer of the deck (OOD) and a junior officer of the deck (JOOD) to stand watch on the bridge when the ship was underway. Two motor whaleboats (the captain's gig and the officer's motor boat) were removed from the ship and replaced with several life nets. As the life nets were lashed down, the enlisted men were issued sheath knives and ordered to wear them at all times. Round steel plates were welded over the ventilation ports located under the main deck. Bulkheads that were painted with inflammable paint were scraped and repainted with a fire resistant paint. The linoleum on the decks in the crew's berthing and messing compartments was removed as it was considered to be inflammable. Cameras were no longer permitted on board. This was a disappointment to the men that frequently mailed snapshots of their liberty to home. Cameras could be stored ashore, but this required renting a locker in Honolulu which cost $3.00 per month.[1] All hands received typhoid and tetanus shots[2] and the *Farragut* destroyers were painted black.[3]

A new program, Minimum Requirements for Destroyer Personnel, was implemented to maximize the combat effectiveness of every officer and enlisted man. A check off chart that listed every man and every requirement was posted on a bulletin board. Training sessions were conducted during normal working hours to insure that every man could perform each requirement. The requirements were the following:

• Small arms; load and fire the .45-caliber pistol and the .30-caliber rifle; this was initially taught in boot camp but the training was repeated.

- Load and fire the .50-caliber machine guns.
- Know how to start the water cooling pump for the .50-caliber machine guns and how to hand crank the water cooling pump if power was not available for the electric motor to power the pump.
- On the 5-inch, 38-caliber guns be able to perform as the first loader, second loader, first powderman, second powderman, hot shellman, sight setter, pointer, trainer and rammerman.
- Set the depth setting on the depth charges and release the depth charges when ordered (by telephone, from the bridge).
- Train the torpedo tubes and fire the torpedoes when ordered (by telephone, from the bridge).
- Know the location of the magazine sprinkler valves.
- Know the location of pyrotechnics.
- Know the location of the main deck handwheels for securing the fire rooms from the main deck.
- Know how to operate the ammunition hoists.
- Know the location of the firemain cut-off valves and how to rig a fire hose jumper (using a double female fitting) about a damaged section of fire main.
- Know how to properly use the oxygen breathing apparatus (OBA).
- Know the primary internal communication telephone circuits.
- Know basic first aid (pressure points, pressure bandage, and morphine injection).
- Know the general procedure for rigging casualty power cables (an electrician's mate performed the actual shifting of electrical power).
- Know the general procedure for shifting steering from the bridge to (1) the secondary conning station (on the after deck house) and (2) the after steering engine room.

This training and retraining of the minimum requirements was time consuming and was the primary activity when the ships were in port. This training was continued until all hands were checked off on the chart. This was an exceptional training program that insured that all hands were not just sailors but true man-o-wars-men that knew how to fight the ship

Underway

At that time (1941) U.S. Navy ships steamed at one of the following three conditions:

Condition I was general quarters. All hands were at their battle stations, watertight doors were closed, all boilers were on the line (in operation, providing steam to the main engines) and both generators were in operation in a split system (one generator providing electric power to the forward part of the ship and the other generator to the after part). The ship was ready to engage the enemy. A ship could not remain in this condition for an extended period. The crew required some sleep and periodically had to be fed.

Condition II was just short of general quarters. Some of the guns were constantly manned and the crew was rotated for sleep and meals. The ship could remain in this condition for an extended period (many days).

Condition III was normal peace time steaming. None of the guns were manned and the normal 4 hours on and 8 hours off watch standing was in effect. Usually the ship steamed with only two boilers on the line (in operation) and one generator providing all electric power.

During this period (that lasted several months prior to December 7, 1941) the ships were at Condition II when underway. Two of the 5-inch, 38-caliber guns and the fire control director were constantly manned. There was at all times a watch-stander, wearing a headset (telephone), between the depth charges to immediately set the desired depth setting on the depth charges. Release of the depth charges was usually actuated from the bridge (by an automatic depth charge release system), but they could also be released (dropped) by the watch-stander when ordered (by telephone) by the bridge. Both electric generators were on the line in a split electrical system and all four boilers were in operation. This initially was somewhat of a hardship on the fire room watch-standers (water tenders and firemen) as they were required to stand 4-hour-on and 4-hour-off watches until new men were assigned to the ship to attain a partial wartime complement. At night the ship was at darken ship. No smoking was allowed topside, on the weather decks (the areas exposed to the weather) and the ships steamed without running (navigation) lights.

Movies Underway

As the underway periods were extended movies were sometimes shown in the crew's mess compartment. The ship carried only two or three movies but sometimes it was possible to exchange movies with other ships.[4] It was hot, stuffy and crowded watching the movie but it was better than no movie. The men whose bunks were in this compartment could not get into their bunks until the movie was over with.[5]

Underway Exercises

Some of the battle problems required the destroyers to lay a smoke screen. The ships were equipped with smoke screen generators, actually a tank located alongside of each rack of depth charges. Making a smoke screen was a new exercise. It was always an impressive sight as the ships were at high speed when making smoke.[6]

The .50-caliber machine guns were fired at balloons and at targets (a sleeve) towed by an aircraft.[7] They were also fired during short range battle practice,[8] firing on ship-towed targets.

Torpedoes were fired at daytime targets and at night battle practice (guns and torpedoes). Torpedo firing revealed that our torpedoes were defective. The depth mechanism did not work properly and the exploders were not reliable.[9]

Towing exercises were conducted, consisted of one ship towing another and one exercise required a stern first tow.[10]

Gunnery (firing the 5-inch .38 guns) was the most frequent exercise and consisted of firing at towed targets both day and night. Gun crews attempted to earn an E for excellent performance. Each member of the gun crew that earned an E received a bonus payment of $10.00 except for the pointer and trainer. They received $5.00 a month for a year, as they actually sighted on the target when firing in local control.[11] Observation teams were sent from one ship to another to observe the performance of the gun crews and the accuracy of the firing. The USS *Farragut* (DD 348) sent an observation team to the USS *Monaghan* (DD 354) to observe the firing of the USS *Dale* (DD 353), the USS *Monaghan*, and the USS *Aylwin* (DD 355). The ships were firing fast action; as soon as one ship fired the next ship would fire. They expended about 80 rounds per director crew.[12] That year the USS *Farragut* earned four E's for its five guns.[13]

In addition to the battle problems collision, fire, and fire and rescue drills were conducted during daylight and night hours.[14]

Shift Steering

This was not a general drill but was frequently repeated.

Typically the ship is steered at the bridge. The conning officer (the officer that has control of the movement of the ship) usually is the officer of the deck (OOD) or the junior officer of the deck (JOOD). However, the captain can take over the con anytime he wants to, or he can assign another officer to take the con. The conning officer gives helm (steering) orders to the helmsman, who actually steers the ship, and engine orders (speed changes) to the lee helmsman, who operates the engine order telegraph. The title lee helmsman probably originated in the days of sail; in stormy weather two men were sometimes required to steer the ship and the helmsman's helper stood to leeward (downwind) from the helmsman. The seaman standing the helmsman watch was relieved every half hour, as steering required constant concentration. At general quarters, underway refueling and at other critical conditions, a petty officer of the seaman branch (usually a quartermaster) was assigned as helmsman.

The ship could also be steered from the secondary conning station (secondary con), on the port side of the after deck house just forward of Gun 4, and from the steering engine room. Prior to radar and a CIC room, secondary con was the battle station of the executive officer. A qualified helmsman, wearing a headset telephone, was always on watch in the steering engine room. Periodically, except during a critical maneuver, the officer of the deck would order to shift steering to the steering engine room. The watchstander in the steering engine room would then engage his trick (steering) wheel and follow the conning officer's orders. He could steer the compass course ordered by observing the gyro compass repeater mounted above his trick wheel, or position the rudder to the angle specified by the conning officer. This was a lonely watch for the steering room watchstander but it was an extremely important watch as it insured immediate steering control in case of a malfunction of the bridge steering arrangement. This shift steering drill was frequently conducted.

Darken Ship Collision

John D.P. Hodapp Jr., Ensign, USS Farragut *(DD 348)*

Another big event in 1941 was a collision with the *Aylwin* in April. We were out with practically every other ship in the Pacific fleet on the yearly Red and Blue exercise — half the fleet was red and the other half blue, and within given parameters, one side tried to annihilate the other — called War Games 41. Why *Aylwin* and *Farragut* were not working together I can't remember, but we were in one part of the ocean and *Aylwin* was in another part when the evening phase of the problem ceased (about 2145) and we were ordered to take station for the next phase which began at sunrise. Lt. Patrick had the deck and I was to relieve him at midnight, so I donned my p.j.s for a few hours sleep and turned in. The ship took off at 25 knots heading for her new station; apparently *Aylwin* did the same and the two ships entered one of those mean tropical cloudbursts at the same time with the *Aylwin* to starboard of the *Farragut*. Remember, all we had was TBS (voice radio), no radar but it wasn't of any use because both ships were steaming "darken ship" and so neither saw the other as they entered the squall and as a result they met in the middle of it, with the *Farragut* slicing its bow into the *Aylwin*'s port side just forward of the bridge. The force of the meeting rolled the *Farragut* almost sixty degrees to port and put a tremendous hole in the *Aylwin*'s hull. It happened so fast that I woke up with a jolt, stepping down to the deck of my cabin from the side of the ship after having been thrown from my bunk, which was against the inboard bulkhead almost ten feet away! My room was just forward of the wardroom and I was out the wardroom door and just starting up the ladder to the forecastle before any of the crew reached it (only officers and chiefs slept forward of the engine spaces). A fire had already started on the *Aylwin* (we had hit her right at sick bay one deck and the paint locker on another. And I was silhouetted in the flames. I was wearing red striped p.j.s and the first men up the forecastle ladder were carrying a fire hose connected to a valve on the main deck. Someone yelled, "Mr. Hodapp's on fire," and I was hit by a stream of 100 p.s.i. water and almost knocked overboard — luckily I was able to grab the lifeline and the bath soon ceased. Our skipper, Captain Welker, kept a small amount of turns on the engines to keep our bow stuck in the hole in the *Aylwin*'s side until her damage control crew determined if they could control any flooding caused by the collision, and as we rolled back and forth in the slight seaway we just made the hole bigger and bent our bow further to port. Finally *Farragut*'s bow tore loose on the starboard side, leaving only the port plates holding the stem to the ship. We had a couple of ex-cowboys in the deck force and they quickly made up lassoes out of 21 thread line and started trying to snare a bit on the loose part of the ship with their nooses. It took several tries but finally they were able to get a line secured to the broken part of the ship and secure it enough so that we were able to get underway for Pearl Harbor after *Aylwin*'s skipper said he didn't think his ship was taking in too much water. With that, Wiley, Paul and I went down into the forepeak tank and started shoring up the bulkhead — fortunately it hadn't been ruptured. Almost forgot — when we poked our bow into *Aylwin* it trapped a chief in his bunk and crushed his legs. After we got clear of *Aylwin* we sent Doctor Marcy (we carried the division doctor at the time — and I'll add more about him later) over to *Aylwin* in our whaleboat, and then waited until he had escorted the injured chief to a heavy cruiser which was standing by with us by that time. There was an awful row for weeks after the collision between Dr. Marcy and the cruiser's doctor about who would sign the chief's death certificate. Dr. Marcy said the man was alive when the cruiser's crane lifted the Stokes stretcher out of the whaleboat and the cruiser's doctor said that the chief was dead when the stretcher was finally lowered to the cruiser's main deck (more about Dr. Marcy later).

We were able to get the ship up to ten knots without putting too much strain on the forepeak bulkhead (Wiley, Paul and I were complemented by the Navy Yard shipbuilders for the good job we had done in shoring). The *Aylwin* was less fortunate, as she could not make any forward headway, and trying to make Pearl Harbor with engines going astern wasn't such a hot idea. A fleet tug was sent out to tow her stern first and so we had to be moored at 1010 Dock for several days before *Aylwin* made her appearance and we could be placed into dry dock together to have repairs made. It had taken the crew of the *Aylwin* quite a time to put out fires in the forward part of the ship — a Naval Academy classmate of mine was her 1st. Lieutenant and he placed his Academy ring in his desk safe because he had a sore finger; when he went to get it out all he found was a blob of melted gold! One final word about the collision concerns the inquiry into the cause of the accident — the Court of Inquiry determined that no fault accrued to either skipper or to either OOD.

Dean Sidney Marcy entered the U. S. Naval Academy in 1929 in the depth of the depression, wanting with all his heart to be a naval officer, even though he came from the landlocked state of Nebraska. He stood in the top ten percent of his class (USNA 1933) and was well on his way to achieving his goal but the Navy was ordered to reduce the number of graduates to lower the expense of supporting the Academy, and when Dean took his physical exam after the start of his third year at the academy the doctors found he couldn't meet the eyesight qualifications. He was released from the Academy "without prejudice" — but he still wanted to be a Naval officer and so he went to a recruiting officer and found out that the Navy was always in need of doctors. With that that information he applied to the University of Nebraska for pre–med training and on the strength of his grades from the Naval Academy he rolled right in. When he graduated from Nebraska with his MD he applied right away to the Navy and was accepted as a LTJG (Medical Corps) at about the same time as his 1933 classmates from Annapolis were being promoted to J. G. He did some time in a Naval Hospital before being sent to sea, where he became our division doctor. His class ring committee held a letter conference and voted to award him a USNA Class of 1933 ring for his persistence; to the best of my knowledge he is the only Navy doctor with the right to wear an Academy ring. Aboard ship he still wanted to be a "naval officer" — a true seaman — and with the permission of both Captain Welker and Captain Hunter he stood underway JOOD duty on the bridge. Captain Hunter even let him conn the ship out of Pearl Harbor just before he was rotated to another ship in the division.

Frank Larson, Electrician's Mate First Class,
USS Aylwin *(DD 355)*

We were rammed by the USS *Farragut*, DD 348 (March 19, 1941) on the port side by the forecastle, 195 miles off the island of Oahu. Had a fire that lasted 6½ hours. Towed into dry dock by a tug, stern first.

The Gun Captain

One of the most important jobs on the ship was that of gun captain. The *Farragut* class destroyers had as their main battery (other than torpedoes) five five-inch, 38-caliber naval rifles, commonly referred to as guns. The man in absolute charge of a five-inch, 38-caliber gun crew was the gun captain. Frequently this job was assigned to a boatswain's mate or to a coxswain (in effect a third class boatswain's mate) but the job could be assigned to any petty officer or even an experienced (and sharp) seaman. A five-inch, 38-caliber gun crew consisted of the following:

1. The gun captain (he was in charge of the entire crew).
2. The telephone talker (he wore a telephone headset and was in constant communication with the gunnery officer).
3. The gun trainer (controlled the horizontal rotation of the gun mount).
4. The gun pointer (controlled the vertical-angular position of the gun barrel).
5. The sight setter (set the fuse setting of the projectiles in the three fuse pots).
6. The first powderman (placed the powder case into the loading tray).
7. The first loader (removed a 54 pound projectile from one of the three fuse pots and placed it into the loading tray ahead of the powder case).
8. The rammerman (operated the compressed air lever to ram the projectile and powder case into the breech of the gun barrel).
9. The hot shellman (wearing long sleeved asbestos gloves caught the hot, ejected powder case after the gun fired).
10. The second loader (placed a projectile into one of the three fuse

pots and turned a crank to rotate the tip of the projectile fuse to the desired setting).

11. The third loader (removed a projectile from the projectile ready locker or magazine hoist and handed it to the second loader).

12. The second powderman (handed a powder case to the first powderman).

13. The third powderman (removed a powder case from the ready locker or the magazine hoist and handed it to the second powderman).

14. The gunner's mate (a petty officer experienced with the workings of the gun; he stood by with tools to quickly make repairs if required). He was also capable of taking over the job of gun captain if necessary.

This was a tremendous responsibility not only at general quarters but the gun captain frequently (sometimes daily) conducted loading practice for the loading crew on the loading machine. The navy compensated gun captains with a bonus payment of $3.00 per month for petty officer gun captains and $5.00 per month for nonrated (seaman) gun captains. A seaman first class gun captain would then earn $54.00 plus $5.00 for a total of $59.00 per month. If he were advanced to petty officer third class, his monthly rate of pay would increase to $60.00 but his gun captain bonus would be reduced to $3.00 per month for a total of $63.00 per month.[15]

The Check Watch

Everyone aboard ship knew about the topside underway watches as most of the watchstanders were readily observed. There was an OOD and a JOOD; one of them usually had the con and gave orders directly to the helmsman and the lee helmsman. The quartermaster was on the bridge, the signalman on the signal bridge and the boatswain's mate was in the vicinity supervising the lookouts. The fire control director team was on the flying bridge. The sonarman and the CIC team were also in the bridge area. The radiomen were in the radio shack and the ship's cooks and mess cooks were in the galley or on the mess decks. Away from the bridge area there was a depth charge watch on the fantail and a man-overboard lookout on the after deck house and the underway gun crews were at their guns.

The below deck watchstanders were not visible to topside observers but most everyone knew about the steering engine watch and that in the fire rooms a watertender supervised the firemen that controlled the burners, and in the engine room two throttlemen, under the direction of a chief, admitted steam to the main engine turbines. Some topside sailors knew that a machinist's mate and a fireman operated the machinery in the lower level of the engine room and a watchstander was required at the distilling plant. They also knew that electricians were on watch at the main electrical board in the engine room and in the gyro room. But probably no one outside the engineering department (not even the officers) knew about the check watch.

A check watch stander (a senior fireman 1st class or watertender) was required in each steaming fire room when the ship was underway. His job was to adjust the feed check valve that controlled the flow of feed water to each boiler to maintain a proper water level in each boiler. An abnormally low water level could result in burning out one or more boiler tubes and too high a water level would allow water in the steam that could damage turbine blades. He stood his watch alone at the upper level of the fire room where he could constantly observe the water level gauge glass on each boiler. Although the watertender of the watch was in charge of the entire fire room, he was not in a position to closely supervise the check watch because the watertender stood his watch on the lower level and could not accurately observe the boiler water level.

Maintaining the proper water level in each boiler, by gradually opening and closing the feed check valve, was not difficult when the ship steaming steady (at a constant speed) in a calm sea. However, if the ship made a high speed turn and in rough weather when the ship rolled severely, the water level in the gauge glass would momentarily show an abnormally high level and then an extremely low level. Here the check man was forced to make a determination as to the actual water level in each boiler. This required experience and good judgment.

When the conning officer ordered a sudden increase in speed, the throttlemen in the engine room would immediately admit more steam to the turbines and, as the fire rooms had an engine order telegraph repeater, the watertender would immediately order the firemen to cut in more burners to restore boiler pressure and the check watch stander would open his check valve to admit more water into the boiler. When the conning officer ordered a sudden reduction in speed, throttlemen would reduce the flow of steam to the engines and, although the firemen would quickly shut down burners, there was always the danger of too high a steam pressure that would result in lifting of the boiler safety valves. Here an astute check valve man would momentarily open the check valve to allow the sudden flow of boiler water to lower the steam pressure. This technique usually prevented lifting of the safety valves and discharging steam to the atmosphere. The check valve watch was a lonely, demanding job in the hottest part of the fire room. He was the unsung hero of the engineering department and few on the ship knew of his existence.

Not for Everyone

This was extremely demanding duty for peacetime. Everyone was extremely busy in port and at sea. The ships had not yet received sufficient crew to bring them up to a wartime complement, yet at sea we were in effect operating at wartime conditions.

This destroyer duty was not for everyone. Aboard the *Farragut* there was a seaman in the deck force that decided that he would no longer swab down the deck and when a boatswain's mate ordered him to turn to he would give him the rigid digit. Eventually he would not get out of his bunk and finally he would not eat. He was declared mentally ill and transferred to a hospital.[16]

Some men did not wait to get aboard a destroyer and in recruit training planned an escape from the navy. Prior to a major inspection of the barracks by the commanding officer the recruit assigned to cleaning the head (the captain of the head) threw half of an unwrapped Baby Ruth candy bar into a toilet bowl. In the captain's presence he retrieved the candy bar, took a bite out of it and threw the remainder back into the toilet bowl saying "That's Shit!" He was out of the navy the next day on a Section Eight discharge (insane).[17]

War Worries

At that time our entry into the war in Europe was not anticipated (at least by the enlisted men), nor was a war against Japan, although they did sink one of our river gunboats (the *Panay*) in 1937.[18] Enlisted men believed that all the preparations for war in the Hawaiian Detachment was a spin-off of the readiness required of our ships in the Atlantic that were conducting a Neutrality Patrol and in 1941 were escorting convoys halfway across the Atlantic where the British would take over. Even after the USS *Greer* (DD 145) dropped depth charges on a German submarine and dogged a torpedo, and the USS *Kearny* (DD 432) was torpedoed, but not sunk, in October 1941 and the USS *Reuben James* (DD 245) was torpedoed and sunk,[19] there was no anticipation of imminent war that would involve the Hawaiian Detachment.

But this was not so on the USS *Dobbin* (AD–3). One of the *Dobbin*'s officers believed that the Japanese would, probably without declaring war, attack Pearl Harbor and cited the surprise attacks on the Russians and the Chinese as an example. *Dobbin* was one of the few ships that held general quarters drills in Pearl Harbor and ammunition was stored in the ready lockers.[20]

John Mooney, Master Chief Storekeeper, USN (ret.)
Seaman 1st Class and Gun Captain aboard the
USS Macdonough *(DD 351) prior to 12-7-1941*

The Gun Boss would assemble his fire controlmen, gun captains, pointers, trainers and phone talkers on the forecastle for chalkboard gunnery drill. During one of his biweekly sessions, he made the prophetic statement that we would be at war with the Japanese before 1 January 1942. He was right on target.

Ready Duty and Off-Shore Patrol

Except when in the Navy Yard or alongside a destroyer tender for repairs (tender availability), destroyers usually moored together in a four or five ship nest. One ship would moor directly to an anchored buoy and the other ships would tie up alongside. Frequently one of the ships was designated the ready duty destroyer and would be positioned at the side of the nest opposite to the ship moored to the buoy. This permitted the ready duty ship to rapidly get underway; it was only necessary to throw off the mooring lines to the ship alongside. The ready duty destroyer maintained at least one steaming boiler to permit the engine room to report "ready to answer all bells" (ready to get underway) in the shortest time possible. One of the other ships in the nest would steam a boiler and operate a generator and provide steam and electric power to the other ships in the nest.

At this time, a few months prior to the December 7, 1941, attack, a destroyer was always on off-shore patrol at the entrance to Pearl Harbor. On the night of December 6, 1941, the off-shore patrol destroyer was the USS *Ward* (DD 139) an older four-stack destroyer. At 3:42 on the morning of December 7, 1941, a U.S. Navy minesweeper, the USS *Condor* (AM 14), sighted what appeared to be the periscope of a submerged submarine at the entrance to Pearl Harbor. The *Condor*, by blinker, notified the *Ward*. The *Ward* went to general quarters but no periscope could be seen and there was no sonar contact. The *Ward* then secured from general quarters. No message was sent to Naval Headquarters ashore as recently there had been many false sightings. Three hours later the *Ward* spotted a periscope; a small conning tower was clearly visible 100 yards from the *Ward*. The *Ward* opened fire and scored a direct hit on the conning tower, dropped depth charges and sent the following message to Naval Headquarters ashore, "We have attacked, fired upon and dropped depth charges upon a submarine operating in defensive sea area." The time was 6:53 A.M., December 7, 1941.[21] The message was received but the ships in Pearl Harbor were not alerted.

Off-shore patrol was not 100 percent effective. On December 7, 1941, the USS *Monaghan* (a *Farragut* class destroyer) was designated the ready duty destroyer and was nested with the other Second Division destroyers in East Loch, Pearl Harbor. At 7:51 A.M. she was ordered to join the *Ward*, which had just sunk the unidentified submarine off the entrance to Pearl Harbor. Four minutes before the start of the attack on Pearl Harbor, the *Monaghan* was underway and at 8:27 was notified of the presence of a midget submarine in the harbor. The *Monaghan* rammed the submarine and sank it with two depth charges.[22]

There was another earlier warning of the attack that was ignored. The Army Aircraft Warning Service had five mobile radar units on the island of Oahu. One unit at the northern tip of Oahu was manned by two privates. They picked up a suspicious blip at 6:45 A.M. and a larger blip at 7:02 that appeared to be two waves of aircraft at 137 miles from Oahu. This was reported to an officer who believed it to be our planes returning from a carrier at sea or a flight of B–17 bombers that was due from the mainland.[23]

Chapter 6

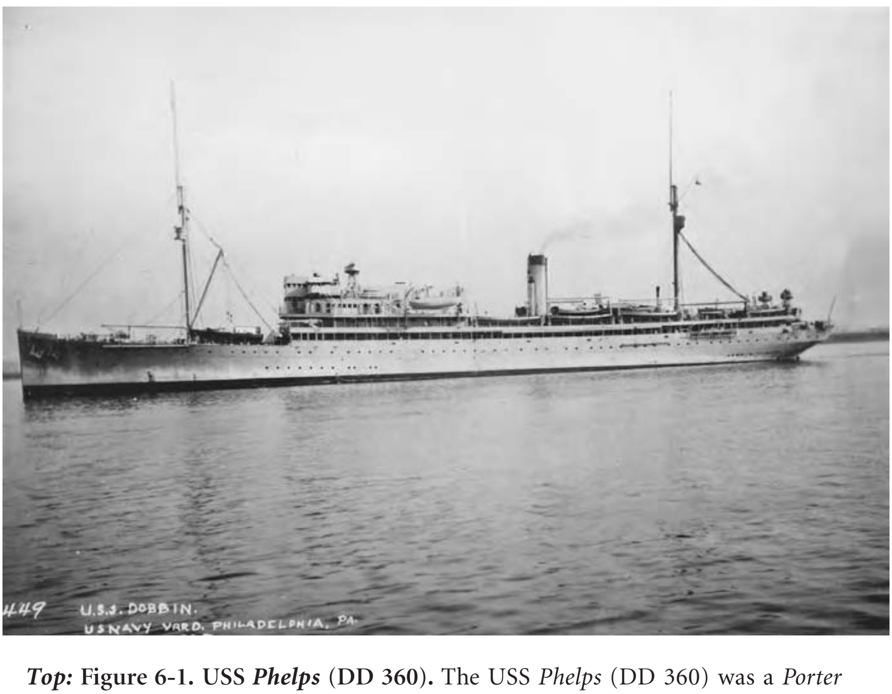
December 7, 1941

The First Destroyer Division

On or about December 1, 1941, the four ships of Destroyer Division One and the flagship of Destroyer Squadron One, the USS *Phelps* (DD–360), were moored to the port side of the USS *Dobbin* (AD–3) at buoy X–2 in Pearl Harbor, Territory of Hawaii.

The *Phelps* was of the *Porter* (DD–356) class destroyers that followed the *Farraguts.* They were larger ships, displacing 1850 tons, and were classified as destroyer leaders. They had ample accommodations for the squadron commander and his staff with the plotting and communications required for tactical control of the two destroyer divisions. Their armament consisted of two quadruple torpedo tubes, depth charges, a close in anti-aircraft battery of two quad 1.1-inch guns and eight 5-inch .38-caliber single purpose (surface target only) guns in four twin mounts. The 5-inch .38-caliber guns were controlled by two single purpose gun directors, permitting the ship to engage two surface targets simultaneously under director control. This allowed the *Porter* class destroyers to function as light cruisers and with sufficient gunfire to clear the way for attacking destroyers.[1] The *Porters* had two boiler rooms, two engine rooms and two diesel engine powered generators, primarily for the electrical demand of the twin 5-inch, 38-caliber mounts (Figure 6–1).[2]

The USS *Dobbin* (Figure 6–2) was classified a destroyer tender, actually a repair ship equipped to repair destroyers and provide services not available on destroyers. She was equipped with a complete machine shop, pipe shop, weld shop, electrical shop, torpedo shop, gunnery shop, radio shop and even a foundry and pattern shop. Other repair facilities included instrument and optical repair, boat engine overhaul, gyrocompass repair and service and other facilities that permitted the repair of systems and machinery that were beyond the capability of a destroyer's ship's force. In



Top:* Figure 6-1. USS *Phelps* (DD 360).** The USS *Phelps* (DD 360) was a *Porter* class destroyer and was the flagship of the First Destroyer Squadron that consisted of the First and Second Destroyer Divisions (Naval Historic Center). ***Above:* Figure 6-2. The USS *Dobbin (AD-3), a destroyer tender, was the First Destroyer Division's mother hen. Her many shops and repair facilities were essential to keeping the destroyers operational (Naval Historic Center).

addition the *Dobbin* had a large medical facility (sick bay) staffed with doctors and dentists, clothing issue (small stores, for purchase of regulation clothing and uniforms), a large ship's store (ideal for purchasing gifts to send home), a gedunk (ice cream stand) and a ship's band that serenaded the destroyers alongside every Sunday morning. The destroyer sailors always referred to the band as the *Dobbin* Boilermakers. The *Dobbin* was the First Destroyer Division's mother hen. It was always pleasant to be alongside her and have access to her many facilities. She also provided steam and electric power to the ships alongside, allowing them to be on cold iron.

The four ships of the Second Destroyer Division were moored to a buoy in East Loch as shown in Figure 6–3.

Lloyd J. Gwinner, Radioman Second Class
USS Dewey *(DD 349)*

(From my father, Lloyd J. Gwinner's life story he wrote in 1990 for his wife and daughters) December 7th 1941

At 7:55 on this Sunday morning all hell broke loose on this island outpost.

The sun was shining brightly and there was an atmosphere of laziness in the early morning air. Most of the officers and men on the 84 warships lying in the bay and tied up to the docks were on the beach leaving about a third of the crew on board the ships. At 7:55 another fellow and I were waiting for the launch to come alongside and I looked into the deep blue sky. It was covered with a few fleecy white clouds. Out of the clouds I noticed a plane diving. I remarked to my partner about the Army holding bombing practice on a Sunday morning; about this time the plane pulled out of its dive and something dropped out of it. By this time three more dive bombers had suddenly dropped from the clouds. The object we saw fall was a bomb. I noticed the bright red spot on the wing and yelled, "Japs attacking Ford Island air station." The first two bombs missed the hanger but the third hit squarely and the flames flew a few hundred feet into the air. By this time torpedo planes were attacking the battleships that were tied up in a row off to our left. There were eight battleships there that morning. Seven of the eight were damaged. Four sunk outright and a fifth late in the afternoon; only one was a total loss, the USS *Arizona*.

Those sunk were the following: USS *Arizona*, USS *West Virginia*, USS *Oklahoma*, USS *Nevada*, USS *California*. The target ship USS *Utah* also was sunk but was of no military value. She was an old battleship with no guns other than a few machine guns. Also sunk were USS *Oglala*, a

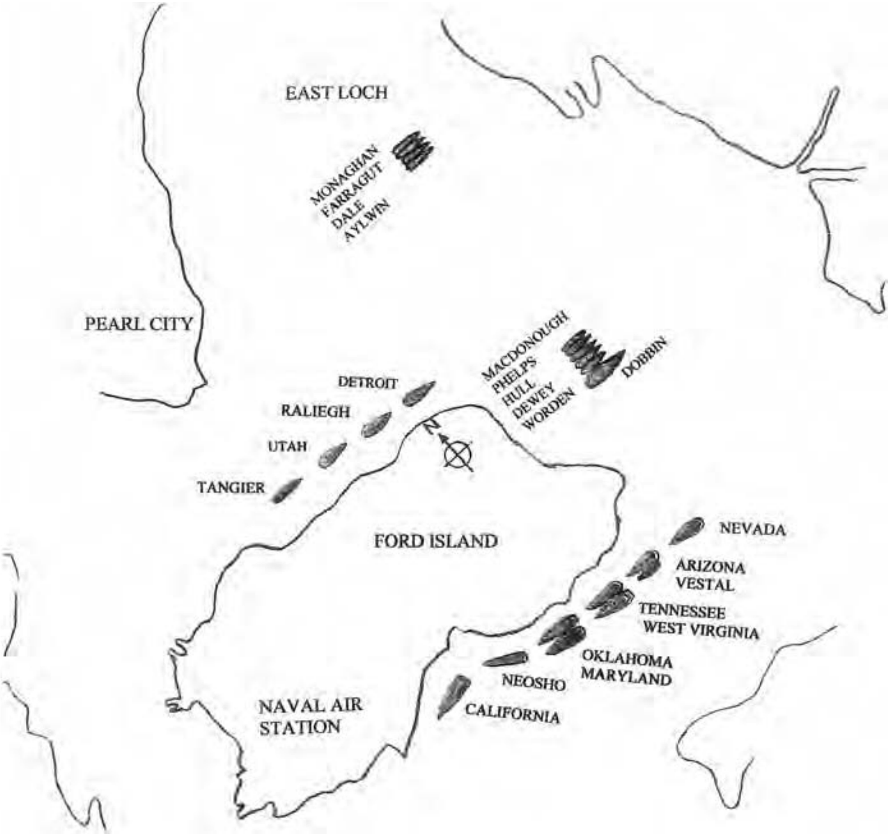


Figure 6-3. The first destroyer squadron at Pearl Harbor on December 7, 1941 (http://www.history.navy.mil/photos/images/h83000/h3109.jpg).

minelayer. The USS *Cassin* and the USS *Downes.* were both sunk in dry dock. The *Downes* had been repaired and put back into service. The USS *Pennsylvania* and USS *Maryland* were both damaged as was the USS *Tennessee.* There were no aircraft carriers present.

I will now relate a few bits of heroism and some horrible incidents of death.

To get back to where the bombs began to fall. Soon as we had realized what was coming off we raced back to our destroyer which was tied up alongside four others and a 10,000 ton repair ship. (My dad's ship, the USS *Dewey*, was alongside the USS *Dobbin*). I wish to call your attention to the fact that there were six ships in this nest in order to show you what type of marksmen the Japs were at bombing. We manned our anti-aircraft guns immediately. There were no shots fired at the first attacking wave of planes. However on the second attack every ship in the bay cut loose. So many planes were shot down. I saw seven fall, as busy as I was loading a five inch anti-aircraft gun. During the third attack one enemy dived on our nest. He dropped two five hundred pound bombs. One hit in the water astern of the 10,000 ton repair ship, killing two men from shrapnel. The other hit the water twenty feet astern of us and threw water all over us and rocked the ship badly. No one was hit. How a pilot could miss a target like that has always been a mystery to me. That is why I call your attention to the fact there were six ships tied side by side in our nest. It made a target of ships 350 feet long and 220 feet wide. The Jap came down below five hundred feet before releasing his bombs and still missed us completely. If he had hit us with the one twenty feet away, I wouldn't be writing this. We had twelve six hundred pound depth bombs just aft of our stern gun that would have sunk the entire nest of ships if hit.

Edward L. Gilbert, Seaman 1st Class, *USS* Dewey *(DD 349)*

After completing basic training in San Diego, I was stationed aboard the destroyer USS *Dewey* (DD 349). On December 7, 1941, we were in the harbor at Pearl on our normal schedule. As Seaman First Class, I had the 0800 watch. I had just returned from early breakfast and was walking back to clean up in preparation for my watch. Suddenly I heard explosions and spotted planes off the stern. I immediately knew they were enemy planes as I could see the rising sun insignia and the pilot. Torpedoes were already heading for the battleships. As general quarters sounded, I took my position at Gun 2. We had to remove the canvas awning and wait for live ammunition to come up from the magazine before we could commence firing.

Because of the work being done on our gyrocompass, we were unable to get underway until approximately 1200 hours. We then went out of the harbor to patrol. Returning after dark to reload ammunition. A very scary time for a 20 year old sailor.

John Mooney, Seaman 1st Class *USS* Macdonough *(DD 351)*

After a leisurely breakfast of scrambled eggs, sausage and the ever-present canned figs, my plans for the day included a shopping trip to Honolulu. Christmas wasn't too far off and thoughts of home and family were uppermost in my mind. Transportation to Honolulu was not a problem; as a matter of fact, the taxi fare for the seven mile trek was a miniscule two bits (25 cents). The pay of a Seaman First Class was $54, and as a 1st class gun captain I earned an additional $5 per month.

The first liberty boat destined for Fleet Landing at Pier 19 was scheduled to shove off at 0815. After breakfast, I double timed back for a quick shave-shower and to change into my newly purchased non-regulation bell-bottom whites. As usual there was no hot water in the wash room, but this sailor was determined to go ashore in the first liberty party. Irrespective of current circumstances. However, the best laid plans of mice and men often go astray. To be sure, Hirohito's Navy had arbitrarily made other plans for my shipmates and me.

During my cold water shave and shower, the word was passed to "Man Your Fire and Rescue Stations." Not being in the duty section, I continued shaving. Within seconds, I heard the familiar rat-tat-tat of machine gun fire. About the same time the general alarm sounded, and simultaneously, the Gangway Watch (Chief Gunner's Mate Loveland) and his messenger were shouting, "Man your battle stations, man your battle stations, THIS IS NO DRILL." I stepped out onto the main deck and saw that we were being strafed by aircraft that had the rising sun painted under each wing. Needless to say that I was scared to death—but anxious for the opportunity to fire back.

Even though my knees were trembling like a couple of jack hammers and my 20-year-old ticker was percolating at flank speed, I managed to scamper up the ladder to my battle station located on the after deck house. My assignment was gun captain on gun #4, which was a 5-inch, 38-caliber AA gun. Most of the crew arrived on station about the same time. Our supply of adrenaline had peaked; in a matter of seconds we were manned and ready to repel enemy aircraft.

Unfortunately, however, most of our ship's vital equipment such as compressors, generators, etc. were being serviced and-or repaired on our destroyer tender, the *Dobbin*. Consequently, we had no power to the gun which necessitated loading the 56-pound projectile and the 14 pound power charge by hand and firing in local control. This was almost as primitive as firing with a Civil War musket. But the many laborious hours spent on the loading machine during the previous year really paid off. The crew of #4 fired 55 rounds at enemy dive bombers and torpedo planes. Unofficially, our crew took credit for downing one torpedo plane—regrettably, it had already dropped its payload on Battleship Row. During the unprecedented sneak attack, only one member (the gun pointer) of our crew was struck by a piece of shrapnel. It wasn't serious, He remained at his battle station, and the rest of the survivors of gun #4 lived on to fight another day.

During the afternoon of the 7th. We finally got underway with our sister ship, the USS *Hull* (DD 350). We steamed seaward at about 3 or 4 knots and witnessed for the first time the death, destruction and damage inflicted upon our fleet. The devastation is still beyond comprehension. As we passed by the "holocaust," the crew of gun #4 remained stone faced and silent for many hours. It was all too gross for our young minds to assimilate.

Julius A. Berchem, Electrician 3rd Class
USS Macdonough *(DD 351)*

I was in the F. C. room having coffee when the attack started. I spent most of the morning top side working because the *Mac* as outboard ship nested alongside *Phelps*, *Dewey*, *Worden* and *Hull* receiving power and steam from the repair ship USS *Dobbin*. To this day I can still see the pilot as the Japanese plane flew across Ford Island and along the *Mac* and we shot him down.

The Author's Experience

My ship was the USS *Macdonough* (DD 351). She was the outboard ship of the nest and moored to the port side of the USS *Phelps* (DD 360) (Figure 6–3). All boilers were secured as we were receiving steam and electric power from the *Dobbin*. It was a Sunday (holiday routine); all the officers were ashore on weekend liberty except the one duty officer, an ensign.

The First Attack: I was a fireman 1st class assigned to "A" Division; my alternate battle stations were: (1) foreword fire room, (2) repair party and (3) Gun 3 (5-inch, 38-caliber) as first loader. I was in the duty section for the weekend of December 6 and 7, 1941, and my first job for the day was to check the whaleboat engine. Immediately after breakfast I boarded the whaleboat, tied to the guardrail (at the stern). After checking the boat engine and the fuel level, I was making out the boat inspection slip that I was required to present to the officer of the deck so that he could arrange for refueling, when I noticed that everyone on the fantail was looking aft. I also looked aft and saw aircraft flying low and very close to the water and there were splashes in the water under the aircraft. My first thought was, "Bombing practice on a Sunday morning and in Pearl Harbor ?" Then as the aircraft banked to turn, I could see the Japanese Rising Sun insignia (later known as the "flaming red asshole") on the wings. It was this phase of the attack that must have sunk the cruiser

Raleigh and capsized the battleship *Utah*. The general alarm sounded; it was not yet eight o'clock. The messenger of the watch was between the depth charge racks ready to hoist the colors, but the ship did not execute colors that morning.

I next hurried to my battle station in the forward fire room. It was pitch black in the fire room as the ship was suddenly without electric power. The *Dobbin* could supply only a limited amount of electric power to the ships alongside. When the ships went to general quarters, fire control and other circuits were energized creating an overload on the *Dobbin*'s generator; this resulted in an immediate shutdown of all electric power. In the forward fire room sections of the auxiliary exhaust steam line were disassembled for replacement of flange gaskets. This steam line had to be reassembled before the ship could get underway. The reassembly process consisted of inserting and tightening studs and nuts in the flanges; illumination was provided with a flashlight held in the mouth but I was told to report to Gun 5. Why Gun 5? My alternate battle station was Gun 3, but I hurried to Gun 5. Just as I was exiting the fire room air lock hatch (on the port side of the main deck), I looked into the face of a Japanese pilot in his single seater aircraft that was flying very low and very close to the port side of the ship. We looked at each other. He was so close that if I had had a wrench in my hand, I would have thrown it at him.

At Gun 5 the gun captain told me to take the first loader position. Then I was told that as there was no compressed air for ramming, it was my job to ram the powder case and projectile by hand! We were never instructed in this procedure in our many drills on the loading machine! It was difficult to hear the gunner's mate that was instructing me in the procedure for ramming by hand because the *Phelps*' one-point-one antiaircraft guns were constantly firing directly over our heads. Finally I understood that after the powder case and projectile were placed into the loading tray (conventional loading), I was to place my right hand under the powder case and slide the projectile and powder case into the breech. Then the breech block would automatically slide up to close the breech. But what about my hand? What happened to the mandatory "raise your hands high" to indicate that it was safe to ram? At that time I was more concerned about the breech block shearing off the fingers of my right hand than I was about the Japanese attack.

I then realized why I was sent to Gun 5. Their original first loader was probably not strong enough to ram by hand or not stupid enough to risk his fingers to the closing of the breech block. But I said a quick prayer and followed the ram by hand instructions; the breech block was kind to me and merely forced my hand up with all my fingers intact. Next was another fast prayer of thanks.

After a few rams by hand I was no longer concerned about losing my fingers and between rams could look around to see what was happening. The *Phelps*' one-point-one was still firing over our heads as was our Gun 4 on our after deck house. The *Phelps* could not fire her 5-inch, 38-caliber guns as they were for surface targets only (single purpose) but the other *Farraguts* were firing their Guns 4 and 5 at the Japanese aircraft that were flying towards us out of a continuous black cloud over Ford Island. After bombing the aircraft hangers on the Ford Island Naval Air Station, the Japanese aircraft were on a direct route for the *Dobbin* and the destroyers alongside. The gunfire from the two after 5-inch, 38-caliber mounts of the four *Farraguts* and the after one-point-one of the *Phelps* was sufficient to force the Japanese aircraft to veer away from the *Dobbin* and the destroyers. The aircraft that veered to the left became targets for the two port side .50-caliber machine guns and Gun 3 of the *Macdonough*.

Although the gunfire from the destroyers did drive the Japanese aircraft away from the nest, it was relatively ineffective because of the following:

1. The lack of compressed air forced ramming by hand, a much slower process than ramming with compressed air.

2. The fire control director computer system required electric power. As there was no electric power (except on the *Phelps* with their diesel powered generators) the 5-inch, 38-caliber guns were operated in local control (much less accurate than director control). The pointer and trainer on each gun had to aim and fire the gun.

3. Lack of electric power forced each gun crew pointer and trainer to manually hand crank the gun into the firing position. This was a much slower procedure than positioning the gun with electric power.

4. Automatic setting of the projectile fuse was not possible without electric power.

The setting of the projectile fuse established the time of flight between firing and the explosion of the projectile that created a burst of metal particles (fragmentation). A direct hit on a target aircraft was not essential to down the aircraft. The fragmented projectile (metal particles) would significantly damage an aircraft if the burst were in close proximity to the target.

The fuse was located at the front (pointed) end of the projectile; the tip of the fuse had to be rotated to obtain the desired setting. On the *Farraguts* the fuse was set in a three projectile fuse pot. This consisted of three open sided receptacles. The second loader of the gun crew inserted a projectile with the fuse end down into each of the receptacles. He would then rotate a hand crank to engage the tip of the fuse with a socket at the bottom of the receptacle. The fire control director determined the desired fuse setting and would automatically rotate the socket to dial the setting into the fuse. As the target aircraft approached the ship, the director would automatically dial in a shorter fuse setting. If for any reason the automatic dialing system was inoperable, the fuse setter (of the gun crew) would manually rotate the sockets with input from a match pointer system (on later ships the automatic fuse setting took place in the projectile ammunition hoist). However, both the automatic and the match pointer fuse setting systems required electric power.

On the *Macdonough's* Gun 5, the fuses were set manually for four-tenths of a second. Our fire control men determined that this was the best overall setting for the Japanese aircraft that first became visible after flying out of the black smoke over Ford Island. The initial velocity of a 5-inch, 38-caliber projectile was 2600 feet per second. After four-tenths of a second the projectile would travel a maximum of 1040 feet (2600 x 0.4 = 1040), less than one-quarter of a statute mile. The pointer and trainer had only a few seconds to aim and fire the gun, by the pointer stepping on the firing pedal (kicking it out). This crude anti-aircraft gunnery did manage to force the enemy aircraft away from the *Dobbin* and the destroyers alongside.

Lack of compressed air and electric power were not the only problems with anti-aircraft gunnery. The fuses on some of the projectiles did not detonate to create the burst of metal fragments. Shortly after the start of the war, I was the first loader on Gun 3 when we fired 20 projectiles to test the setting of the fuses. Only 4 of the 20 detonated, burst in the air; the other 16 splashed into the water. Fortunately, in the early part of the war, we received new projectiles with proximity fuses. These projectiles required no time setting; they would automatically detonate when they were in close proximity to the target aircraft.

At Anchor: The first attack lasted about 40 minutes and towards the end of the first attack, or *shortly* thereafter, the *Phelps* suddenly threw off her mooring lines and got underway. This left the *Macdonough* adrift. The anchor was dropped, probably to prevent the ship from drifting into shallow water. It was then determined that we had to take in anchor chain; too much chain would allow the ship to drift too close to Ford Island. The anchor windlass was inoperative as the ship was still without electric power; retrieving the anchor chain by hand was a herculean task. Snatch blocks, to provide a mechanical advantage, and lines were rigged on deck and after the first attack the gun crews were detailed to haul on line. After retrieving a short length of chain, the chain was stopped and the chain end of the line was repositioned and we again heaved on the line to haul in another section of chain. After three or four repetitions, we were ordered to the guns to repel the second attack.

The Second Attack: Suddenly the anchor chain issue was of secondary importance. At Gun 5 it was as before; still no electric power. The fuses were set by hand, the powder case and projectile were rammed by hand, the pointer and trainer got on the target by cranking the gun by hand and the pointer fired the gun with the foot pedal. The only difference was that we no longer had the *Phelps*' one-point-one anti-aircraft gun firing directly over our heads.

The second attack was much like the first but lasted about one hour. The enemy aircraft came towards us from over Ford Island and then, after encountering the gunfire of the destroyers, veered to their left. During the first and second attack the *Macdonough*'s duty officer, the ensign, maintained his station on the bridge where he could observe the effect of our gunfire. In his written report to the commanding officer, he credited the *Macdonough* with shooting down two enemy aircraft, one with 5-inch, 38-caliber gunfire and the other with our .50-caliber machine guns.[3]

I later learned that it was the chief gunner's mate that was responsible for providing the 5-inch .38-caliber guns with ammunition. The chief had the quarterdeck watch and after sounding the general alarm and passing the word for "All hands man your battle stations," with a ten pound sledgehammer he hammered the locks off the ready service ammunition lockers (located at each gun). He then obtained the keys to the magazines from the captain's cabin and detailed ammunition handling parties to supply the guns with projectiles and powder cases (the ammunition hoists were inoperative as there was no electric power on the ship).[4]

Underway: From the start of the first general quarters alarm, the engineers were assembling the fire room auxiliary exhaust piping, making all main propulsion machinery operable and lighting off boilers. The fuel oil service pumps that delivered the fuel oil to the burners were steam powered; without steam they were inoperable. Also steam was required to heat the fuel oil prior to spraying it into the boiler furnace. Without steam from some other source, getting a boiler to generate steam (called a cold start) is an extremely complex and time-consuming task. Somehow the oil had to be delivered into the boiler furnace and ignited. At first the cold metal tubes and drums of the boiler absorbed what heat was generated. Then more fuel had to be added so that gradually the water was hot enough to be converted into steam. This entire process took place in a dark fire room; the only illumination was with flashlights and battle lanterns (battery powered lanterns). The low pressure steam was a godsend; the fuel oil could be heated and the fuel oil service pumps could deliver fuel to the burners. Then the steam pressure was rapidly raised to provide steam for the generators and the main engines.

With steam and electric power the anchor was heaved in and the ship got underway shortly after the end of the second attack. We were still at general quarters but the whaleboat had to be raised. Boatswain's mates are in charge of a deck force crew for raising a whaleboat but the boatswain's mates were at their general quarters stations as gun captains. The chief machinist's mate from the repair party took charge and raised the boat with repair party personnel. This required quite a bit of seamanship; snatch blocks had to be properly positioned to allow the lines (ropes) that actually lifted the boat out of the water to be led to the boat hoisting winch. Fortunately the chief was a sailor who many years ago served his time on the deck force.

As we were steaming out of Pearl Harbor we passed the USS *Nevada* (BB 36) at the side of the channel. The *Nevada* was the only battleship to get underway but was hit with bombs as she was steaming out of the harbor. She intentionally steered to the right side of the channel so that when sunk she would not block the channel. As the *Macdonough* steamed by the entire foreword part of the *Nevada* was in flames.

The afternoon was uneventful; we provided antisubmarine screening to larger ships and the rumors started to circulate throughout the ship. "The Japanese have landed at Waikiki." "Their battleships are shelling Honolulu." The origin of this scuttlebutt (rumors) remains a mystery, but we were all in a state of shock.

Night Patrol: The rest of the day was uneventful but sometime after dark the ship was independently patrolling when the general alarm sounded. I reported to my damage control battle station at the machine shop at the port side of the main deck. Suddenly the ship slowed and the signal bridge light issued a blinker challenge. There was something out there but there was no reply to our challenge. The 5-inch, 38-caliber guns and torpedo tubes were trained out to a relative bearing of about 300 degrees (60 degrees from the port bow).

Our blinker repeated the challenge but again there was no response. Then the captain ordered to illuminate the target with our searchlight. At that time the *Farragut* destroyers were equipped with a large searchlight located on a platform at the forward end of the afterdeckhouse. The searchlight could be pointed and trained just like the 5-inch, 38-caliber guns.

The searchlight beam revealed what to me appeared to be a large ship with a straight mast forward and a tripod mast aft. I was scared! I knew that our cruisers and battleships did not have this type of mast arrangement so it must be a Japanese ship. I could not understand why we did not immediately fire our guns and torpedoes and steam away at flank (maximum) speed. We did not fire. Thank God! Our captain knew what he was doing. It is very difficult to judge distance over water at night. What to me appeared to be a large ship at some distance from our ship was actually a small ship close to us. She was the USS *Navajo* (ATF 67), a U. S. Navy fleet (seagoing) tug with a displacement of 1270 tons, a length of 205 feet and a beam of 38.5 feet. The *Navajo* was later sunk in the South Pacific, but if it were not for the competence of our captain and the bridge crew, she could have been sunk by the *Macdonough*.

Motivation: Immediately after mooring alongside the *Dobbin* for the tender availability period, the *Macdonough* arranged for the *Dobbin*'s pipe shop to install new copper tubing in the condensate cooler. This was a shell and tube type heat exchanger in which the fresh water, distilled from seawater in the ship's evaporator, was cooled before being piped into the fresh water tanks.

The heat exchanger was round in shape, 6 to 8 feet long and about 16 to 18 inches in diameter. Consisting of copper tubes and bronze castings, it was very heavy. A chain fall (hoist) attached to the engine room overhead and a sling arrangement was used to hoist it out of its mounting brackets. Then another chain fall was attached to the sling and to the overhead but closer to the engine room hatch. The first chain fall was then loosened and the second chain fall tightened to move the heat exchanger horizontally until it was under the second chain fall. The first chain fall was then repositioned closer to the engine room hatch and the process of tightening one chain fall and loosening the other was repeated. As the heat exchanger was located at the after end of the engine room and the engine room hatch was at the forward end of the engine room, many repetitions of shifting chain falls were required to place the heat exchanger under the engine room hatch. A torpedo tube hoisting chain fall was used to hoist the heat exchanger out of the engine room and place it on a wheeled torpedo dolly. The heat exchanger on the dolly was then wheeled across four ships to the *Dobbin*. Special care was required when wheeling the torpedo dolly across the brow (gangplank) between ships. This was an extremely complex and time consuming task; about half a day was required to get the heat exchanger into *Dobbin*'s pipe shop.

At the start of the first attack, the chief machinist's mate in charge of the engine room realized that the heat exchanger had to be returned to the ship to permit distilling fresh water required for extended operation of the boilers and for the crew. Fortunately the re-tubing of the heat exchanger was completed. The chief, with about five of the huskiest from the engine room crew (M Division), picked up the heat exchanger in the *Dobbin*'s pipe shop and brought it back on the run. They did not slow down even when crossing the brows between ships (five brows). Fortunately they managed to get the heat exchanger aboard the *Macdonough* before the *Phelps* got underway and cast the *Macdonough* adrift. They did not slow down at the engine room hatch but somehow manhauled the heat exchanger down the ladder, across the engine room and placed it into its holding brackets.

Weeks later we still joked about what M Division personnel could accomplish when properly motivated.

An Enlisted Man's Battle: On December 7, 1941, the only commissioned officer onboard (the duty officer) was an ensign, the ship's communication officer. There was no engineering officer on board to direct the firing of the boilers from a cold start or to instigate a plan for expeditiously returning the condensate cooler (heat exchanger) from the *Dobbin.* There was no gunnery officer to unlock the ammunition ready lockers or to order local control of the 5-inch .38-caliber guns, ramming by hand and the manual setting of the projectile fuses. Also there was no deck officer to direct the damage control party engineers in the raising of the whaleboat. All of these critical decisions were made by enlisted men and carried out under the supervision of enlisted men. On the USS *Macdonough*, and probably on most other ships and stations in Pearl Harbor, December 7 was an enlisted man's battle.

Lee R. Warren, Fire Controlman 3rd Class
USS Macdonough *(DD 351)*

When the Japanese planes started to come in we went to General Quarters. Our motor whaleboat had left for the liberty landing to pick up some of our officers. They were all ashore. Some had the duty and were returning to the ship. The coxswain was Eddie Lee Smith; we had become good friends later on.

Coming back to the ship (DD 351) he had two officers on board. There were many men in the water. Eddie Lee's whaleboat picked up eight men, all from different ships. We had some from the *West Virginia* and one from the *Arizona*. They all came aboard with no clothes, no nothing and they had no place to go so they stayed on the *Macdonough*. They went with us to the South Pacific. I remember a Second Class Gunner's Mate from the *West Virginia*; he came into our gang. The others were put in other divisions.

Lewis D. Ellenburg, Seaman 1st Class (Fire Controlman Striker)
USS Macdonough *(DD 351)*

I was preparing to go to church services that were being held on another ship when the attack came. We had just finished breakfast and a group of us were standing on the quarterdeck ready to catch a boat to go to the other ship when all hell broke loose.

Suddenly there were many planes, and explosions, all around us. They all came at us at one time. At first we thought it was just another drill, but somehow this was different. There were large billows of smoke and loud noises, and we thought, "What is all this?!" We knew pretty soon that it was terribly, terribly real. Our ship's engines were off, so we had no power to control our gun turrets. My gun station was on a 5-inch, 38-caliber antiaircraft gun, No. 3. We manned the gun and began firing at the planes. I believe we hit one and knocked his wing off, because he crashed. After a while a gunner's mate named George Dunn relieved me from my battle station. I found out later that we were not even firing live ammunition. They were practice shells filled with sand, not explosives. It was like shooting squirrels with a .22-caliber rifle back home in the woods. You had to make a direct hit on something essential before it would do any good at all.

The Japanese planes came in low over the mountains right down over the water. They were so low they had to dodge our ships. You know, they were so close to me that I could see the smiles on the Japanese airmen's faces. I mean we are talking 35 or 40 feet.

As the explosions rocked the ship, the potato lockers came open and potatoes spilled over the deck. The guys on the deck were so frustrated they began to throw potatoes at the low-flying aircraft. The enemy must have thought the potatoes were hand grenades because they stopped flying so close to our ship.

It was pitch black dark in the engine room. The men were working with flashlights in their mouths so they could use both hands to work on the engines. As hard as it is to believe, some of the men worked so hard and so long that we had to pull the flashlights from their mouth for them because their jaws had locked. It took hours for us to float free and finally get our engines started so we could have the power to get out of the port.

The Second Destroyer Division

The four ships of the Second Destroyer Division were moored to Buoy x-14 in East Loch, Pearl Harbor (between Aiea and Pearl City) (Fig. 6–1). The USS *Monaghan* (DD 354) was designated the ready duty destroyer. She had steam up, no one was allowed to leave the ship and she was located on the outboard side of the nest. In the event of an emergency she had only to warm up her main engines, throw off her mooring lines to the USS *Dale* (DD 353) and get underway. At 7:51 A.M., December 7, 1941, the *Monaghan* was ordered to get underway to assist the USS *Ward* (DD 139) at the harbor entrance and was underway shortly before the Pearl Harbor attack at 7:58 A.M.

Aboard the USS *Farragut* (DD 349)

Japanese aircraft were observed at 7:58 A.M. When the general alarm sounded most of the crew regarded it as just another drill. Nobody got in a rush. The attitude was, "What the hell do they mean having drill on Sunday morning?" En route to their battle stations they observed three Japanese Zero aircraft on their starboard side. They were machine gunning the destroyers. The aircraft were so close the toothy grins of the pilots were evident. Fortunately no one was hit but the bullet hit the afterdeck house and started an electrical fire that was soon put out.[5] The aircraft were flying so low that some sailors claim to have seen someone throw a wrench at one of the aircraft and the gangway watch firing his .45-caliber pistol at a Japanese plane.[6]

There were no projectiles or powder cases in the ammunition ready lockers for the 5-inch, 38-caliber guns and there was no compressed air for ramming.[7]

On Gun 2 the ammunition hoist door was padlocked closed. This necessitated hand carrying projectiles and power cases from the Number 2 magazine. The ammunition handlers were required to:

1. Descend two decks to the main deck.
2. Descend one deck to the crew's messing compartments and pass through the two compartments.
3. Descend into the gyro compartment level.
4. Descend the ladder to the magazine hatch.

The magazine crew then would hand up a projectile and a powder case and with a projectile in one hand and a powder case in the other, the ammunition handler would retrace his steps (through six deck levels) to deliver this ammunition to the gun. The ammunition provided in this manner was not only for Gun 2 but also for Gun 3 as Gun 3 did not have its own magazine. This complex procedure had to be repeated several times before the padlock was broken with an axe and the magazine hoist placed in operation.[8]

The *Farragut* sailors observed the capsizing of the USS *Utah* after it was struck by aircraft launched torpedoes at the start of the attack. The USS *Utah* was not a combatant ship but an old, obsolete battleship converted into a target ship. Her decks were lined with timbers as protection against practice bombs. When capsized she was surrounded with floating timbers. The Japanese torpedo bombers must have believed that she was an aircraft carrier as she was in the berth that was occupied earlier that week by the aircraft carrier USS *Enterprise*.[9]

The *Farragut* was positioned (sandwiched in) between the *Dale* and the *Aylwin* and her guns could not fire to the side and there was always a danger of firing into the adjacent ship if the guns were trained too far to the side. Fortunately this did not happen. In addition to firing her 5-inch, 38-caliber guns The *Farragut*'s .50-caliber machine guns were in operation and one crew member stated, "I'm absolutely certain that we shot down the Jap plane but we never got credit for it since all 'kills' had to be confirmed one way or another and there were no other ships near us at that time nor was there anyone in authority on board the *Farragut* who witnessed our action."[10] However, the *Farragut* did fire (as did other ships) on our B–17 bombers that were flying from the states, thinking they were Japanese aircraft. Fortunately there were no hits.[11]

At about 8:45 A.M. the *Farragut* got underway and was strafed while proceeding out of the channel. One signalman was hit and the 24-inch searchlight was also hit and put out of commission.[12] Near Hospital Point a bomb just missed the *Farragut*; it hit the water about 30 or 40 feet from the starboard side and a piece of bomb fragment just missed the helmet of a Gun 3 crew member and put a sizable dent in the steel pipe that ran up the outside of the after stack. This crew member still has this hunk of jagged steel (about 5 inches by 2 inches) that had his number on it and missed.[13]

Later that night, with the ship at sea and the crew still at general quarters, but allowed to relax, a gun crew member was stretched out on the deck adjacent to Number 3 Gun when something hit him in the face. He also heard a "rat-tat-tat" sound like a machine gun. He looked around and saw that everything was quiet. He finally determined that what hit him in the face and the source of the noise was a flying fish flapping its wings on the deck a couple of feet away.[14]

Jewel E. McIntire, Fireman 1st Class USS Dale *(DD 353)*

The destroyer I was on was part of the Pacific Fleet. It was anchored in Pearl Harbor on December 7, 1941. I was on watch from 4 A.M. to 8 A.M. (watch means I operated the auxiliary boiler to make electricity for the ship). This was Sunday morning when most everyone was at leisure. I was relieved about 7:30 A.M. to go to the mess compartment for breakfast. Just as I finished eating (7:55 A.M.) the General Alarm (Battle Stations) sounded. At that time I headed for my battle station which was the Number 1 fire room. I had to come up to the main deck to go to the fire room. When I came on the main deck I heard a plane flying overhead. I looked up and saw a huge red ball on the wing. I immediately knew it was not a United States plane. From training I knew it was a Japanese plane. It was flying slowly by. It was so low that if I had a potato I could have thrown it and possibly hit it. Right then I knew the alarm was not just a training alarm. I went down the port side and my buddy Schnable (senior to me in the fire room) went down the starboard side. We arrived at the same time. I asked Schnable what we were to do. He replied, "Get out of here as quick as possible."

I asked, "Get out of the fire room or out of the harbor?"

Schnable said, "Get out of the harbor."

Then he said, "Put some fire in that boiler."

I said, "I can't because it is full of water."

He replied, "You take care of the fire and I will take care of the water."

With that he opened the valve and drained water into the bilges. Usually water is lowered by pumping the water overboard but time did not allow us to pump it overboard.

I fired the boiler (pumped crude oil, the source of power) and nineteen minutes later we were moving (got underway) which is unusual since normally it took 2 to 2½ hours to bring up steam slowly to get underway. We were fortunate in that our boilers were still warm since we had ready duty Saturday. Ready duty meant our boilers were steamed up ready to move out at a moment's notice.

As we got the ship underway the ship kind-a lurched. I thought we had backed into the buoy we were tied to. At that moment our Chief Petty Officer came into the fire room and I asked if we had backed into the buoy.

He said, "No we did not. That thud was a sixteen inch projectile the Japs dropped and went down into the mud beside the ship and did not explode (just about ten feet from where I stood)."

Normally we went out of the harbor at about 6 knots but this day we went out at full speed (some 20 miles per hour). On the way out we shot at Jap planes and were credited with shooting one or two down.

For safety of the harbor a mine net was spread across the entrance to prevent unauthorized ships from entering the harbor. Just as we got to the net it was opened and we were the first ship out of the harbor.

We went out to look for the Jap fleet that brought the Jap planes. We looked all day for the Jap fleet but did not find them. We went west looking and they were north of the islands.

In our rush out of the harbor the oil was not circulating well so we burned out a main bearing on the main propeller shaft on the port side. That left us with one good screw. When night came we laid-to, stopped, and took the bearing cap off to scrape the damaged part and smoothed out the surface which took almost all night.

We had fallen out of formation so that the *Dale* was reported sunk since we were under communication silence and could not report our whereabouts.

Next two days we were on patrol outside the harbor. Then we went back into the harbor to get our damaged bearing properly repaired and pick up remaining crew members. That is when we saw first hand all the ships sunk and the general devastation of the Japanese attack.

Emery W. Lundquist, Seaman 1st Class
USS Monaghan *(DD 354)*

I was a pointer on Gun 2. When I got to the gun the gun captain had already opened the ammo locker. He found two practice projectiles. One was a star shell and the other was a target shell. We had been on a short range firing a week before. He ordered two powder cases so that we could fire those. As I waited for the powder cans, three Jap planes were headed for us at 20 foot height. When they saw a bigger target (USS *Utah*) they dropped three torpedoes. I could see the cockpit dials of one plane. About that time the word was passed a submarine conning tower was spotted. By then we got the powder and loaded the gun. The sub filled my gunsight. When fire control said "fire" we both pulled the trigger together. Then we loaded the star shell and fired again. Records say we missed but when they raised the sub years later they found a target projectile. We were then too close to the sub so the captain (Burford) was going to ram it. Just before we rammed it, the sub fired two torpedoes at us, missing us by yards. When we rammed it we knocked it under the ship, we could hear it scraping the bottom and luckily it didn't hit our screws. We then dropped two depth charges going 8 knots. The ship lurched violently and some men were injured. Going out the channel planes were strafing and bombing Ford Island and all around us. We were one of the first ships out of the channel.

Frederick L. Costa, Fireman 2nd Class
USS Monaghan *(DD 354)*

December 7, 1941 I was on the quarterdeck early in the morning to get a boat to shore so that I would not be late for my date. Standing there talking to the OD we had no knowledge that we received orders to assist the *Ward*, which had sunk a submarine outside the harbor. As we stood there talking we heard engines of a low flying aircraft. Then we saw bombs being dropped on the *Utah* and they were real bombs. Then the alarm for General Quarters went off so I took off for the forward fire room and put the burners in the fireboxes and lit them off. Then went to the upper level to open the petcocks to bring the water level down to steaming level. However, Tackley came down the hatch and asked what I did. I told what I did and he released me to my battle station. Our guns started to fire and by 8:27 we were underway heading for the open sea. We got a message that a sub was in the entrance to the harbor. I saw the torpedo heading for our ship. It ran up the starboard side and it missed us completely. We then went ahead and rammed the sub and as we went over her we dropped depth charges and sunk her. Due to the shallow water when the depth charges went off they lifted our stern out of the water. Once out of the harbor we patrolled along the coast for about a week; we then returned to the harbor and tied up to a dock. A squad of marines lined up on the dock and stood guard. The skipper put a card table between the torpedoes and each crew member had to write a very short note home stating that we were OK. Envelopes were addressed and mailed home. After we took on supplies and fuel we then got underway.

Earl J. Bangert, Seaman 2nd Class
USS Monaghan *(DD 354)*

On the morning of 7 Dec. 1941, I was a Seaman Second Class, and was assigned to the messenger watch (0400–0800). So I was awake, and fully clothed in my best whites. As we had the “Ready Duty,” all the crew was aboard. The watch was uneventful. There was no premonition of anything being about to happen. I got off watch at approx. 0730, which was customary. I was relieved and went down to the mess deck for breakfast, I had hardly loaded my tray with hotcakes and fixings when the GQ alarm was sounded. Needless to say, I was kinda irked by this, since I had not had time to eat. I dropped my tray, and proceeded to my GQ station, which was as lookout on the Gun #2 deck, just below the bridge. We were tied up in a nest with the *Dale*, *Farragut*, and *Aylwin*, outboard since we had the Ready Duty.

When I came up on the main deck, I was surprised to see airplanes passing just astern of us, so close you could see the pilots in their cockpits, and they certainly weren't ours. They paid no attention to us, as they were focusing on bigger game, the battleships and cruisers gathered around Ford Island.

We got underway, and proceed to leave our moorings, going around Ford Island using the northern passage. We weren't making a whole lot of speed, maybe so as not to attract attention, I don't know. We came abreast of the *Utah*, which was already on her side. As we proceeded on, I, as port lookout, spotted a midget submarine off our port bow. Probably 1000 yards. It was surreal, since it had its torpedo tube out of the water, a couple of feet, and was coming right at us. As I was watching, the sub fired a torpedo right at us. The surreal part was due to the fact that the torpedo tube was at about a 45 degree angle and the "fish" appeared to leap out of the water. Some of the later conversations with people on the M say the "fish" went down the Stbd. side, but I remember it coming down the port side, since I was the port lookout. In any event, the torpedo passed by harmlessly, and kept going on a course towards Pearl City. Since we were on a course to do so, we veered off trying to ram the midget, but missed. But as we passed by, we dropped a 500 # depth charge. At the same time we proceeded to back down, the sub apparently was sunk by the concussion. Fortunately no damage was done to the M, and we proceed out of the harbor to join the other ships that managed to get out.

The day wound up with my "whites" (I still had them on from gangway watch) sufficiently greasy and dirty from handling ammo that I had to discard them. Come to think of it, I was never reimbursed for them, being a casualty of war.

Aboard the USS *Dobbin* (AD–3)

The destroyer tender (repair ship) USS *Dobbin* (AD–3) was obviously not a destroyer but the *Farragut*s spent so much in-port time alongside the *Dobbin* that the *Farragut* sailors considered the *Dobbin* sailors as family. On the day of the December 7, 1941, attack, the *Dobbin* had four *Farragut* class destroyers alongside and the USS *Phelps* (DD 360), the flagship of the First Destroyer Squadron. The *Dobbin* actively participated in the battle against the Japanese aircraft.

After the first attack the *Dobbin* sailors were convinced that it was the firepower of the five destroyers alongside that saved the *Dobbin.* The

Japanese aircraft that headed towards the *Dobbin* sought easier targets when they observed the concentrated gunfire of the destroyers.

One Japanese pilot, who intended to bomb the *Dobbin*, missed because of the concentrated gunfire of the destroyers. The bomb fell short of the *Dobbin*'s stern but the fragmentation killed three on the *Dobbin*. At that time the *Dobbin* had more than 250 depth charges and torpedo warheads plus other ammunition. Each depth charge and warhead contained 500 pounds of TNT. If that bomb had found its way to the magazine, probably no one would have survived.

After the attack, some *Dobbin* sailors were assigned to a burial detail. This was demoralizing duty; they had to bury arms, legs, heads, trunks and torn and twisted bodies. Tears were streaming and silence was maintained. Many of the burned bodies were not recognizable; some were identified only by their dog tags. The bodies had to be handled with great care to prevent the flesh from pulling off. Most were buried in mass graves with taps and a volley of rifle fire as their last salute.[15]

Reuben J. Kemper, Lieutenant Commander, *USS* Dobbin *(AD–3)*

On the weekend of the 7th, I did not have to work so I was at home with my wife, Eileen. I was reading the paper and listening to the radio when it was announced that Pearl Harbor was being attacked. That made me jump quickly to take a look. Sure enough there was the smoke and explosions. I immediately started back to my ship. The taxies loaded fast and drove to the scene of the action. They gave us a free ride. As we approached Pearl Harbor, some of the planes that had already dropped their bombs and torpedoes flew along the highway shooting their machine guns at the cars.

Jeffrey E. Parks,Pharmacist Mate 3rd Class *USS* Dobbin *(AD–3)*

One interesting item prior to 12/7, our commanding officer and his dog took a daily walk above Pearl Harbor. In September or October he never returned from his walk. Search parties (I was among them) never found him. I have never heard to this date any information regarding his loss.

On 12/7 I was reading the funny paper sitting on a bit on the fantail. Noticed a plane approaching from the Pearl City area. Commented and thinking it was one of our own until he dropped a torpedo and wing turned up red rising sun. Torpedo hit the USS *Raleigh*. Ship sounded fire and rescue. I ran to my battle station, which was the sick bay on the main deck.

General Quarters was then sounded. We had three near misses from the last attack (300#) and lost 3 men. Our 2 medical officers were at their residences in Honolulu. I attended one man that lost a leg, for loss of blood and shock. When our doctors returned, we lost this man. We also lost one of our crew that was sent to the *Pennsylvania* to fight fire.

Author's Comments

Readiness

On the ships at sea, ammunition was at the guns in ready lockers and two of the guns and the gun director were always manned. All boilers were in operation and both generators were supplying electrical power. At night it was darken ship and the depth charges were always manned. The ships were ready for war.

In Pearl Harbor, for many ships ammunition was not available at the guns and ready lockers; magazines and ammunition hoists were padlocked and the keys were not readily available. Some ships were receiving steam and electric power from adjacent ships that were not capable of supplying sufficient electric power to operate the guns and the fire control systems. Most officers were ashore for the weekend. The ships were not ready for war, yet it was common knowledge that the Japanese attacked a potential enemy without a declaration of war. On February 8, 1904, the Japanese conducted a surprise torpedo attack on the Russian fleet at its base in Port Arthur in Manchuria.[16]

At 6.53 A.M. on December 7, 1941, the USS *Ward* (DD 139) sent a message to Naval Headquarters: "We have attacked, fired upon and dropped depth charges on a submarine operating in defensive sea area."[17] Had this message resulted in alerting the ships in Pearl Harbor, ammunition would have been available at the guns, boilers would have been placed in operation supplying steam to generators, electric power would have been available for operation of the fully automated fire control system; watertight doors would have been closed and the ships' crews would have been at their general quarters stations.

Afterthoughts

1. If the Japanese were more aggressive and launched a third attack, they could have destroyed the Navy Yard, the Submarine Base and the Fuel Depot. We then would have been forced to fight the war out of continental U.S. ports instead of Pearl Harbor.

2. If our battleships managed to get to sea with our fighter aircraft destroyed at Hickam Field and Ford Island, they could have been sunk in deep water, like the HMS *Repulse* and HMS *Prince of Wales*.[18] This would have resulted in a greater loss of life and the ships would probably been unsalvageable.

3. If our aircraft carriers were in Pearl Harbor, they probably would have met the same fate as the battleships. There would not have been a Coral Sea battle nor the Battle of Midway.

Chapter 7

The South Pacific

The return to Pearl Harbor, just a few days after the December 7 attack was a devastating shock for all hands. It was then that we were able to observe the destruction of our battleships and the total devastation of the Naval Air Station on Ford Island. It was obvious to the officers and the enlisted men that it was going to be a long war. Somehow the statement, "The Golden Gate in '48" was formulated and we believed it! But the morale of all hands remained high. We would win the war against the Japanese but it was going to take a long time.

Battleship Sailors

The *Farragut* destroyers received some of the survivors from the battleships to bring the destroyers up to wartime complement and the destroyer sailors soon learned that their traditional stigma against battleship sailors was not warranted; it was just bravado type hype. The battleship sailors soon demonstrated that they were competent in their rate (they knew their job) and they soon learned to rapidly ascend and descend (ass- end-to) destroyer type ladders. They soon became destroyer sailors and their battleship past was no longer an issue.

New Armament

In the early part of the war the *Farragut* destroyers were rotated into the Mare Island Navy Yard for new armament to improve their close-in anti-aircraft capability (Fig. 7–1). Gun 3, the 5-inch, 38-caliber dual purpose gun located just aft of the after stack, was removed. On some of the *Farraguts* it was initially replaced with four 20-millimeter anti-aircraft guns; two on the port side and two on the starboard side. Ultimately, two 40 millimeter anti-aircraft guns were placed in this location. The 40 millimeter Bofors in range and stopping power were a major improvement over the 1.1 anti-aircraft machine gun that was available at the start of our entry into World War II.[1] The two forward .50-caliber machine guns were replaced with 20 millimeter anti-aircraft guns and another 20 millimeter was positioned just forward of and slightly below the bridge. The two mid-ship .50-calibers were removed and also the aftermast and the searchlight from the afterdeck house. Two 20 millimeters were located on the forward end of the afterdeck house, forward of Gun 4.

Depth charge mortars (K guns) were located on the main deck alongside the afterdeck house. These mortars fired a 300 pound depth charge to the side of the ship while the larger 600 pound depth charges were dropped from the depth charge racks at the stern.

The increased armament necessitated an increase in complement. Fold up pipe bunks were installed in the crew's messing compartments but some men were required to sleep in hammocks. Meals were already cafeteria style and served on metal mess trays. At meal time, the enlisted men would line up on the starboard side of the main deck at the break of the forecastle and were admitted into the mess deck as soon as space was available at a table. Unfortunately a sit-down mess with shipmates was no longer possible.

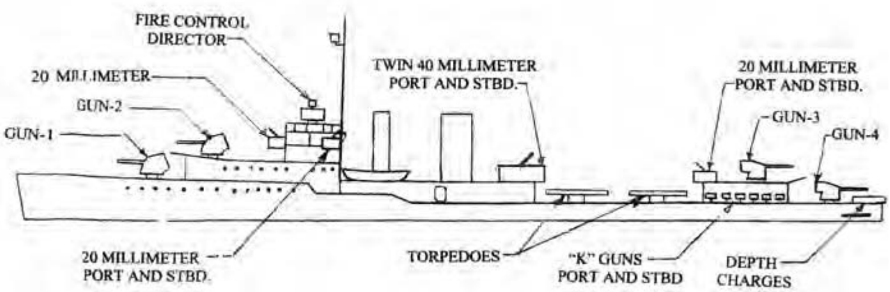


Figure 7-1. The final armament of *Farragut* class destroyers. In early 1942, Gun 3, the 5-inch, 38 caliber gun located aft of the after stack, was removed. On some of the ships it was initially replaced with four 20 millimeter anti-aircraft guns and later with two 40 millimeter guns. The .50 caliber machine guns were removed and replaced with 20 millimeters. K guns (depth charge mortars) were located on each side of the afterdeck house. The aftermast and searchlight, at the forward end of the afterdeck house, were removed. Shortly before the war, two of the ship's boats were removed.

The wooden forward mast was replaced with a steel mast, a surface search radar was installed and the crow's nest was removed.[2] Standing a lookout watch in the crow's nest was a unique adventure. During a high speed turn the ship would heel and looking down from the crow's nest, the lookout could see only water.

"You have not lived until you have stood watch in the crow's nest for two hours." This was the statement of a young seaman that served aboard the USS *Farragut* (DD 348). In order to relieve the watch it was necessary to wait for the earlier crow's nest watchstander to come down the ladder before his relief came up, as it was almost impossible to pass anyone on the ladder. The entry to the crow's nest was at the bottom. The hinged bottom had to be pushed up and after entering, the hinged bottom would be pushed down so the watchstander could then stand on it. This entering process was a tricky operation. A sound power phone was used to report any visible objects to the bridge. If the earlier watchstander were seasick, the new watchstander would be subjected to the smell and that often enough was enough to make one seasick.[3]

Hot and Humid

Initially the *Farraguts* operated in the South Pacific. The weather was always hot and humid. The engineers who stood watches in the hot fire rooms and engine room envied the signalmen who were always in the breeze and frequently managed to stand their watch on the shady side of the signal bridge. The air temperature in the engine room was usually hotter than in the fire rooms. The steam turbine powered blowers discharged a large volume of air into the fire rooms. The air then flowed through the burner air registers (openings) into the boiler furnace to provide the air required for the combustion of the fuel oil. The greater the speed at which the ship was steaming, the greater the firing rate (of the fuel oil) and the greater the volume of air that was circulated through the fire room. This high circulation of air resulted in a slightly lower fire room air temperature than in the engine room where the flow of ventilating air remained the same regardless of the ship's speed.

At that time it was believed that salt tablets should be taken frequently to replenish the salt lost when sweating. Salt tablet dispensers were located in the fire rooms and engine room and the watch-standers were urged to frequently take a salt tablet and they did. Immediately after being relieved of their watch, the engineers would frequently sit on the deck on the shady side of the midship superstructure to cool off, and wipe off the layers of salt that was deposited on their forehead and around their neck. Thus, it could be argued the engineers were the saltiest destroyer sailors.

Carrier Task Force Duty

As the *Farraguts,* and later built destroyers (except for the *Porter* class) were equipped with dual-purpose 5-inch, 38-caliber guns and an automated fire control system they were mostly assigned to aircraft carrier task forces. The dual purpose guns made a significant contribution against enemy aircraft but the primary mission of the destroyers was to provide an anti-submarine screen. When attacked by enemy horizontal bombers, the ships of the task force fired an umbrella barrage. This consisted of setting the projectile fuses to detonate the projectiles immediately ahead of the aircraft and the enemy bombers would fly into this field of fragmentation. Shortly after the start of the war the projectiles were replaced with proximity fuse projectiles. There was no need to set the fuse; a radio type device would automatically detonate the projectile when in close proximity to the target aircraft.

Maintaining station in an anti-submarine screen frequently required a sudden increase in speed followed by an immediate decrease in speed. When the aircraft carrier turned into the wind and increased speed to launch aircraft, the destroyer positioned on the outside of the turn had to suddenly increase speed (usually to over 30 knots) and when on station (at the proper relative position to the carrier) immediately decrease speed to the speed of the carrier. This sudden speed increase required that more burners of the boiler be rapidly placed in operation to supply more steam to the main engines. A reduction of speed necessitated quickly shutting down burners to prevent a sudden increase in steam pressure that would lift the boiler safety valves and allow steam to escape to the atmosphere (lifting safeties). On the *Farraguts* the two small boilers in the after fire room were end fired. The burners were located in the end of the boiler (Figure 7–2) and were readily accessible to the fireman at the burner station. The boilers in the forward fire room were larger and were side fired and the burners were much more difficult to get to. These boilers had fourteen burners, in two rows of seven burners, located at the side of the boiler (Figure 7–3). When an increase in speed was required, the fireman at this station had to rapidly cut in these burners by quickly moving along the side of the boiler, a difficult task if the ship were rolling in a seaway. Again when reducing speed the fireman was require to quickly shut down

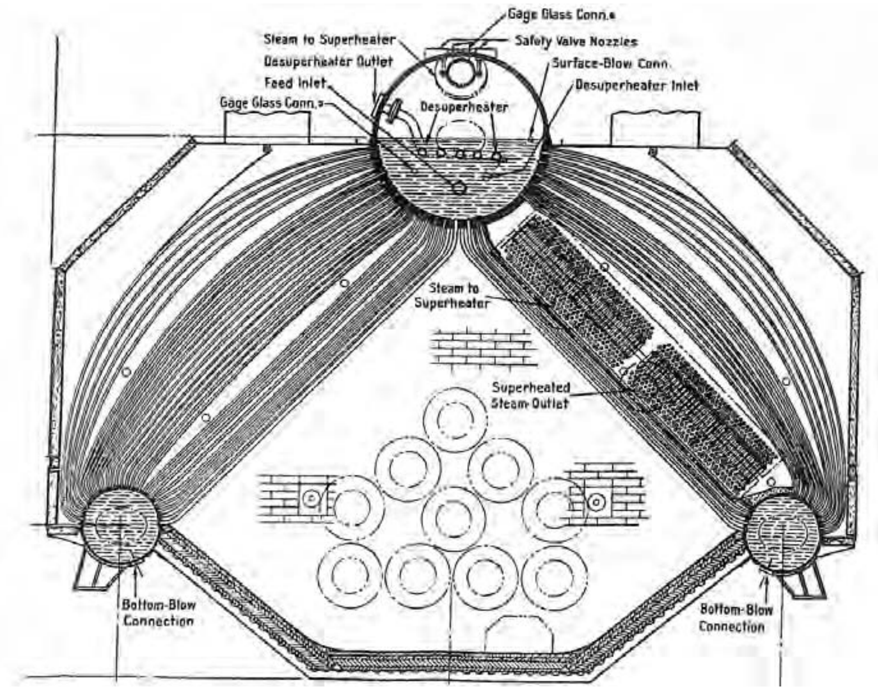


Figure 7.2. An end fired boiler. Two end fired boilers, positioned side by side (port and starboard), were located in the after fire room of the *Farragut* class destroyers. The ten burners located at one end of the boiler were readily accessible to the fireman at this burner station (*Naval Machinery*).

some of the burners. Rapid speed changes were a challenge and a hot workout for the fireman assigned to this station.

Task force duty required frequent refueling, about every third day. This was primarily the responsibility of the deck force. They had to handle the lines (ropes) that positioned the fuel hose over and into the fuel trunk. On the *Farraguts* the fuel trunk was on the main deck (on later built destroyers it was one deck higher) and in rough weather this area was frequently awash. The conning officer on the bridge had to be especially competent to keep the ship in the proper position alongside the ship delivering the oil and an experienced helmsman (usually a rated quartermaster) was at the helm. Refueling was mostly from a fleet oiler but sometimes from the carrier or even a cruiser. At that time only the U.S. Navy was capable of alongside refueling. When the end of the fuel hose is first hauled on board (1) the plug or cap had to be removed from the end of the hose, (2) the end of the hose then had to be inserted into the fuel trunk, and (3)

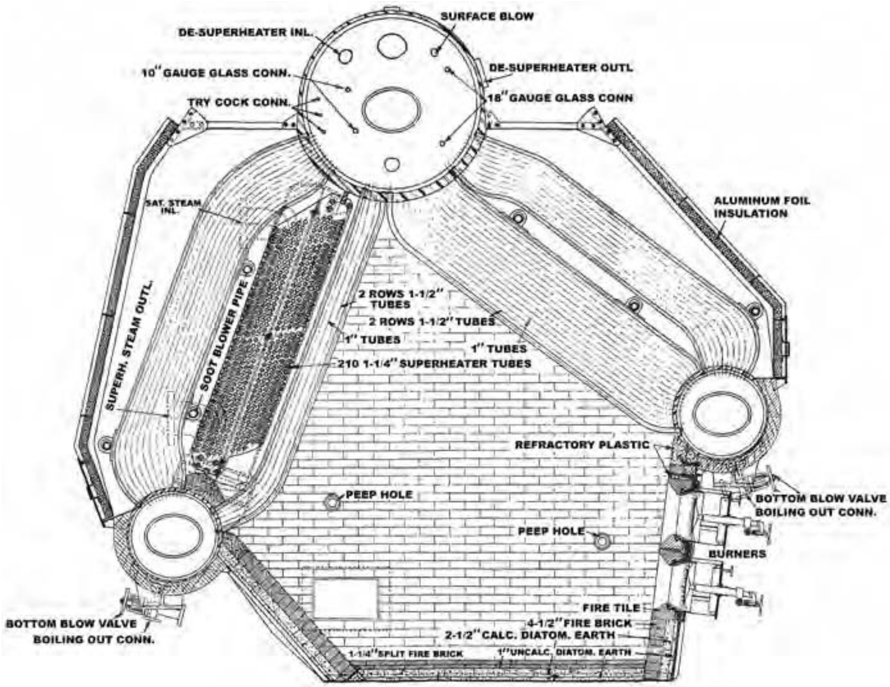


Figure 7-2. A side fired boiler. Two side fired boilers, positioned one forward of the other, were located in the forward fire room of the *Farragut* class destroyers. The fourteen burners were located at the side of the boiler in two horizontal rows of seven burners. The fireman at this burner station was required to move alongside the side of the boiler in order to cut out or cut in each burner. This was difficult to do when the ship was rolling violently from one side to the other (*Naval Machinery*).

the end of the fuel hose had to be tied down so that it would not pop out of the fuel trunk while fuel was being pumped through the hose. Until these three critical tasks were completed, the end of the hose presented a potential danger to any personnel in the vicinity. If one of the low hanging loops of fuel hose, extending from the delivering ship to the receiving ship, were hit by a wave, this could result in a rapid whip-like motion of the end of the hose. The hose end could strike anyone in the area causing severe physical damage or even knocking a man overboard. Experienced boatswain's mates were usually assigned to perform these three dangerous tasks; this was not a job for amateurs (Fig. 7–4). Underway refueling permitted our ships to remain at sea for extended periods without having to reduce speed to conserve fuel.[4]

Figure 7–4. A destroyer re-fueling from a fleet oiler. Only the U.S. Navy was capable of alongside fueling; the older refueling method, from a position astern of the delivery ship, was much slower. Underway refueling alongside permitted U.S. Navy ships to remain at sea for extended periods without having to reduce speed to conserve fuel.

Donald Barnier, Fire Controlman
First Class, USS Farragut *(DD 348)*

After we splashed a few (some say four) Jap torpedo planes and suffered a hole in our starboard side and a fire in the gun bosses' stateroom, we went alongside HMAS *Australia* to refuel. This calls for some neat ship handling while we steamed along on the alert for another air attack.

Everything went well—we got the hoses and the telephones over, and threw cigarettes to them and they threw plum pudding back to us—until our tanks were full. That's where our refueling phrases didn't jibe with theirs. Our oil king said something like, "OK I've topped off the tank. You can take a back suction."

Unfortunately the winch operator didn't watch the hoses as they do on our ships, he watches a signalman with two flags. Somehow the word "take a back suction" got misunderstood and the signalman raised his flag high. The winch operator opened his throttle wide while the hose was still tied to our ship. The hose was ripped into three long strips and oil was dumped all over our ship, the ocean and the other ship.

Our oil guys cursed and began mopping up the spilled oil. Not so on the Australia. First they called away a working party of four guys who came trotting out and fell in. Then while the oil soaked into the wood deck the working party was given a lecture before they went to work. That's what I noticed as the big difference between our navies. Foreign navies don't give the enlisted man credit for knowing anything. Our navy gives him some credit and allows him a little leeway.

An Unusual Fueling Incident

The USS *Farragut* experienced an unusual refueling incident; she was ordered to go alongside an anchored civilian tanker to take on fuel. Approaching the tanker, the signalman could not raise anyone and there was no one on the tanker's deck to take the *Farragut*'s mooring lines. By careful maneuvering the captain of the *Farragut* nudged the bow of the tanker with the *Farragut*'s bow and several seamen jumped aboard the tanker to handle the *Farragut*'s mooring lines.

After the *Farragut was* properly moored, Captain Hunter, the *Farragut*'s commanding officer, boarded the tanker with an armed boarding party and finally found all of the tanker's officers at dinner in their wardroom. The tanker's captain was irate to have his dinner interrupted and threatened to report Captain Hunter to Admiral Halsey. Captain Hunter replied that this incident was already reported to Admiral Halsey with the recommendation that the tanker's captain be relieved and immediately sent to Pearl for court-martial. The civilian officers then quickly left the dining table and expeditiously refueled the *Farragut*.[5]

Lewis Ellenburg Seaman 1st Class (Fire Controlman Striker)
USS Macdonough *(DD 351)*

Sometimes it got pretty discouraging out there sailing around looking for the enemy. I don't know how long I was out there, but I know it was a long time. We never knew where we were going. The Japanese knew about that too, and they did everything they could to discourage us some more. They liked to tell over the radio about how many ships they had sunk and how many airplanes they had shot down. One day they bragged about sinking the USS *Saratoga*. We happened to be patrolling alongside the *Saratoga* that day. I looked out and there she was, this big beautiful aircraft carrier. She was bombed later but they did not sink her. We got a big kick out of the Japanese propaganda; it was really inspiring us to go out and fight harder to hear all those lies.

Lieutenant Commander Butch O'Hare

The Navy's First Ace of World War II

A native of Chicago, the Chicago International Airport is named after him.

Lyle M. Koenig, Fireman 1st Class USS Aylwin *(DD 355)*

I was an eye witness to Butch O'Hare when he shot down five two motor bombers. The ship P.A. system said that these bombers resembled Amelia Earhart's plane. Many years later I saw her plane on T.V.; how true that statement was.

The Japs must have gotten hold of her plane. In 1937 the U.S. Navy spent a lot of money looking for her. The USS *Aylwin* took part in that search.

The Author's Experience

We just finished firing at a flight of Japanese bombers and I was winded. Whenever we got the commence fire buzzer and the gun captain yelled, "Load," my job as first loader was to:

1. Step on a pedal to release the projectile from the fuse pot.
2. Remove the projectile from the fuse pot.
3. Place the projectile in the loading tray ahead (above) of the powder case.
4. Throw both hands up high to signal the rammerman that it was OK to ram the projectile and powder case into the breech of the gun.

The breech block would then automatically slide up and the gun would immediately fire. When firing anti-aircraft the firing key (trigger) remained closed so that the gun would immediately fire as soon as the breech block was in its upper position. This was the procedure for firing anti-aircraft in the early part of the war. When the projectile was in the fuse pot, the tip of the projectile was automatically rotated to set the timing of the fuse. Later in the war we received projectiles with proximity fuses that would automatically detonate when in close proximity to the target aircraft and fuse setting was not necessary.

I would then immediately load another round. A well trained gun crew could fire 10 to 12 rounds a minute. The projectile weighed 54 pounds and this was hard work for the first loader, especially when the ship is at high speed (up to 30 knots).

I do not remember how many rounds we fired at the first wave of enemy bombers and I was just getting my breath back when word was passed over the announcing system, “Fire in Number Three magazine.”

Now I was not only winded but also scared. I knew that the magazines were located directly under the guns and I was on Gun 3. I could imagine my flying through the air still standing on my first loader platform when Number 3 magazine exploded. This thought lasted only a short moment because I remembered that Number 1 magazine was directly under Gun 1 and Number 2 magazine was under Gun 2. The after fire room was directly under Gun 3. There was no magazine under Gun 3 (the ammunition for Gun 3 was hand carried from the number 2 magazine hoist). Number 3 magazine was under Gun 4 located on the afterdeck house. Thus, I was no longer directly over a magazine that could explode momentarily due to the fire.

Then we got a “Commerce fire” and “Load” and while loading the projectile it dawned on me how stupid it was of me to be concerned about the location of Number 3 magazine. What possible difference did it make to me if the exploding magazine was directly below me or 30 to 40 feet farther aft.

Soon after the firing we learned that there was no fire in the Number 3 magazine; it was merely a sparking wire in the Number 3 magazine hoist. But after these many years I sometimes wake up at night after visualizing myself flying through the air standing on my first loader platform.

Friendly Fire

On 7 May 1942 twelve twin engine Japanese bombers launched torpedoes and strafed ships of our task force. Five torpedo bombers were shot down. Following this attack the task force was bombed by high level bombers, our B–17s. The bombs straddled the HMAS *Australia*; there was some minor damage from bomb shrapnel. These were Australian based B–17s. The admiral aboard the *Australia* stated, “Fortunately their bombing in comparison with that of the Japanese formation a few moments earlier was disgraceful.”[6]

James Benham, Ensign, USNR USS Farragut *(DD 348)*

After the Betty (Japanese bombers), our group was attacked by high-flying bombers. No hits but bombs dropped close. They were B–17s from MacArthur’s Air Force.

Plane Guard Duty

Periodically one of the destroyers was assigned plane guard duty. The destroyer so assigned would take station off the quarter (astern and to one side) of the carrier when she was recovering aircraft. The destroyer would lower a whaleboat to the rail (slightly above the level of the main deck) and a boat crew and a rescue team would remain in the whaleboat while aircraft were being recovered. A rated boatswain's mate was assigned as coxswain of the boat. In the event that an aircraft failed to make a proper landing on the carrier and ended up in the water, the destroyer would approach the downed aircraft, launch the whaleboat and hopefully the crew of the aircraft would be rescued.

Convoy Escort Duty

For the engineers, this duty was less demanding than screening aircraft carriers; speed changes were seldom (mostly steady steaming). Course changes were frequent; a zigzag course made it more difficult for a submarine to target a ship. Speed changes were, of course, required to pursue a submarine contact. In early 1942 the *Farragut* destroyers were frequently assigned to carrier task forces centered about the USS *Lexington* (CV 2) and the USS *Saratoga* (CV 3), the two popular pre-war aircraft carriers that were laid down as battle cruisers and converted into aircraft carriers prior to launching. After the *Lexington* was sunk (the Battle of the Coral Sea) and the *Saratoga* was damaged by a submarine launched torpedo, the *Farraguts* were often assigned to escorting transports, fleet oilers and merchant ships.

Mostly the *Farraguts* escorted transports to and from Guadalcanal. At Guadalcanal the destroyers were assigned to off-shore patrol and, at times, to shore bombardment. A Marine officer would report aboard to select targets that that the Marines wanted destroyed. The ship would steam parallel to the shore and fire upon the selected targets. Usually the ship was close to shore and word was passed that all hands should remain on the seaward side of the ship, as much as possible, in case of return fire, including small arms fire.

The Japanese frequently bombed the Marines' airstrip on Guadalcanal at eleven o'clock in the morning and one morning at that time there were aircraft in the air and explosions on the airstrip. Some of the ships fired and shot down an aircraft but the *Farraguts* did not fire. It was a friendly fire incident; the ships that fired shot down our own aircraft. It was the Marines that were setting off the explosions on the airstrip.

James Gilbert, Ensign, U.S.N. *USS* Macdonough *(DD 351)*

On September 18, 1942, during the Guadalcanal Campaign destroyers *Macdonough* and *Monssen* escorted six transports to the Lunga Roads Area. The transports carried the Marine 7th Regiment. These were the first major combat replacements and supplies to reach the beleaguered troops on Guadalcanal. At 0928 one of the landing craft from their transports brought Marine gunner Edward S. Rust from the beach to the *Macdonough* to direct gunfire from her 5-inch, 38 batteries at the Japanese troops which were entrenched around the areas our troops had secured. *Macdonough* continued firing while moving along the target area until 1252 having expended 200 rounds. During this landing operation one of our own SBD aircraft came in low over our ships. Flying erratically. It appeared to be in trouble trying to reach Henderson Field. Unfortunately some trigger-happy 20 millimeter gunner's mate opened fire on the SBD encouraging other ships in the task force to fire. The fate of the plane was unknown as it continued towards Henderson Field.

James Benham, Ensign, USNR, *USS* Farragut *(DD 348)*

After the *Saratoga* got torpedoed and headed back to Pearl for repair, the *Farragut* was sort of loose ended. Then after that terrible night battle where we lost so many of our cruisers, we were assigned to screen the *Portland* and take her to Australia for repairs. When we found her she was in sad shape. She had taken at least one, possibly two, torpedoes amidships, starboard side. She could make five knots.

We never thought how terrible it must have been for the crew that night to have their ship almost blown apart in the middle. We never gave [thought to] the many officers and men that died, or were badly wounded in that night battle, all we thought about was some shore leave in Sydney. We talked about how men were in short supply there and how the women would swarm all over us. Those thoughts and other managed to get us through those long midwatches.

Then one night we went to battle stations to the tune of the general alarm. It was raining, of course, and about 0230. Seems that the *Portland* had picked up a small radar contact about 20 miles out and wanted us to go out and investigate. She thought it was about the size of a submarine's conning tower.

So we dashed into the rain and slowed when we picked up the radar contact ourselves. I was staring at the black rain through the stereo rangefinder and saw a flash. I reported this and then the captain ordered the signalman to challenge the target on the 12 inch signal lantern. We braced for something incoming — nothing. I reported another flash. The skipper ordered the signalman to challenge him with the two foot signal light-nothing. Finally the skipper ordered to illuminate with three flood lights and there — well loaded down with a big catch — was a fishing boat. The fisherman was standing amidships waving an unlit lantern like mad.

At daylight the rain lifted and there, dead ahead, were the bluffs at the entrance to Sidney harbor. Oh the joy that went out all over the ship.

Then a harbor craft appeared and said, "OK, I got her" and with that, we turned around, said goodbye to those lucky bastards on the *Portland* and headed back to the war.

Aboard the USS *Macdonough* (DD 351)

From somewhere in the South Pacific combat area we got orders to escort a Norwegian freighter to Sydney, Australia. After many months in the Pacific this was the best possible news. We all knew that most of Australia's young men were fighting in North Africa and the Australian girls were man-hungry for American servicemen.

Liberty dress blues were removed from lockers and scrubbed in buckets of hot soapy water and then thoroughly rinsed. The collar piping (the three narrow white stripes) were scrubbed with a toothbrush, and if necessary bleached, to insure that there was no tinge of yellow that sometimes results when the piping comes in contact with the skin. The engine room was full of dress blues drying after the washing process. Shoes were shined to a mirror finish.

After the sparse Pacific Island liberties that consisted of a baseball game and sometimes two cans of beer sitting in the sun, we anticipated that Sydney would be the best possible liberty.

When we got within 50 miles of Sydney Harbor there was a British destroyer with orders to relieve us of our merchant ship. They would escort the ship into Sydney Harbor and we were ordered back to the war in the South Pacific.

I am sure that there was not a man on our ship that did not desire to fire a torpedo into that Limey destroyer!

Stateside Convoy Duty

Escorting ships from Hawaii to the states was the most desirable escort duty but it was frustrating. "Why couldn't those merchant ships steam faster?" All hands were anxious to get to that stateside liberty.

Depth Charge Attack

A submarine sonar contact was always scary. Although the destroyer was the attacking vessel, we could never be sure that the submarine was not also attacking us. When our depth charges detonated, they were some distance from our ship but the detonation sounded as though a gigantic sledgehammer struck the side of the ship. The floor plates in the engine room and the fire rooms would bounce up in their frames and frequently light bulbs would shatter. Some electric motor driven pumps were stopped by the impact and had to be restarted. It was a scary time!

Firefighting

Prior to our entry into World War II the subject of firefighting was basically ignored by the U.S. Navy. Firefighting was not even mentioned during recruit training and the only fire hose nozzle at the end of a fire hose was a convergent nozzle that emitted a solid stream of water for fighting solid combustible material fires but was useless for gasoline or oil fires.

During the Battle of the Coral Sea, the USS *Lexington* was hit by three bombs and at least two torpedoes. Originally the *Lexington* was built as a battle cruiser that included special anti torpedo bulges that minimized damage. After the battle temporary repairs were made and the fires were put out, but later gasoline fumes were somehow ignited and this resulted in a violent explosion and caused fires to be out of control and the USS *Lexington* was lost! The crew was not trained in firefighting and fog nozzles and portable fire pumps were not available.[7]

While the *Farraguts* were in the Mare Island Shipyard for new armament they were equipped with a new fire hose valve that could accept an applicator (pipe) with a spray nozzle attached to the other end. This nozzle (Rockwell) emitted a very fine spray of water that absorbed heat from the fire and flashed into steam that would smother a petroleum fire. Some of the enlisted men were sent to the firefighting school in the shipyard. The school instructors were civilian firefighters with experience in extinguishing (1) electrical fires, (2) gasoline and oil fires and (3) fires of solid inflammables (clothing, mattresses, and wood). This was an excellent school but at times scary! Fighting a gasoline fire from the leeward (downwind) side with two lengths of fire hose, spray nozzle and applicator, and a portable gasoline engine powered pump was the most demanding exercise. Another was one fire team spraying another team when it entered a smoke filled machinery space. Fighting bilge fires was another challenging drill. This outstanding school not only taught proper firefighting techniques but gave the men confidence in their firefighting equipment.

Earl Tappero, Fireman 1st Class, USS Dobbin *(AD–3)*

This was not a major engagement of the Pacific War, but its minor features **were** interesting.

A submarine raid in Sydney, Australia, might have worried the Allies considerably on that last night in May 1942. A pair of I-boats firing torpedoes and shells into Sydney Harbor would have been cause for genuine alarm. But a raid by two pint size midget submarines, that was something else! However, the Japanese had an egotistical talent for under-estimating the opposition. The two midget subs that were piggy-backed within range of Sydney Harbor were cut loose from their mother subs on the eve of May 31, 1942.

In Sydney Harbor that evening was the heavy cruiser *Chicago* along with the destroyer *Perkins*, both veterans of the Battle of the Coral Sea. Also the destroyer tender *Dobbin* that arrived two days earlier.

Chicago was moored at buoy 2 near the Australian Naval Station on Garden Island. *Perkins* was moored at Buoy 4. Most of the harbor was under blackout order.

At 2230 the harbor watch relayed a sudden submarine alarm. Alerted, the lookouts on the American ships strained their eyes, Soon a sharp eyed lookout on the *Chicago* sighted a ruffle of foam on the water 300 yards distant. The *Chicago* opened fire with her 5-inch and 1.1-inch guns, and the *Perkins* promptly got underway to screen *Chicago*. The periscope disappeared.

At 0300 a torpedo came ripping across the channel. The luminous wake passed close aboard the *Perkins*, whistled past the *Chicago* and struck a concrete wharf on Garden Island, demolishing a ferryboat with the blast. A second midget fired torpedo sped through the night and struck the shore but failed to explode.

At 0317 the *Perkins* and *Chicago* were headed seaward. Periscope sighted! The sub was so close the *Chicago* could not depress her guns to fire. The *Chicago* seemed to run right over the sub. It was gone in the cruiser's wake, perhaps to the bottom. The midget raid on Sydney was over.

At that hour the drive on Midway was under way and the Japanese forces were moving across the North Pacific

Sleep

Under way in a wartime zone meant that the ship was at general quarters at every sunrise and every sunset, the optimum time for an attack by enemy aircraft. In addition, at any time of the day or night the ship went to general quarters if there were a suspicion of a threat. Getting enough sleep was a perennial problem for most of the ship's company.

The 12-to-4 watchstanders had the toughest time. After being relieved of their watch at 4 A.M. they were called to morning general quarters, usually between 5 A.M. and 6 A.M. Morning general quarters could last from 30 minutes to an hour. Next was breakfast and, if general drills were not conducted that morning, the 12-to-4 watchstanders could hopefully get two to three hours sleep before the early noon meal and relieving the 8-to-12 watch early so that the 8-to-12 watchstanders could get to the mess deck before closing. The 12-to-4 watchstanders remained on watch until 4 P.M. and then usually had enough time for a shower before an early evening meal, followed by relieving the 4-to-8 watch for their evening meal. Next was evening general quarters and hopefully a few hours sleep before being awakened at 11:30 P.M. to relieve the watch at 11:45 P.M. Watches were always relieved 15 minutes early to allow ample time for the new watchstander to learn of any special instructions or conditions from the previous watchstander.

Fortunately the watches were rotated weekly. The 8-to-12 watch rotated into the 4-to-8 watch and the 4-to-8 watch into the 12-to-4 (mid) watch and this new group would be short of sleep for a week.

Daytime general drills also competed for off-watch sleep time. These drills were conducted frequently and were time consuming. They involved rigging casualty power electric cables, closing fire main cut off valves and rigging a fire hose jumper about a simulated ruptured fire main, rigging an electric submersible pump or a gasoline engine powered pump to pump out a flooded compartment and other damage control tasks. Gun crews were frequently required to practice loading the 5-inch, 38-caliber guns on the loading machine that was reputed to be the most dangerous gun on the ship because of the frequent bruised knuckles and smashed fingers.

The sleep that was available was not of the greatest quality. The forced air ventilation system was inadequate; it did not circulate enough air to provide a comfortable environment. The ventilation hatch had to remain closed when under way and the ventilation ports were welded shut before our entry into the war. The hot, humid air of the tropics plus the 100 or so sailors breathing into it resulted in a humidity that must have reached 100 percent. The sleep obtained was not completely restful in this atmosphere of hot, humid, stale and mostly stagnant air. The forced ventilation system was noisy but this was not a problem because everyone soon became used to the noise. If the noise from the ventilation system were to cease, this would signify that something was happening. A change in the ship's speed would also be noticed by the sleepers as well as a sudden change of the ship's course. Actually, the absence of an expected noise or motion of the ship would awake the sleepers.

Electrocution and Burial at Sea

Marvin E. Gunn, Fire Controlman 3rd Class,
USS Farragut *(DD 348)*

We were in the South Pacific and it was very hot in the enlisted men's quarters; in fact, many slept topside even near their battle stations. One torpedoman slept in the torpedo shack to avoid the heat and so that he could sleep without sweating. A good buddy of mine whom I had gone on liberty with in San Diego was trying to solve the problem. I had maintenance of the 40 millimeter gun directors and their electric drives. I had two electronic control boxes (tubes, etc.) and they were kept cool with small electric fans. I had spare parts which included two spare fan motors with blades. We discussed this and I decided to loan one of these to my friend, an electrician striker, to install by his bunk.

While installing it he was sweaty and got across the 117 V-AC which the *Farragut* maintained. He was shocked and passed out. Effort was made to bring him around but to no avail.

He was prepared for burial at sea since we were a long ways from any port. He was sewed in a hammock and a slide was rigged up from the boat deck. A 5 inch projectile was inserted at his feet to insure he would sink. A ceremony was performed on the boat deck and our skipper performed the eulogy. It was necessary but very sad since he was one of my best friends. I don't remember whether or not I ever got the spare parts motor and fan back. Nobody ever reprimanded me for loaning him the fan. When he was slid off the boat deck, port side, the ship was put in a left turn so he wouldn't be hit by a propeller.

The Food Shortage

During the early part of our entry into the war there was a shortage of food, and other supplies, aboard some of the ships operating in the South Pacific. This did not result in a condition of starvation but just about everyone lost considerable weight. It was not unusual for a close shipmate to sneak up behind a sailor, grab his dungaree trousers at knee level and yank his pants down to his ankles. This was considered entertainment!

Frequently breakfast consisted of two biscuits with fruit preserves and coffee, lunch was soup also with two biscuits and the main meal was in the evening and often consisted of rice (with some little black specs in it that were not investigated); meat was seldom served. When the ship refueled from a fleet oiler sometimes the sailors on the oiler would throw potatoes to the destroyer sailors. To catch one of these potatoes was a rich prize. It would be taken into the engine room and placed under a removable section of insulation against a steam pipe and soon there would be a feast for the sailor who caught the potato and his close shipmates. The baked potato would be carefully sliced to ensure that everyone got an equal share and the slices were then passed around. With a cup of coffee the slice of baked potato was considered a rare treat. Fortunately there was never a shortage of coffee.

Surprisingly the food shortage situation resulted in a unique culinary creation! One of the ship's cooks stuck his head into the machine shop (located just aft of the galley) and said, "Put on a pot (of coffee). I had some stuff left over from breakfast and made us a pie!" The cook was a frequent machine shop coffee drinker as the coffee made in the galley (for the enlisted men's mess) was the worst tasting coffee on the ship. A pie! An unusual and unanticipated treat! A new pot of coffee was brewed in a hurry. Finally the cook arrived with the pie. The top crust was golden brown and overflowed the edge of the circular pie tin. It was gorgeous! With great accuracy the pie was carefully cut into equal size slices to ensure that everyone in the group would obtain an equal share of this unexpected delicacy. The coffee was poured and when the first slice was lifted out of the pie tin all could see navy beans under the golden pie crust. "What, a Navy bean pie?" some one hollered And the cook replied, "I told you that the pie was made from leftovers and the only leftovers were navy beans." Every bite of this first, and probably only, exceptional culinary creation was eaten with great gusto and appreciation.

William B. Kingseed, Chief Commissary Steward, USN, Ret.

I even remember the navy bean pie.

Morale

Duty in the South Pacific was mostly lonesome and boring. It was always hot and the some old watchstanding, morning and evening general quarters, general drills and virtually nothing in the way of recreation. West of Pearl Harbor liberty was seldom possible as the ship was underway most of the time. When in one of the island anchorages liberty was sometimes granted and consisted of a baseball game on the beach and sometimes beer was available. Yet the morale of the enlisted men remained high, even after the loss of the USS *Lexington* (CV-2) and the torpedoing of the USS *Saratoga* (CV–3). We considered these two ships as part of our extended family and had an affection for these two pre-war aircraft carriers. We knew that it was going to be a long war but we were sure that we would win. Also, there was a chance for a transfer to the states as a crew member of a destroyer under construction. There were two incidents that could be considered somewhat demoralizing, but one was more humorous than demoralizing.

The training of recruits in boot camp was traditionally conducted by chief petty officers. After our entry into the war the rapid expansion of the navy required that these experienced chiefs be assigned to ships. To replace the chiefs assigned to training recruits, the navy enlisted college athletes, taught them to train recruits and gave them a rating of chief athletic specialist with the same rating badge as a chief boatswain's mate. This was a dire insult to all boatswain's mates and particularly chief boatswain's mates. These college boys that had never been to sea were wearing the same rating badge (crossed anchors) as the senior rating in the navy. If all the line officers on the ship were killed or incapacitated the chief boatswain's mate would be in command. Every time the chief athletic specialist rating came to the attention of a boatswain's mate, one could expect to hear loud and profane cussing.

The other incident occurred after the ship was about six months out of Pearl Harbor and over a year out of the states. The ship steamed into a South Pacific island anchorage and shortly after the mail was received on board a life size, colored poster appeared in the crew's quarters. This poster showed a gorgeous, well endowed, young girl in a tight sweater. She was dancing and her skirt swirled above her knees to display her curvaceous legs. At the bottom of the poster the caption stated in large letters, “BEWARE OF V.D.”

Why a V.D. warning at this time? The only liberty in the last few months was a brief baseball game with shipmates on an island atoll. It was many months since anyone saw a woman. Everyone wondered what brilliant branch of the Navy ordered this poster to be displayed at this time. It just called to our attention what we were missing. Finally some astute (philosopher type) added to the bottom of the poster, “YOU CAN’T GET IT THINKING ABOUT IT!”

When the ship steamed under the Golden Gate Bridge to enter San Francisco Bay morale, of course, was at the highest. Engineers on watch in the fire rooms and engine room were relieved so that they could come topside and see the bridge. At one time the ship steamed under the bridge flying a homeward bound pennant. This was a long narrow pennant stitched together by the boatswain’s mates. It was one foot long for each man on the ship and included one star for each officer. Traditionally a U.S. Navy ship is allowed to fly a homeward bound pennant when entering a stateside port after being overseas for over one year. Later the homeward bound pennant was cut into short sections and each officer and man received a section to keep as a souvenir.

Mail

Mail from home was a major morale factor. When the ship first entered a South Pacific anchorage and even before anchoring, the whaleboat was launched and dispatched to (hopefully) get the mail. Everyone topside kept an unofficial lookout for the return of the whaleboat. If mail sacks could be seen in the whaleboat, the word spread through the ship that there would be mail call. Mail from home was eagerly read and reread and the news from home was usually shared with close shipmates. But mail was not always available. The ship’s itinerary could be suddenly changed and the mail would end up in some other anchorage and then the mail would, in effect, chase the ship. Frequently letters were not received in the order that they were sent. Not everyone received mail on a regular basis. Some rarely received a letter from a distant relative or an old school chum. For this group mail call was not something to be exited about. Suddenly some of this group started to receive letters on a regular basis and they too anticipated mail call. How did this wonder happen? It was months later that this mystery was solved.

At that time enlistment in the U.S. Navy required the consent of a parent or guardian if the prospective enlistee was less than 21 years of age. Navy recruiting had a procedure formulated that consisted of a local municipal court automatically adopting those without parents or guardians and granting consent to enlist. This automatic adoption was, in many cases, without the enlistee's knowledge. After our entry into the war some kindhearted and thoughtful soul managed to learn the names of these enlistees, managed to learn their U.S. Navy mailing addresses and solicited civilians to write to them. Hopefully the originator(s) and participating correspondents managed to learn of the great success of this program and the enjoyment it provided to those who initially were not receiving mail. One correspondent was a retired school teacher from Santa Cruz, California; she wrote wonderful, interesting letters that were a great morale booster.

Christmas packages usually arrived late; sometimes weeks or even over a month late. Fruitcake was frequently reduced to crumbs. Hard salami seemed not to be affected. A sailor was lucky if one of his close shipmates was from Brooklyn and received hard salami in his Christmas package.

Pollywog to Shellback

A shellback is anyone who crossed the equator and completed the crossing the line initiation. The name originally (in the days of sail) was employed in a derogatory sense to indicate an old seaman that failed to advance ahead with the times and has been at sea so long that barnacles grow on his back.[8] A pollywog is anyone who has not yet crossed the line and been initiated. The initiation was conducted on the day that the ship crossed the equator and was an abbreviated ceremony as compared to an initiation conducted during peacetime. The ship remained at a wartime alert.

The initiation ceremony was conducted by the members of the ship's company that were shellbacks. Prior to the day that the ship was to cross the equator, the shellback boatswain's mates sewed a canvas tube that was about 30 inches long and 2 or 3 inches in diameter and closed at one end. The tube was stuffed with rags and called a shillelagh. Every shellback was issued a shillelagh and it was used to swat pollywogs starting at daybreak of the day that the ship was to cross the line until the pollywog completed his initiation. The pollywogs could be swatted for any reason or for no reason. The pollywogs soon learned that most of the swatting was by their closest shellback shipmates. The swatting was not severe enough to raise welts or cause serious pain; it was just an uncomfortable sensation. Lookouts and other watchstanders were exempt from the shillelagh attack while they were on watch. The shellbacks had the authority to order the pollywogs to perform unpleasant tasks such as scrubbing the deck with a toothbrush.

The initiation ceremony was conducted in the late afternoon and was under the direction of King Neptune, the oldest shellback on the ship. King Neptune's court usually consisted of the Royal Baby (the fattest shellback), the Royal Barber and Davy Jones who would bring each pollywog before King Neptune and recite against the individual (he eats too much, he is too tall, he is too good looking, etc.). King Neptune could specify a particular task for the pollywog prior to his initiation. An officer that was not a favorite of the crew could be ordered to shift into long woolen underwear and stand in the sun and keep a sharp lookout for the equator. The initiation consisted of tasting the Royal Baby's bottle (some horrible tasting liquid) and kissing the Royal Baby's belly. The pollywog was then seated on a special chair for his haircut. The Royal Barber applied grease to the pollywog's hair and then cut it as short as possible, in spots, with a large pair of shears. Because of wartime conditions there was no pool in which to dunk the pollywogs but they were thoroughly soaked, several times, with a fire hose. After the haircut an electric current was conducted to the chair causing the pollywog to sense an electric shock that resulted in his jumping up and off the chair. The pollywog was now a shellback.

On the USS *Macdonough*, there was one pollywog that somehow managed to escape the haircut portion of his initiation. He was very vain about his hair and moustache. He wore his hair longer than required and had long sideburns, Somehow the shellbacks did not seem concerned about this. The rest of us pollywogs who suffered through the haircut questioned the shellbacks about their lack of concern and the only answer we got was, "Don't worry about it." Months later the ship was convoying merchant ships to the states. The night before entering San Francisco Bay, the shellbacks captured this no-haircut pollywog, cut off all of his hair and shaved off one sideburn and half of his moustache.

Author's Experience

The enlisted men's sleeping compartment was always noisy. The ventilation system always made a high velocity air noise and we always heard the hum of the constant speed steam turbines that drove the electric generator that were located just forward of the bulkhead that separated the engine room from the engineer's sleeping compartment. These were constant noises that we were used to; the absence of either one of these noises would wake us immediately as this would be an indication that something unexpected was happening.We could also hear the hum of the main engine turbines. When the main engines would suddenly speed up or slow down, this could also wake us.

One morning it was not the absence of noise or a speed change that suddenly woke me! My entire bunk was vibrating violently. The vibration lasted for probably less than a minute but I was awake as this unusual sensation was scary. With my dungarees, lifejacket and shoes in my hands I immediately ran topside to see what was happening. The first thing I noticed was a strange sweet smelling odor, then I saw a whale not far from the ship. We hit a whale! The vibration must have been caused by our port screw cutting onto the blubber of the whale; the odor must have been due to the cuts in the poor whale's blubber. The port screw was knocked out of balance that resulted in a constant vibration. We had to go into dry dock to have the screw replaced.

Many years later I was living in California and one morning I awoke because my bed was vibrating. My first thought was, "My God! We hit another whale!" No, it was only a California earthquake.

Steaming at Thirty Knots

The *Farragut* class destroyers were designed and built as prototypes for destroyers to be built later. Some of them had features that were not included on the other *Farraguts.* This resulted some of the ships having a displacement different from the other ships of this class; the displacement varied from 1345 tons to 1450 tons although they were commonly referred to as 1500 ton destroyers. They had a beam of only 34 feet, a mean draft of 8.0 to 8.75 feet and a maximum draft of 15 feet.[9] This narrow beam and relatively shallow draft resulted in a rough ride even in a moderate seaway. At a speed approaching 30 knots (nautical miles per hour) it was comparable to riding a roller coaster. It was not possible to take a leisurely stroll along the main deck. Everyone was required to hold on as the ship was bouncing, shaking, pitching and rolling. This was less so on later destroyers as they were larger and heavier ships; the World War II *Fletcher* class destroyers had a displacement of 2050 tons, a beam of 39.5 feet, a mean draft of 12,25 feet and a maximum draft of 18 feet.[10] They were substantially larger ships than the *Farraguts.*

When operating with an aircraft carrier task force, the destroyers were stationed about the carrier, and other large ships, to provide an anti-submarine screen. When the aircraft carrier would change course to turn into the wind and speed up to launch or retrieve aircraft, the destroyers positioned towards the outside of the turn were required to immediately increase speed to maintain their proper position relative to the aircraft carrier. The *Farragut* destroyers had a listed maximum speed of 36.5 knots (although the maximum trial speed was 41 knots)[11] but normally did not require exceeding 30 knots to regain their proper station in the submarine screen.

At this high speed the engine room noise level was substantially increased as the main engine turbines were required to rotate at a greater number of revolutions per minute. This resulted in a loud, high pitched hum that could be heard throughout the after crew's berthing compartments.

The fire rooms became much noisier because the forced draft blowers were required to operate at a much higher number of revolutions per minute to provide the increase in air required for the increase in the combustion rate. The *Worden*'s forced draft blowers did not include a sound deadening provision and when approaching 30 knots the ship was actually a floating siren.

Perhaps the most dramatic effect of the high speed was observed at the ship's stern. At high speed the wake, the water that normally flows away from the stern, was directed in a somewhat upward direction to create a rooster tail wake. Standing all the way aft on the fantail, between the depth charge racks, the vertical flow of water created somewhat of a hypnotic effect that made one feel that if he could just get slightly further aft he could reach out and touch the rooster tail wake.

Chapter 8

The Aleutians

After installation of a steam heating system on the depth charge racks and the torpedo tubes in early 1943, the *Farraguts* were sent to the Aleutians. This was the most miserable duty. It was so cold that the telephone talkers would tape down the button on their sound powered phone so they would not have to take their hand out of their pocket to talk on the phone.[1] The fog was so thick that at times it was not possible to see the bow of the ship from the bridge.[2] You could not tell if it was day or night; it made no difference as visibility was zero.[3] The seas were exceptionally rough and the water was very cold. One of the *Farraguts* had a man washed overboard; he was not recovered.[4] The cruiser *Indianapolis* lost a man overboard that was recovered but he was already dead from exposure to the frigid water.[5] Even some of the old salts were seasick. The most junior man of the bridge watch was the bridge messenger. He usually was a seaman second class that just came aboard with the last draft from boot camp. But the word throughout the ship was that the messenger of the bridge watch and the captain would bump heads over the bridge puke bucket. Rank had no privilege when seasickness forced access to the puke bucket.

Foul weather jackets and overshoes (called arctics) were issued to all hands. The top side watchstanders were supplied with face masks and helmets. The engineers had the best of it; the fire rooms and engine room were warm and comfortable but the signalmen, lookouts and other top side watchstanders were constantly in the wind and the cold, wet weather.

The only liberty was in Adak Harbor, on Adak Island in the Aleutian chain, and this was seldom; but it was possible to get a few beers and take a walk on the tundra that extends as far as the eye can see. There were no trees on the island. The tundra was not solid ground but more like a marsh; at every step your foot would sink down. It was like walking on a sponge or mattress.[6]

The local name for the exceptionally strong wind that would blow periodically was willowas and it could reach a velocity of 100 knots[7] and often caused the ships in Adak Harbor to drag anchor.[8] The *Farraguts* were seldom at anchor; mostly they were underway escorting transports and other larger ships.

The Loss of the USS Worden *(DD 352)*

In January 1943 the *Worden* escorted the USS *Arthur Middleton* (AP 65) as that transport delivered an army security unit to Constantine Harbor, Amchitka Island. This was a rock edged, poorly charted harbor and when departing an unpredictable strong current swept the *Worden* onto a rock pinnacle that pierced her hull and flooded the engine room, causing a loss of all power and propulsion. The USS *Dewey* (DD 249) attempted to tow the *Worden* of off the pinnacle but the tow line parted and the heavy seas drove the *Worden* on to the rocky lee shore. The *Worden* broached and began to break up in the surf. Abandon ship was ordered and boats from the *Arthur Middleton* picked up the survivors. Fourteen men were lost in this disaster.[9]

George R. Hatton, Seaman, 2nd Class
USS Worden *(DD 352)*

The W*orden* was ordered to escort the USS *Arthur Middleton*, A.P. 65, that was to deliver Lieutenant Colonel Verbeck's Army scouts to Constantine Harbor, island of Amchitka. Seas were too rough on January 10, 1943, so the Scouts were not landed that day. We returned next day, January 11, 1943, as we were ordered to "carry out the plan at all costs." The Scouts were delivered (put ashore) on rubber rafts. Exiting the harbor at flank speed, the ship (the *Worden*) hit a submerged reef in the vicinity of the engine room. Towing the ship by the USS *Dewey*, D.D., was unsuccessful, the hawser parted. The ship began to break up on the reef. "Abandon Ship" was sounded; we were to be rescued by Higgins boats from the *Arthur Middleton*. Aboard the *Middleton*, I rushed to the sick bay, off clothes-stripped, and was informed that my hands and feet may be frostbitten. My concern was more involved with the little black thing between my legs but I was informed by a medic, "Don't worry sailor, we haven't lost one yet." THANK YOU, GOD!

Edward Kane Jr., Watertender 1st Class
USS Worden *(DD 352)*

When the *Worden* hit the reef outside Constantine Harbor, on January 12, 1943, I was in the forward fire room. After "ABANDON SHIP" was sounded I put on my life jacket and went up to the main deck. I then held tightly on to the top wire of the lifeline waiting to jump into one of the rescue boats. The waves breaking against the ship were huge and prevented the rescue boat from remaining alongside of the ship. Just as I was ready to jump into the boat, a wave would force the boat away from the ship. After holding on to the lifeline for about twenty minutes, waiting for an opportunity to jump into a boat, the force of the wave just knocked the life out of me and the next thing I knew I was washed overboard.

I don't know how long I was in the icy water of about 34 degrees F. when I heard one of my shipmates that was in the rescue boats. He yelled, "Come on Ed. I got your blues." He was referring to my tailor made blues which I cherished. I then managed to get over to the rescue boat and was pulled aboard.

Later I was told that some of our newer crew members did not receive adequate instruction in swimming while in boot camp and were afraid of the water. They panicked and tied themselves to a gun mount to keep from being washed overboard by the waves. When the ship capsized they were lost.

The Battle of the Komandorski Islands

In March of 1943 two of the *Farraguts*, the USS *Dale* (DD 353) and the USS *Monaghan* (DD 354) and two other destroyers screened our two cruisers, the USS *Richmond* (CL–9) and the USS *Salt Lake City* (CA 25), when they encountered a larger Japanese force that was running reinforcements into Attu. This was a daytime gunfire action and the Japanese launched torpedoes but made no hits. The *Salt Lake City* scored hits on both of the Japanese heavy cruisers and the small U.S. Navy force drove off the Japanese ships although the *Salt Lake City* did take some gunfire hits. In this action the *Monaghan* fired 235 rounds of 5-inch, 38 ammunition and the *Dale* 728 rounds.[10]

Attu and Kiska

The Japanese occupied the Aleutian Islands of Attu and Kiska on June 7, 1942. This was the first time that Japanese troops occupied American soil. In the United States this was considered as a possible spearhead of an invasion of the Pacific Northwest.[11]

After repeated bombing of Attu and Kiska by our aircraft, our liberation force, which included the *Farragut* destroyers, departed Cold Bay on the Alaska Peninsula on May 4, 1943. Steaming in a dense fog, the USS *Sicard* (DM 21) (a converted four-stack destroyer) collided with the USS *Macdonough*. Fortunately no one was killed or injured but the invasion plans had to be altered as the *Sicard* was to be the control vessel for the landing and the *Macdonough* was scheduled for a special fire control mission

Later in 1943 most of the *Farraguts* participated in the invasion of Kiska and Attu. After a shore bombardment and landing our troops it was discovered that the Japanese had abandoned Kiska and Attu several days before the invasion.[12] The pre-war battleships *Mississippi, New Mexico, Nevada* and *Pennsylvania* were active in this campaign and the *Farragut* destroyers were involved in shore bombardments and anti-submarine patrols. The USS *Monaghan* drove a Japanese submarine ashore[13] and USS *Farragut* (DD 348) dropped depth charges on a Japanese submarine and later sank the surfaced submarine with gunfire.[14]

In general, the entire Aleutian period was not only physically demanding but also emotionally depressing for the enlisted men and probably also the officers. During this tour of Aleutian duty there was one suicide on one of the *Farragut* destroyers—oddly enough on the fourth of July. This enlisted man acquired a .45-caliber pistol, put it to his head and pulled the trigger before anyone could utter a word.[15]

The Sicard-Macdonough Collision

In May 1943 the Kiska invasion force was underway and on the 10th of May, in heavy fog, the four-stack destroyer USS *Sicard* (DM 21), converted into a minesweeper, collided with the USS *Macdonough*. The bow of the *Sicard* struck the port side of the *Macdonough* at the engine room–after fire room bulkhead. This could have resulted in a disaster with loss of life but the *Macdonough* must have had an exceptionally hard working guardian angel.

A main steam stop is a very large valve built into a heavy steel casting. On the *Macdonough* the port main steam stop was located on the engine room side of the engine room–after fire room bulkhead and was positioned high, just under the main deck. High pressure superheated steam from the forward fire room and from the after fire room entered this valve and then flowed to the throttle of the port main engine (Figure 8–1). The *Macdonough*'s guardian angel arranged for the bow of the *Sicard* to strike the *Macdonough* at the exact location of this port steam stop

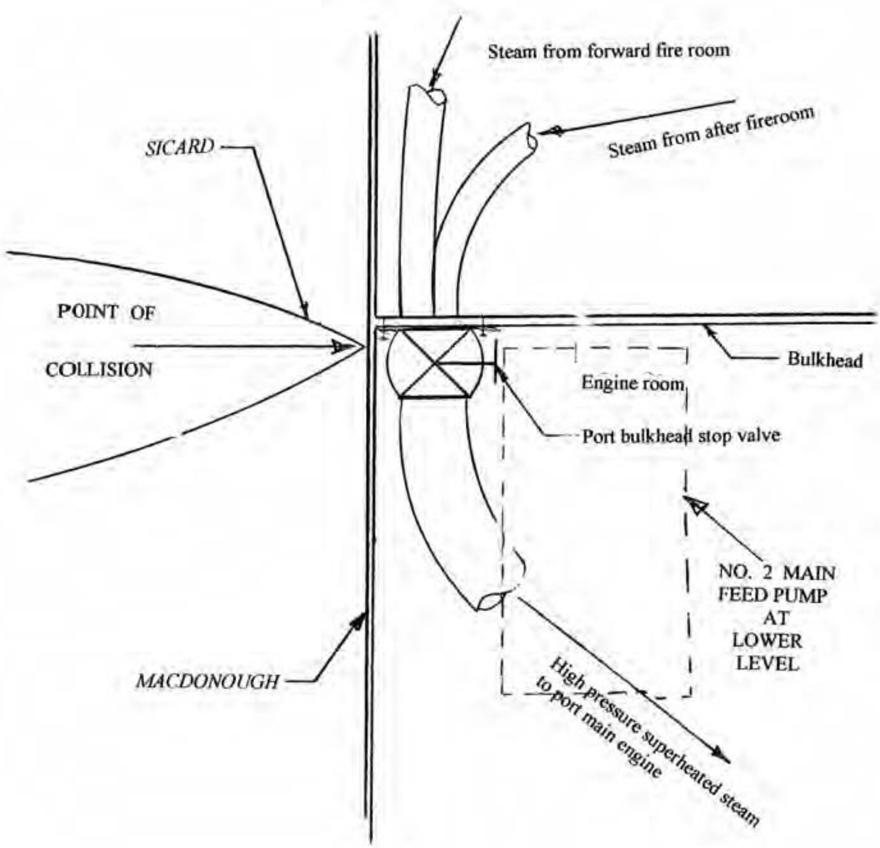


Figure 8–1. The point of collision, USS *Sicard* (DM-2) and USS *Macdonough* (DD 351). The actual point of collision was at the exact location of the port bulkhead stop valve, a large heavy casting that was rigidly attached to the engine room–after fire room bulkhead. If the point of collision had been slightly forward or slightly aft of this point, the bow of the *Sicard* would probably have parted one or more of the high pressure superheated steam lines.

valve. If the point of impact were just slightly forward or just slightly aft of this heavy steel casting, one or more of these steam lines could have been parted. This would have resulted in the high pressure superheated steam killing the engine room watchstanders and probably also the after fire room watchstanders. Fortunately the steam lines were not damaged. The engine room and fire room watchstanders managed to escape the flooded fire room and engine room; they were very wet and cold but not injured.

The collision resulted in complete flooding of the after fire room, the engine room and the shaft alley (a compartment located aft of the engine room and below the crew's berthing compartment). The *Macdonough* was completely without propulsion and without electric power as both generators were in the engine room and were under water. There was no emergency diesel engine powered generator on the *Farragut* class destroyers.

The *Sicard* towed the *Macdonough* to Adak, Alaska, and alongside the destroyer tender USS *Blackhawk* (AD 9). The *Blackhawk*'s repair department build a wooden cofferdam, positioned it over the damaged side of the *Macdonough,* pumped all the water out of the flooded compartments and then welded steel plates and reinforcing over the opening and then removed the cofferdam. This was a major accomplishment for the *Blackhawk* repair department and involved underwater welding in the ice cold water. The *Macdonough*, with only a skeleton crew aboard, was then towed by a fleet oiler to the Mare Island Navy Yard for permanent repairs.

This was a slow (6 knots), tedious trip. One of the forward fire room boilers was in operation to provide heat and steam for the galley. The *Blackhawk* provided a gasoline powered generator that supplied limited electric power. Bucket baths, with the water heated by a steam hose, were the order of the day. The engineers of the skeleton crew had only to fire the boiler, periodically refuel the generator and stand watch on the patch in the hull to ensure that it remained watertight. A long, boring boat ride.

The Author's Experience

The morning that we were to get under way from Cold Bay, Alaska, for the Kiska invasion, I had the lighting-off watch in the engine room. My responsibility was the lower level of the engine room; the chief of the watch (a chief petty officer machinist's mate) was on the upper level where he could directly supervise the two throttlemen (who operated the throttles for the port and starboard engines). My job was to place into operation the main circulating pumps, the condensate pumps, the condenser air ejectors and make the necessary adjustments to permit the operation of the main engines. My assistant was a fireman that was directly responsible for the main engine lubricating oil pumps.

When I first arrived at the lower level of the engine room I was surprised that the Number 2 (port) boiler main feed pump was in operation. The boiler main feed pumps are large pumps that deliver high pressure water to the boilers in the fire rooms. This ship had two main boiler feed pumps; Number 1 was located on the starboard side of the engine room all the way forward, just aft of the engine room — after fire room bulkhead. The Number 2 boiler main feed pump was in a comparable location but on the port side. Each feed pump had sufficient capacity to supply ample feed water to all four boilers in both fire rooms; only one boiler feed pump was required to be operating when all four boilers were steaming (in operation).

My surprise at the operation of Number 2 (port) main feed pump was that I knew that this pump had more operating hours since overhaul than Number 1 (starboard) main boiler feed pump, and the policy of our engineering department was to equalize the operating hours on all pumps when possible. I asked the chief of the watch if he wanted me to switch pumps. He said that he did not care and that I could switch pumps if I wanted to. Switching pumps required some extra effort but I warmed up Number 1 (starboard), lined up the necessary valves, switched operation from Number 2 (port) to Number 1 (starboard), secured Number 2 (port) and made the necessary log entry.

Several days later I was on watch when the collision occurred. The Number 1 (starboard) boiler main feed pump was still in operation and I was standing between the pump and the starboard side of the ship. Had I not shifted pumps when I had the lighting-off watch I would have been between the Number 2 (port) pump and the port side of the ship, almost the exact point of the collision. My guardian angel must have been working overtime during my lighting-off watch.

At the time of the collision I heard a very loud noise and the sound of the water rushing into the engine room. The ship suddenly rolled to starboard and I was almost thrown into the bilges but I managed to grab the handrail at the starboard side of the Number 1 (starboard) pump. I thought that we were hit by a torpedo but for some reason it had not yet detonated. I worked my way towards the center of the engine room against the flow of incoming sea water to ask the chief if he wanted me to attempt pumping out the sea water with the condenser circulating pumps that can be utilized (by closing and opening large valves) to pump water out of the bilges. By the time I got to the ladder at the center of the engine room I was chest deep in water and realized that if I did not climb the ladder, I would soon be under water and time did not permit lining up the valves to attempt pumping out the water with the circulating pumps. Also, I could see that the two throttlemen and the chief were abandoning the engine room by climbing the ladder to the main deck. I was worried about my fireman assistant who was at the lubricating oil pumps, towards the after end of the engine room, but as I was almost under water I was not in a position to search for him. After I got to the main deck I was relieved to learn that he safely abandoned the engine room through the after engine room hatch.

The ship then went to general quarters and I immediately reported to my repair party battle station. Next I was ordered to inspect the shaft alley for possible flooding. After opening the shaft alley hatch it was obvious that the shaft alley was gradually flooding. The packing glands about the main shaft were not preventing the flow of water from the engine room into the shaft alley. I and other members of the repair party installed vertical shoring timbers at the top of the shaft alley hatch to prevent the rising water level in the shaft alley from forcing the hatch open and extend flooding into the after crew's living compartment. After this task was completed, about one half hour after the time of collision, someone told me that I had best get into some dry clothes. I did not even realize that I was soaking wet with the freezing temperature sea water.

Chapter 9

The Central Pacific and the Typhoon of December 1944

In 1944 the remaining seven *Farragut* destroyers operated mostly in the Central Pacific. They were usually assigned to fast carrier task forces, screened fleet oilers that refueled the carrier task groups and escorted attack transports to invasion sites. This usually involved shore bombardment and off-shore anti-submarine patrol. They participated in virtually all of the island-hopping campaigns and the names of Rabaul, Makin, Truk, Rota, Marshalls, Gilberts, Saipan, Tinian, Guam, Iwo Jima, and Luzon, were familiar to all *Farragut* sailors. Towards the end of the war, the *Farraguts* mostly escorted fleet oilers from the base at Ulithi to the Okinawa area and to the coast of Japan to supply the carrier task forces that were conducting air raids on Japan proper.

Actually the daily routine in the Central Pacific was comparable to the South Pacific duty, except that food was plentiful, mail delivery was improved and movies were sometimes shown on the fantail when the ship was not in an actual combat zone. Swim call was at times authorized; riflemen were stationed to fire upon sharks (fortunately this was not necessary). The men would dive from the ship, some from as high as the wings of the bridge, swim alongside of the ship and climb a Jacob's ladder to get back on board.[1] However, ample sleep when underway was an unachievable luxury for most watchstanders and there were some new and unusual experiences.

The *Farragut* destroyers were assigned to protect our UDT (underwater demolition teams) from Japanese machine gun fire. The ships would steam parallel to the shore and fire 20 millimeter guns over the heads of our UDT swimmers into the Japanese machine gun emplacements on the shore.[2] This kept the Japanese pinned down and unable to fire on our UDT teams that were blowing up reefs and other underwater obstructions to provide a clear path for our landing craft for the beachhead invasion.

The destruction of floating mines was the responsibility of escorting destroyers. Lookouts were instructed to keep a sharp watch for floating mines, and in some areas they were plentiful. When a mine was spotted it was to be sunk or exploded. Initially this was attempted with rifle fire, but this proved to be ineffective. The 20 millimeters were very effective in sinking and exploding the mines.[3]

The USS *Farragut* (DD 348) received an officer from a tanker who had a skull fracture, and arm, wrist and leg fractures. The *Farragut* steamed at 27 knots to get him to a hospital ship at Ulithi.[4]

The *Farragut* picked up two Japanese and two Korean laborers from two rafts off Saipan. They were suffering from exposure and were given medical treatment and then locked in a forward compartment near the chain locker. They were given four mattresses and buckets of water as they were dehydrated. A seaman with a Tommy gun was posted outside the door. Next day they were transferred to an APA (attack transport) anchored at Saipan.[5]

At Saipan the USS *Farragut* encountered a surfaced Japanese submarine but one of our seagoing tugs was firing at the sub with its small caliber weapons and would not get out of the way to permit the *Farragut* to engage the submarine with 5-inch, 38 gunfire. Every time the *Farragut* turned to better attack the submarine, the tug would turn to be between the submarine and the *Farragut*. The admiral who was observing this ridiculous situation ordered, "Sink the damn tug and get the submarine." The *Farragut* did not sink the tug but by the time she got clear enough to fire, the submarine submerged.[6]

Steaming at 20 knots the *Farragut* suddenly shuddered and slowed to 12 knots. The ship then backed down and floating alongside the ship was a large round fish identified as a manta ray. This fish was about 30 feet in diameter. There was no damage to the ship.[7]

For destroyers rescuing downed pilots was somewhat a common event. At Tarawa the *Farragut* observed two of our aircraft that crashed into the water. She went to flank speed to get into the area in the shortest time possible, launched the whaleboat and the two pilots were rescued.[8]

Also there were the typical demoralizing events. A "Dear John" letter was received by a man who was relieved of his watch at midnight. He was missing from quarters next morning. The ship was thoroughly searched but he was not found.[9]

George T. Nixon, Watertender First Class,
USS Dale *(DD 353)*

Fueling at sea the oil king is responsible for shifting oil from tank to tank to keep the ship on an even keel and to keep records of oil on board and how much is burned. The fire room crew handle the hoses and stand by to give or receive word from the fueling ship. We had a fore and aft fueling station. Once when fueling from a tanker I had the forward station and gave the signal to start and they evidently opened the valve wide. The hose whipped across, broke the lashing, come out of the filling trunk. The stream of oil knocked me down and filled a lifeboat half full of oil. I took a bath with diesel oil, and dug oil out of my ears for two or three days.

Personnel Changes

Prior to the build-up for World War II the complement for the *Farragut* class destroyers was five or six officers and about one hundred enlisted men. In 1943, for the Central Pacific island-hopping campaigns, the ship's complement increased to eighteen officers and about 250 enlisted men.[10] This, of course, made the ship extremely crowded, but morale remained high. We finally knew that we were winning the war.

Single Hash-Mark Chiefs started to make their appearance towards the end of 1943 and 1944. An enlisted man is authorized to wear one service stripe for every four years served in the U. S. Navy. This is a diagonal stripe worn low on the left sleeve of the uniform and is generally known as a hash mark. The rapid expansion of the navy at the start of our entry into the war resulted in the shortage of chiefs. College graduates after 90 days training (the origin of "90 day wonder") could function as junior officers but experience at sea was required of a chief petty officer.

The single hash mark chiefs were Depression babies that studied their advancement manuals and worked diligently to learn their rating. The time in rate required for advancement was reduced during the wartime years and this allowed some of the Depression babies to advance to the rating of chief petty officer in a little over four years of naval service. Destroyer type vessels were allowed one chief boatswain's mate; usually he was the most knowledgeable man aboard the ship on the subjects of deck seamanship, boat seamanship, anchoring, towing and mooring. As boatswain's mate was the senior enlisted rating in the navy, he would automatically succeed to the command of the ship if the captain and all line officers were killed or incapacitated. This was a tremendous responsibility for a single hash mark, 23 or 24 year old, with usually only a high school education and with only 4 to 8 years in the navy. However, these chiefs had more seagoing experience than the single hash mark indicated because wartime sea duty was probably equivalent to at least two or three years peacetime service as the ships spent much more time at sea.

The single hash mark chiefs are not to be confused with slick arm chiefs. Prior to the war chief petty officers were assigned to training recruits in boot camp. After the start of the war the rapid expansion of the navy required that these chiefs be assigned to ships. To replace them as recruit instructors, the navy enlisted physical education teachers and other athletes, taught them to train recruits and gave them the rating of chief petty officer. As they had not served four years in the navy they were not authorized to wear a service stripe and they became known as slick arm chiefs. They were always shore based and never encountered aboard ship.

Women in the Service: About this time women were well integrated into all the services. The navy had the WAVES; they were not stationed aboard ship and destroyer sailors usually came in contact with them at shore stations such as naval supply centers and personnel centers. The only effect on destroyer sailors was that navy issue (small stores) dungaree trousers had a slight change in shape. We were told that they had a little more space in the seat to accommodate the WAVES.

The army had the WACS and the coast guard the SPARS. The marines also had women in their service but they had no special name for them. Generally they were known as BAMS (for broad ass marines).

The Typhoon of 1944

In September 1944, after completion of an extended overhaul in the Puget Sound Naval Shipyard, the commanding officer of the USS *Dewey* (DD 249) noticed that the ship's maneuvering characteristics indicated a possible stability problem. This was confirmed by Captain Preston V. Merser, the squadron commander who was to be embarked aboard the *Dewey*. This potential stability problem was referred to the Navy Yard and the Bureau of Ships. After reviewing the modifications that increased topside weight and a recent inclining test conducted on the USS *Aylwin* (DD 355), the Bureau concluded that the modifications reduced stability somewhat but stability was still within acceptable limits for destroyer type vessels.[11]

In December 1944 four *Farragut* class destroyers, the *Dewey, Hull,* *Monaghan* and *Aylwin*, were attached to Admiral Halsey's Task Force 38 for operations in support of General MacArthur's campaign in the Philippines.

On December 16, 1944, after the Battle of Leyte Gulf, Admiral Halsey was ordered by Admirals King and Nimitz to remain in the Philippine Sea to provide air cover for the invasion of Leyte. This resulted in the task force being subjected to the worst storm of the year in the Philippine Sea and caused more damage than any other storm since the hurricane in Apia, Samoa, in March 1889 and resulted in the navy's most uncompensated loss since the Battle of Savo Island.[12]

A fully developed typhoon, also known as a hurricane, is an elliptical tropical storm that covers an area of about three hundred miles in diameter. The strongest winds occur near the center and can attain a velocity of 125 knots with gusts to twice that velocity. The winds are less farther from the center and their direction of rotation around the eye is counterclockwise in the Northern Hemisphere and clockwise in the southern hemisphere. The indication of a typhoon is (1) a cross swell and (2) unusual barometric readings in which the barometer reads a tenth of an inch below average. As the storm center approaches, the wind velocity increases, the barometer falls and heavy rain commences.[13]

Task Force 38 consisted of seven *Essex* class and six light carriers, eight battleships, four heavy and eleven light cruisers and fifty destroyers. The fueling group comprised twelve fleet oilers, three fleet tugs, five destroyers, ten destroyer escorts and five escort carriers with replacement aircraft.[14]

After a three day air strike on Luzon, refueling was scheduled for the morning of December 17 as several destroyers were low on fuel. However, a 30 to 40 knot wind made fueling difficult. One destroyer, a 2200 toner, required three hours to receive only 7093 gallons from a tanker and parted a fuel hose. At 1251 December 17, fueling was terminated and the task force steamed to a different location to resume fueling the next day.

At that time, a typhoon was still not anticipated. Each aircraft carrier had a weather expert on board and the flagship *New Jersey* had an experienced graduate of an aerology course at the Massachusetts Institute of Technology with experience in hurricanes in the West Indies. Although the Pacific Weather Center at Pearl Harbor sent forecasts twice daily, the stormy weather was classified as a small tropical disturbance and the development into a typhoon was not predicted.[15]

Several attempts were made to fuel from a position astern of the delivery ship but taking an oiler's trailing hose over the bow and back to the fuel trunk proved to be next to impossible. The hoses either parted or had to be cut adrift. The USS *Spence,* a newer *Fletcher* class destroyer, was dangerously low on fuel (down to 15 percent) and an attempt was made to fuel her from the battleship USS *New Jersey.* The high freeboard of the battleship would hopefully provide a lee that would permit fueling. This attempt was unsuccessful and fueling was terminated after the *Spence* received only 6,000 gallons of fuel. All fueling operations were suspended at 1310 on 17 December 1944. The *Fletcher* class destroyers, *Spence, Hickox and Maddox*, were in the most urgent need of fuel and they were ordered to ballast down to 50 percent of total fuel capacity, keeping some tanks sufficiently clear to hopefully receive fuel in the morning. The *Hickox* and the *Maddox* complied; the *Spence* did not take on ballast.[16]

The general practice for ballasting was prescribed by the Bureau of Ships and it was logical to conclude that as long as the ship maintained a combination of fuel and seawater ballast, greater than the required minimum, that the ship's stability would not be in jeopardy. Although the *Farraguts* were rolling 30 degrees to port and 45 degrees to starboard, their fuel level was above the minimum required for ballasting and it was initially believed that they were not in danger, as no ship of the United States Navy could capsize as long as she complied with the ballasting requirements. But on December 18, 1944, this assumption proved to be incorrect.[17]

On the morning of December 18 another attempt was made at refueling but both sea and wind were so high that fueling was both dangerous to attempt and impossible to achieve. At this time the location and course of the typhoon was still not known. The first true indications of a typhoon were noticed at about 1000 on the 18th. The barometer started falling very rapidly and the wind was backing counterclockwise, a sure sign of a typhoon. By 1400 the wind had risen to 73 knots. The eye of the typhoon passed close to several carriers and was shown clearly on their radar.[18]

The USS *Dewey* (DD 349) was on the outer edge of a full force hurricane on the morning of December 18, 1944. The formation course was changed to 180 degrees true, placing the *Dewey* almost at right angles to the track of the storm. The formation course was changed to 150 degrees true and later to 60 degrees true and at 0730 the *Dewey* could no longer maintain station because of unfavorable wind and sea conditions. "Man overboard" announcements from other ships were frequently heard over voice radio.[19]

At 0820 the full force of the storm overtook the *Dewey.* Visibility was less than 300 yards and the wind was 65 knots gusting to 100 knots. The *Dewey* was in the trough and periodically the port main engine lubricating oil pump lost suction and it was necessary to stop the port engine until suction could be regained. At 1006 the port side fuel tanks were filled with seawater and fuel to minimize the roll to starboard but the bridge inclinometer was frequently swinging against its stop set at 75 degrees. At 1130 all electric power was lost due to seawater entering the engine room.[20]

At 1200 the wind velocity was over 100 knots and the roll was so excessive that the bridge deck was at times waist deep in water. The frequent excessive rolls to starboard snapped the forward stack guy wire and the forward stack collapsed, crashing across the deck and knocking overboard the whaleboat and one boat davit. There was a momentary flashback in the forward fire room but fortunately no fire room personnel were injured. The loss of the forward stack improved stability due to the elimination of the wind force on the stack, and the loss of the whaleboat (full of water) also helped. The *Dewey* then was not rolling so far and not remaining on its side for as long. By 1300 the wind was estimated at 125 knots but by 1400 the barometer started to rise and the attitude was, "Thank God, we are going to make it" and the *Dewey* survived the hurricane.[21]

Wesley Redhead, Signalman 2nd Class
USS Dewey *(DD 349)*

18 December 1944

Being a signalman I had the 2400 to 0400 watch on the bridge. The seas were getting rougher by the hour. Most of us were yelling, "Ride 'em cowboy"; we never thought we were in any danger. By the time I was relieved at 0400, they had lifelines strung from the forward to the aft parts of the ship. Waves were coming over midship. My sack was in the after crew's quarters; had to go topside to get there. Got a little wet but made it ok. Thought I would get a little sack time before chow. The ship began rolling so much it was difficult to stay in my bunk; everyone else in the crew's quarters were having the same problem. About 0600 we lost power but the battle lamps were still on. We started making our way up to the afterdeck house to see what we could. The first person I saw was Steve Pandas (not sure of name). He was hanging on with a very frightened look — he was a Philippine mess steward. He said, "You guys don't know these Philippine storms like I do; they can sink ships." Then we all became very concerned. About that time word came back to the after quarters that all watches were secured — no one was to be topside. The ship was taking more severe rolls all the time. All that could made it to the afterdeck house hanging on to whatever they could. Hoping we could make it out the starboard hatch in case the ship rolled over. We could never have made it out. When she made her final big roll she just laid there for a few minutes (it seemed like an hour). I was hanging on to a bulkhead cleat that was by the urinal — my feet were hanging straight down. I could hear some prayers; someone said goodbye and my short life flashed before my eyes (everyone I had known). Suddenly, she started coming back and not rolling as severely as she had been. We stayed in our quarters until the next morning. The galley was in no shape to cook food, but we had some crates of fruit to eat until they could get the galley back. The caste system in the Navy was broken that morning; you never saw so much camaraderie between officers and the enlisted (glad to be alive). They even got out the booze in the medical locker; all who wanted a drink could have one.

Jack W. Aldis, Electrician's Mate 2nd Class
USS Dewey *(DD 349)*

In the hurricane, every time the ship rolled excessively, an angel saved the ship and it rightened back to safety. There was no relieving the watch; all hatches had to remain closed to keep the water out, every deck was exposed to the water and the wind. There was very little food for about 6 to 14 hours (the height of the storm) and no one was interested in eating.

I tied myself to a pole behind the bridge (the highest point). Every man was trying to save himself and to find a place where he wasn't washed away; they were on the main deck mostly. The wind blowing from all directions on all the decks; 100 mile an hour winds and swells. Sailors held on to whatever they could. Nobody lost faith. (Figure 9–1.)

The USS *Aylwin* (DD 355) also made preparations for the storm. On December 16 the ammunition in the ready service lockers was relocated into the magazines and topsides stores were taken below. On December 18, when attempting a task force change of course, she remained in the trough and several times rolled to 70 degrees. Using engines and rudder, an attempt was made to keep the wind 30 degrees abaft the port beam, but despite this effort the ship would end up in the trough and would heel to the limit. Four times in 20 minutes the *Aylwin* rolled to 70 degrees; the whaleboat was torn loose, ripping away both davits. At 1330 the engine room ventilation blower failed; engines were stopped and the engine room was abandoned. For the next 6 hours, the *Aylwin* remained rolling to the maximum but somehow succeeded in righting herself. At 2000 there was a marked change; the wind and seas subsided and the *Aylwin* survived.[22]

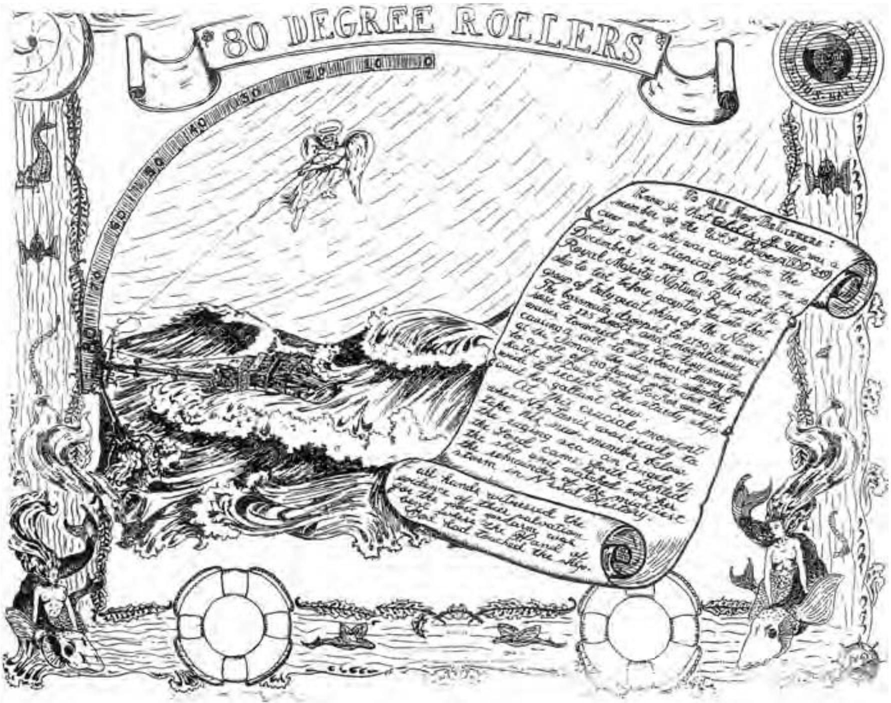


Figure 9–1. A certificate presented to all USS *Dewey* (DD 349) sailors that were on board during the Pacific typhoon of 1944. Submitted by Jack W. Aldis, electrician's mate second class.

Frank Larson, Electrician's Mate First Class
USS Aylwin *(DD 355)*

Lost two men in the typhoon of December 18, 1944
LTJG Randal (Alameda)
M. M. Sarenski (Massachusetts)
Our ship rolled 73 degrees.
Three ships not heard from in the storm:
USS *Monaghan*
USS *Spence*
USS *Hull*

Dead in the water for a period of time; Wallowed and tossed through "eye" of the storm for two hours and finally made it out.

The USS *Hull* (DD 350), on December 18, was exposed to winds of 80 to 90 knots with gusts to 115 knots; visibility was zero due to spindrift and rain. The whaleboat was lost and depth charges were ripped loose from the K guns; fortunately the charges were set on safe. By using the engines and rudder several attempts were made to keep the wind on the port quarter, but the ship would not respond. A sudden gust put the *Hull* on her beam at a heel angle of 85 or 90 degrees. Water poured into her hull and superstructure and she finally capsized. Of the 245 men and 18 officers, it is estimated that 100 were trapped below deck unable to escape.[23]

The USS *Monaghan* (DD 354) on the morning of the 18th had sufficient fuel (76 percent); this was above the minimum required for ballasting. By 1045 her generators and steering motor failed and she was dead in the water. At 1100 #10 and #11 fuel tanks were ballasted. Reports at the court of inquiry stated that in the engine room and fire rooms the structure of the overhead began to rip loose from the bulkheads and the basic structure of the *Monaghan* was beginning to crumble. This would have resulted in flooding the engineering spaces. There is no final report of the actual sinking of the *Monaghan* but probably during one of the giant rolls the ship failed to right herself. One of the survivors, who managed to get into a life raft, stated that about 1230 the *Monaghan* sank from view.[24]

The USS *Spence* (DD 512) again attempted refueling on 1730 on December 17 from an oiler by the astern method, but this was not successful. On the 18th, the weather was worse and no attempt was made to refuel and they started to take ballast. About 1600 gallons of sea water (less than 10 percent) was taken aboard prior to capsizing. At about 1050 all electric power was lost due to ingress of sea water and the emergency diesel generator failed to start. At 1115 the ship rolled to 47 degrees and did not right herself; at 1123 the roll continued until she was completely over on her side for about 7 minutes; then she capsized, broke in half and went down. The *Hickox* and *Maddox,* that ballasted when ordered, survived the storm.[25] The *Spence, Hickox* and *Maddox* were the latest *Fletcher* class destroyers that were commissioned after the start of our entry into World War II.

Other Ships: Battleships, oilers and seagoing tugs, because of their low centers of gravity, were least affected by the storm. Structural damage was incurred by one cruiser, three destroyers, and light and escort carriers. The carriers also suffered loss of aircraft due to failure of aircraft moorings. Steel pad eyes, welded to the deck for securing planes, were torn off during periods of heavy rolling; 146 planes were damaged beyond economical repair. The planes that broke loose collided with gasoline tanks causing severe fires.[26]

About 790 officers and men were lost and 80 were injured.[27]

The Court of Inquiry that reviewed this disaster completed hearings of 54 witnesses on January 3, 1945, and concluded the following:

Large errors were made in predicting the storm location and its path.

Damage and losses were aggravated by efforts to maintain fleet course, speed and formation during the storm.

The *Spence* delayed ballasting until it was too late and topside ammunition and other movable weights were not re-stowed at a lower level.

The stability of *Farragut* class destroyers was markedly less than other destroyers.

The loss of the *Hull* and *Monaghan* was due to insufficient stability.

The *Dewey* and the *Aylwin*, ballasted to the high side, came close to capsizing.[28]

But the Bureau of Ships, after reviewing all pertinent data, still maintained that the stability of the *Farraguts* was acceptable, citing that two of the *Farraguts*, the *Dewey* and the *Aylwin* survived the storm.[29]

The Rescue of the Survivors

The USS *Tabberer* (DE 418) was the heroine of the effort to rescue the survivors of the ships sunk in the hurricane. The *Tabberer* was a destroyer escort. Destroyer escorts were slightly smaller ships than destroyers and they were slower. They were beamier, had a lower superstructure and their armament was lighter; this made them somewhat more stable than the destroyers. In spite of these stability characteristics and with 75 percent fuel on board, the *Tabberer* still rolled 72 degrees in the storm but recovered rapidly as compared to the top-heavy *Farraguts*. The *Tabberer* did, however, lose her mainmast after the whipping from side to side caused one of the mast's guy wire insulators to crumble.[30]

At 2150 on December 18, 1944, the chief radioman on the *Tabberer* was rigging an emergency radio antenna when he heard a cry from someone in the water. He hollered, "Man overboard." The 24 inch searchlight was turned on and the man in the water was spotted. Lieutenant Commander Henry L. Plage, the *Tabberer*'s commanding officer, turned the ship and maneuvered to recover the man. The seas were huge and it was difficult to maneuver the ship to prevent running down the man in the water. Plage demonstrated unusual skill in maneuvering the ship.

Lieutenant Commander Plage assumed that the rescued man fell overboard from the *Dewey*, but after the survivor was brought on board he informed his rescuers that he was a survivor from the *Hull* and that some of his shipmates should be in the water close to where he was rescued.

Lieutenant Commander Henry L. Plage immediately started a search of the area and by flashing light notified an adjacent ship of the loss of the *Hull.*

The *Tabberer*'s crew lined the rail to search for more survivors. They heard whistles and the searchlight located a victim in the water. The ship was carefully maneuvered and another man was rescued.

From 2215 through the night the *Tabberer* continued to search for survivors. Lifejacket lights and whistles helped find men in the water but Lieutenant Commander Plage stopped his ship every ten minutes to sweep the surface with the searchlight. This was a dangerous practice as the light would have served as a beacon for any Japanese submarine in the area but Plage accepted the risk to save lives.

During the first night they rescued eleven men. Ventilation blowers were turned off to eliminate background noise to improve hearing the cries for help. Some survivors had to be rescued by crew members that entered the water to retrieve survivors. Wearing life jackets with lines attached to them, the men entered the water and assisted the survivors.

Boatswain's Mate First Class Louis A. Pervis was an excellent swimmer. He swam to a survivor that appeared to be unconscious but was actually dead. As Purvis was swimming back to the ship, the slack in his line became snagged under the hull and as the ship rolled the line pulled Purvis under the water. He held his breath but he was against the ship's bottom. He slipped out of his life jacket and surfaced on the opposite side of the ship. His shipmates hauled him out of the water. And after an extended rest he was back in the water rescuing survivors.

Lieutenant Howard J. Korth, the *Tabberer*'s gunnery officer, was also one of the swimmers and was also caught under the rolling ship. Both Pervis and Korth were recommended for the Navy-Marine Corps medal for heroism.

Sharks were in the water when an unconscious survivor was spotted. Rifle fire from the *Tabberer* was attempted to scare the sharks away. Lieutenant Robert L. Cotton dove in without a life jacket and towed the man to the ship while the sharks were circling.[31]

During this rescue period, the *Tabberer* was under orders to proceed to a rendezvous but Lieutenant Commander Plage remained in the area to rescue survivors. Eventually a message was received directing that he continue the search until dawn.

Although most of the *Tabberer* crew had not slept for 36 hours they continued the search and at 1830 on the 19th they rescued their 41st survivor. The following morning the *Tabberer* sighted a life raft and rescued

10 survivors from the *Spence*; later two more from the *Spence* were brought aboard. When the *Tabberer* finally proceeded to the rendezvous she was carrying 55 survivors.

The other ships that rescued survivors were:

Robert F. Keller, 13 survivors
Cogswell, one from the *Hull*
Brown, six from the *Monaghan*, the only survivors from the *Monaghan*, and 13 from the *Hull*.

Ninety-eight officers and men were recovered; 790 were lost.[32]

The Typhoon of June 1945

This typhoon was not as damaging as the typhoon of December 1944 although almost every ship in Task Group 38.1 suffered some damage. The heavy cruiser *Pittsburgh* (CA 72) lost her bow and the fleet carriers suffered flight deck damage, but the destroyers rode out the storm quite well. Only the USS *Samuel N. Moore* (DD 747) suffered superstructure damage.[33]

During the height of the storm, the men not on watch in the bridge area or in the engine spaces would gather in the wardroom and in the afterdeck house. This placed them on the main deck level and in a better position for abandoning the ship in the event that the ship did not recover from one of her 75 degree or greater rolls. Abandoning ship from the after berthing spaces or the mess decks would have been much more difficult and probably impossible as these spaces were below the main deck and it would have been necessary to un-dog (open) the main deck hatches (a time consuming process). These hatches had to remain closed to prevent the entry of sea water. It was the men on watch in the fire rooms and the engine rooms that were in the greatest jeopardy as they were below the main deck. There was no food available during the critical period of the storm. No one could even consider being hungry.[34]

Aboard the USS *Dale* (DD 353), lines (ropes) were rigged in the messing compartments to extend from one side of the ship to the other. When the ship would heel way over on to her starboard side, the men in the messing compartment would climb the ropes to the opposite side to reduce the heel. There was no hope of eating and everyone was seasick.[35]

George T. Nixon, Watertender First Class, USS Dale *(DD 353)*

I was the watertender in charge of the watch in the Number One (forward) fire room when the storm started. I had the usual steaming watch, about four or five firemen and a watertender second class. When the storm started the word was passed that nobody could go topside. We had to stay until the storm lessened (the rest of the night).

Checking the water (adjusting the water level in the two boilers in the fire room) required a lot of attention any time the ship is unstable, such as rough water or while maneuvering. You have to be on your toes. The water (gauge) glass is close to the center of the boiler so that makes it easier.

We sometimes had a sandwich on the midwatch. I don't remember us using a bucket (for going to the head) but we probably did.

We were going pretty slow, I suppose just trying to keep the bow on to the waves. The ship seemed to be leaning to port all the time; sometimes when it leaned farther to port we wondered if it would stop or go over. I guess the *Monaghan* and the *Hull* did go over. We came through without any structural damage to the ship. Thank God!

Frank Larson, Electrician's Mate First Class,
USS Aylwin *(DD 355)*

Went through the second typhoon, June 5, 1945; escorted two damaged ships, *Pittsburgh* and a destroyer escort.

I was sure this was my third life: Pearl Harbor and two typhoons.

Chapter 10

The Uniform

Upon first enlistment, the new recruit was issued the following uniforms:

Service Dress Blue
Undress Blue
Pea Coat
Dress White (prior to 1949)
Undress White

Dungarees, a blue cotton shirt and trousers (also known as blue denims and blue jeans) were not issued to recruits. They were purchased (at the recruit's expense) at his first duty station, a ship or Class A school. Recruit training was conducted mostly in undress blues or undress whites.

The Dress Blue Uniform

The dress blue uniform, with neckerchief, was the most formal and prestigious uniform for the enlisted man, other than chief petty officers. With the white hat, it was the West Coast uniform for leave, liberty, frequently for captain's inspection of personnel and for other formal occasions (Fig. 10–1). On the East Coast it was worn with the flat hat during the winter months.

The dress blue uniform included three narrow white stripes (called piping) at the edge of the jumper (upper garment) collar and one, two or three narrow white stripes on the cuffs. For non–rated men a narrow ribbon called a watch mark was located at the shoulder seam. A white watch mark at the right shoulder identified the man as of the seaman branch and the number of white stripes on the cuff established his actual rating:

Three white cuff stripes: seaman 1st class, pay grade 5.
Two white cuff stripes: seaman 2nd class, pay grade 6.
One white cuff stripe: seaman apprentice, pay grade 7.

A red watch mark at the left shoulder identified the man as of the engineering branch and:

Three white cuff stripes: fireman 1st class, pay grade 4.

Two white cuff stripes: fireman 2nd class, pay grade 5.

One white cuff stripe: fireman 3rd class, pay grade 6.

The dress blue uniform for petty officers included three white stripes on the collar and three white stripes on the cuffs. The watch mark was replaced with a rating badge (Fig. 10–2); the number of chevrons and the specialty mark (Fig. 10–3) indicated his actual rate and pay grade. The seaman branch petty officers (with precedence over other petty officers (Chapter 2) wore their rating badge on their right arm (right arm rates); all other petty officers wore their rating badges on their left arm (left arm rates). After 1947 all rating badges were worn on the left arm and three white stripes on the cuff became standard for everyone, except chief petty officers.[1]

Figure 10–1. A nonrated man in the dress blue uniform. The white watch mark at the right shoulder identifies the man as of the seaman branch. The two white stripes on the cuff establish him as a seaman 2nd class. If he were of the engineering branch, the watch mark would be red and at the left shoulder: the two white stripes on the cuff would indicate fireman 2nd class (Naval Historic Center).

Supposedly this service dress blue uniform was adopted from the British Navy. The three white stripes were to commemorate their Admiral Nelson's three great victories (Nile, Copenhagen and Trafalgar) and the black neckerchief was in mourning for Admiral Nelson.

Figure 10–2. Petty officer rating badges. On the blue uniform, the chevrons were red; the embroidered eagle and specialty mark were white. On the white uniform the chevrons, embroidered eagle and the specialty mark were blue. After twelve years good conduct, a petty officer was authorized to wear a gold rating badge and service stripes on his blue uniform.

The navy issue blue uniform was made of a wool material called Middlesex and was notorious for attracting lint: yet, for captain's inspection and for liberty the uniform had to be lint-free. Many hours were expended in lint removal with a whisk broom and even with adhesive tape. Most ships permitted enlisted men to wear tailor made uniforms for leave and liberty but not for captain's inspection. The tailor made uniform was made of a serge material and did not attract lint and it featured bell bottom trousers. Navy issue uniforms had straight (stovepipe) legs. Tailor-mades had to be purchased ashore from a civilian tailor shop and they were substantially more expensive than the navy issue uniform (unless purchased in the Asiatic Station before the war) but you were not considered a salty sailor unless you went ashore in tailor-mades, also referred to as dress canvas.

The Undress Blue Uniform

The undress blue uniform was identical to the dress blue uniform but it did not have cuffs or the three white stripes on the collar. Usually

Figure 10–3. Rating badge specialty marks. The right arm rates had precedence over the left arm rates.

it was worn without the neckerchief. The white watch mark at the right shoulder and the red watch mark at the left shoulder were included but as cuffs were omitted the actual rate of the non–rated man was not displayed (Fig. 10–5). Petty officers wore their rating badge on the left or right arm. The undress blues were a working uniform and on

Figure 10–4. A petty officer in the service dress blue uniform. President Harry S Truman presents the Medal of Honor to George E. Whalen. The rating badge on the left sleeve establishes his rate as a 2nd class pharmacist's mate (Naval Historic Center).

large ships it was frequently specified as the uniform of the day. On destroyers the uniform of the day was usually dungarees.

The Pea Coat

This was a heavy blue coat with a fold up collar that extended to slightly below the waist (Fig. 10–6). In inclement weather it was worn over dress blues or undress blues. At that time a rating badge was not displayed on the sleeve of the pea coat. Some men elected not to wear a pea coat even in cold weather to allow them to display their rating badge.

The Dress White Uniform

This white uniform featured a royal blue collar with three white stripes and royal blue cuffs with one, two or

Figure 10–5. A nonrated man in the undress blue uniform. The white watch mark at the right shoulder identifies the man as of the seaman branch but his exact rating is not indicated as this uniform does not include cuffs. If he were of the engineering branch, the watch mark would be red and at the left shoulder (Naval Historic Center).

three white stripes. The watch mark about the right shoulder was blue (for seamen) and red about the left shoulder (for firemen). Petty officers wore a blue rating badge on their right or left arm (Fig. 10–7). This was not a liberty uniform for the United States or for Hawaii but, before the war, with a black neckerchief, it was the summer liberty uniform for the China Station. It was no longer issued to recruits after 1939.

The Undress White Uniform

This was an all white uniform with an all white collar and no cuffs. With a black neckerchief it was the liberty uniform for Hawaii and for Australia during their summer months (Fig. 10–8). The blue or red watch marks identified non–rated men as seamen or engineers but as cuffs were omitted their actual rating was not displayed. Petty officers wore a blue rating badge on

Figure 10–6. An enlisted man, below the rating of chief petty officer, in a blue uniform with pea coat and flat hat. The man's enlisted rating was not indicated as neither a watch mark nor a rating badge was displayed on the pea coat (Naval Historic Center).

Figure 10–7. The dress white uniform. The three men at the left, standing, are in the dress white uniform that featured a royal blue collar and cuffs and was worn with a black neckerchief. It was a liberty uniform for the China Station but not in the United States or Hawaii. It was no longer issued after 1939 (Naval Historic Center).

their left or right arm. Without the black neckerchief, the undress white uniform was a working uniform and on large ships was specified as the uniform of the day in the tropics. Mess cooks were always in un-dress whites.

The Service Stripe

One diagonal stripe, worn low on the left sleeve, was authorized for every four years service in the U. S. Navy. It was officially called a service stripe and unofficially referred to as a hash mark. On the blue uniforms the service stripe was red and on white uniforms it was blue. After twelve continuous years of good conduct, the enlisted man's rating badge and service stripes were gold on the blue uniform (Fig. 10–9).

Figure 10–8. A nonrated man in the undress white uniform. The blue watch mark at the right shoulder identifies the man as of the seaman branch. A red watch mark at the left shoulder would indicate engineering branch. The actual rating is not displayed as this uniform does not include cuffs. With the black neckerchief this was the liberty uniform for Hawaii. Without the neckerchief it was a working uniform (Naval Historic Center).

Chief Petty Officer's Uniform

Chief petty officers wore a blue officer type uniform with a white shirt and a black necktie, but instead of gold rings on the sleeve to denote rank, they wore a rating badge on their left or right sleeve and diagonal service stripes low on the left sleeve. They also wore an officer type visor cap, but without the officer's gold chin strap. Their hat device (U.S.N. over a fouled anchor) was attached directly to the hat cover (Fig. 10–9).

A summer khaki uniform consisted of a blouse, shirt, trousers and a black tie but instead of shoulder boards to denote rank, the chief's uniform included the rating badge and service stripes. A gray uniform was authorized as an alternate to the khaki uniform but it lost popularity after, supposedly, a chief petty officer in a gray uniform was mistaken for a Greyhound bus driver.

In Honolulu the khaki and gray uniform could be worn without the blouse. The rating badge and service stripes were not displayed on the shirt; only

Figure 10–9. A chief petty officer in the blue uniform. The gold rating badge and service stripes indicate over twelve years good conduct (Naval Historic Center).


DRUGS

the cap device identified the man as a U.S. Navy chief petty officer (Fig. 10–10).

The Hat

The hat, officially known as a cover, was always very much a part of the uniform. Outdoors (on a weather deck) a navy man was always required to be covered, even when in dungarees. The wearing of hats was optional in the crew's berthing compartment and usually not worn in the engine spaces and not in the ship's offices. Hats definitely were not worn in the crew's messing compartment when the crew was at mess and not worn in officers' country that consisted of the wardroom, officers' staterooms and the passageways leading to these rooms. If an enlisted man had occasion to enter officers' country, he was required to uncover. The only exception to this uncover requirement was that a man under arms remained covered at all times. The in port gangway watch petty officer was always armed with a .45-caliber pistol. If he had occasion to enter officers' country he would remain covered.

The U.S. Navy does not render a hand salute if uncovered; at that time the U.S Army did. A navy man entering the office of an officer would first uncover, report his presence and not salute: an army man would salute uncovered.

The hand salute is normally rendered with the right hand but if the right hand cannot be used, the salute can be performed with the left hand. Mostly this occurs when a boatswain's mate is piping the side and holding his boatswain's pipe in his right hand. He then salutes with his left hand.

Opposite page: **Figure 10–10. Chief petty officer in gray uniform without blouse on liberty in Honolulu.** Only the chief petty officer's hat device identifies him as a chief petty officer (author's photograph).

Chapter 11

Liberty

Australia and New Zealand

By far the best liberty west of the continental United States was in Australia and New Zealand. Unfortunately it seems that only the USS *Farragut* (DD 348) managed to get there. The USS *Macdonough* (DD 351) got within 50 miles of Sydney and was ordered back into the war zone. The USS *Dobbin* (AD–3), the *Farraguts*' favorite destroyer tender, arrived in Sydney in May 1942 and was stationed there long enough for four of the ship's company to marry Australian girls.[1]

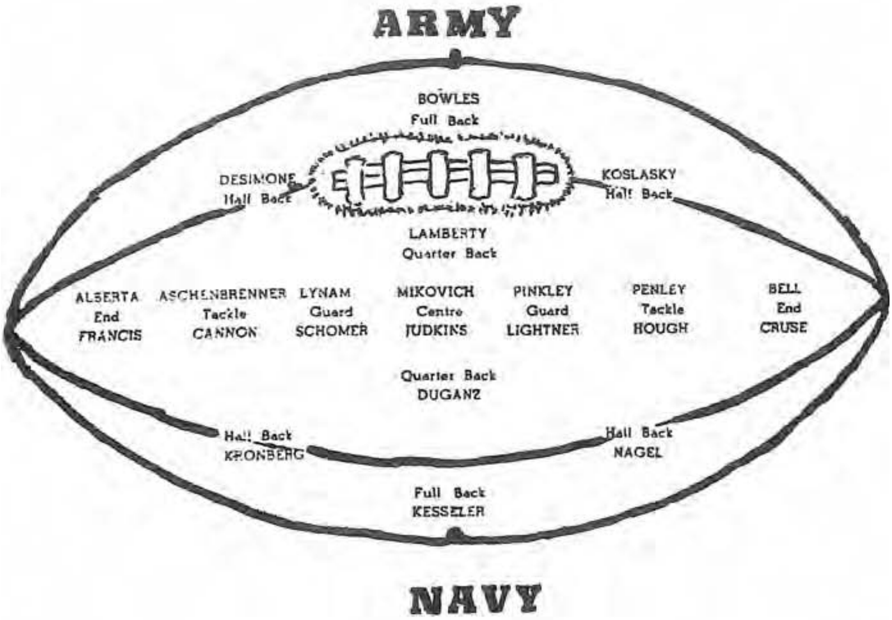
Most of Australia's and New Zealand's young men were fighting in North Africa and the local girls were extremely happy to see American servicemen. This always makes good liberty for sailors. Also, all Australians and New Zealanders were grateful for the United States stopping the Japanese at the Battle of the Coral Sea. They believed that this battle prevented the Japanese invasion of Australia and New Zealand. In Sydney the liberty uniform was dress blues except in January and February (their summer) when the liberty uniform was undress whites with neckerchief.

Sydney

Sydney-American Football: Somehow the Australians arranged a football game between the U.S. Army and the U.S. Navy on the Fourth of July in 1943. This was a major event and attracted a large crowd (Figure 11–1).

Earl Tappero, Fireman 1st Class,
USS Dobbin *(AD–3)*

I was part of the Navy squad when this game was played; there are only two of us left that I know of.



THE STARTING LINE UP ARMY –NAVY FOOTBALL GAME

SYDNEY, AUSTRALIA JULY 4, 1943

46	N. B. SMITH	F2/c	Back
47	M. F. NAGY	F1/c	Centre
48	C. R. JUDKINS	CM2/c	Centre
49	C. G. NEILSEN	EM1/c	End
50	K. A. CUNNINGHAM	FC3/c	Guard
51	R. R. SIMPSON	S2/c	Back
52	H. SPECTOR	Lieut.	Guard
54	S. DUGANZ	Corp.	Back
55	R. L. HOUGH	BM1/c	Tackle
56	F. K. SCHNABEL	Ens	End
59	E. C. STEFFENS	S1/c	End
[illegible]	B. TAPPERO	F1/c	End
62	P. IACONO	S1/c	Tackle
63	W. L. BAKER	SF1/c	Tackle
66	L. J. LEHANE	MoMM2/c	Guard
67	E. E. FRANCIS	Ens	End
68	S. EDWARDS	MoMM3/c	Back
70	C. L. BAILEY	MM1/c	Back
71	G. A. KESSELER	MM1/c	Back
72	N. C. NAGEL	Ens	Back
74	H. H. DUDOLSKI	SK3/c	Centre
75	P. J. BALESTERI	S1/c	Back
76	D. C. LIGHTNER	BM2/c	Tackle
77	[illegible] I. KRONBERG	F2/c	Back
78	F. CRUSE	Ens	End
79	W. L. CANNON	Ens	Tackle
80	C. J. SCHOMER	MM2/c	Guard
81	R. F. YOUNGMAN	S1/c	Guard
82	D. GRAY	Lieut	Guard
83	R. BUTLER	CBM	Back
84	A. P. WHITEFORD	FC3/c	Guard
	J. BOWLES	1st Lt. M/Cs.	Back
	W. MAYBERRY	1st Lt. M/Cs.	Back

Figure 11–1. The Navy football squad. The Army-Navy football game, from Sydney, Australia, July 4, 1943.

The following is from *The Sydney Morning Herald* (Australia) of Monday, 5 July 1943.

> GRID-IRON GAME
>
> Two well-trained teams of American footballers gave a splendid exhibition of the gridiron game at the Sydney Sports Arena yesterday.
>
> Army beat Navy by 14 points to nil, scoring touchdowns in the first and last quarters. The match drew a capacity crowd of a little over 33,000. Thousands more could not gain admission.

The game was sold out and most of the crowd were Australians. Many of the attendees were girlfriends of American servicemen, while thousands belonged to the American or Australian military.

The newspaper reported that most of the plays were basic, a common by-product of hastily assembled teams. "Running plays on first and second downs and pass attempts on third playing for longer yards: when that failed, the fourth down punt."

The Australians, not accustomed to interruptions in their sports, were curious about time-outs, frequent huddles and breaks for first down measurements. They found these disruptions of play "baffling and tedious."

Jeffrey E. Parks, Pharmacist Mate 3rd Class, USS Dobbin *(AD–3)*

The USS *Dobbin* left Pearl in February or March for Samoa, then Tonga, Fiji, Nouméa ending up in Sydney, Australia, in May. Although our liberty was one in four, I must say that was my favorite liberty town.

Brisbane

Marvin E. Gunn, Fire Controlman Third Class, USS Farragut *(DD 348)*

The *Australia* led the way to the Great Barrier Reef. They knew the narrow passageways to get inside next to the Australian mainland where we would be safe from Jap submarines. We went through and the water was crystal clear. You could see the bottom at 60 feet. The coral was beautiful and all colors. Fish of all kinds, including sharks and rays, could be seen. The only marine life that I did not observe were their famous poisonous sea serpents. These are the waters where Steve Irwin met his fate while filming a ray. After we got inside the reef we got orders to drop anchor and join a swimming party hosted by the Australians. I chose not to go. Maybe it saved me from being stung by a ray. After the party next day we headed for Brisbane where we anchored out in the stream. Destroyers usually don't rate the privilege of mooring at a dock.

Australia would be new to me. I rated liberty and went ashore in our enlisted man's 26 foot motor whaleboat. On arrival at the dock another sailor and I spotted a cab to take us into town. When we came upon the cab, the driver and three Aussies were standing outside and the cab was empty so we hopped in. This irritated the Aussie soldiers who said in not too friendly tones, "You've got our girls (guurls), might as well have our cab too!" We replied, "We thought you were waiting for a fare." The driver then explained that they were stopped so the charcoal gas generator mounted on the rear bumper could generate enough gas to take us into town. After about an hour enough gas had been made. The driver explained that their oil had been cut off by the Japs capturing Borneo where Australia got all of its oil, so they had no "petrol" to run their cars and vehicles. Upon hearing this we all crowded onto his cab and he drove us into town.

Another time I rated liberty which began at 0800, so I skipped breakfast aboard ship. I was tired of the powdered eggs, beans and s--- on the shingle so I thought I'd try the Aussie bill of fare. When in town I asked a person where there was a good restaurant that served good food. He directed me to one where I asked the waitress to serve me their best breakfast. She said, "Oh, that will be staik (steak) and oigs (eggs), crumpets with Tasmanian strawberry marmalade and of course our special taa (tea)."

I had the breakfast and it was wonderful — everything fresh and tasty. The Tasmanian marmalade was the best I've ever eaten.

J.D. Hodapp, Jr. Ensign, USN,
USS Farragut *(DD 348)*

On our arrival in Brisbane our immediate thought was to replenish our food supply — I think we had nothing left aboard by that time except chili beans and rice. We found out, though, that we couldn't expect any consideration until the two cruisers had taken their pick of the available supplies. When we finally got meat (enough to fill the cold storage room to overflowing) it was all beef. The cruisers had taken all the pork, all the poultry, all the bacon — everything except what the victualer called "leftover" beef. The reason it was leftover was because it was the most expensive meat item that the victualer had in stock — 25 cents a pound. So the *Farragut* got a locker full, on reverse Lend Lease terms, of leftover beef which turned out to be filet mignon. Yes, that's all the meat we had for the next month or so. I can remember the poor wardroom steward trying to shave it real thin so he could pretend it was breakfast bacon, or grinding it up and making hamburger patties (too dry) or cutting it into cubes for stew. I got so tired of filet mignon that I almost was killed by a hostess who put on a special dinner for me when I returned to San Francisco; I think she used up all her meat ration coupons (and maybe a few from her neighbor) to give me, the returning hero, a real treat. I made the mistake of telling her about the Brisbane "leftovers" and I told her that I would have been happy with a peanut butter sandwich!!!

One bad thing happened in Brisbane — our Chief Quartermaster (Burke) had the gangway watch and I had the command duty one night and when I went out on the deck looking for him he was nowhere to be found. Someone on deck said that he had gone up to the chartroom — I went up there and found the door locked; I don't remember how I got in, but when I did (and, as I remember there were several of the crew with me) there was Burke slumped over the chart desk. He had used his duty .45 to shoot himself. Apparently he had received a letter from his wife (in the mail that we received about our second day in Brisbane) saying that she had found out that she had cancer and didn't expect to live long — by the time he received the letter it was several months old. Will never know why he didn't ask the XO (who, as navigator, was his boss) for leave. It was very hard to deal with his death — and it is my understanding that, ironically, his wife lived for several more years.

Auckland, New Zealand

J.D. Hodapp Jr., Ensign USN,
USS Farragut *(DD 348)*

We pulled into Auckland, New Zealand, on the 12th of June because it was my first wedding anniversary. We had been at sea for about five or six weeks so no one was really sure which officer had the duty; Captain Hunter suggested that it would be a good idea if I took it, saying that it would keep me out of trouble on that important day!! We were moored outside the *Leander* at the Navy base across from town and there was some sort of a Navy ferry that operated until midnight so those who went ashore had liberty until that time. I turned in early, telling the gangway watch to wake me about 2300 so that I could assist him with those who might return "a little worst for wear." I woke up on my own at about 0200 and stormed out to the gangway to give someone (anyone) hell for not following my orders. The mid watch gangway watch told me that when he relieved at 2345 he was told about my order but it had been ignored because all hands were cold sober having expended what little cash they had on drinking and eating at the first two ice cream parlors they came across when they hit Main street. All the taverns had closed before they got ashore, so all they had was milk and ice cream.

Nouméa, New Caledonia

Nouméa was a small French city with colorful, attractive small houses. The downtown area was crowded with sailors and soldiers of several nations. The U.S. Navy had ships stationed there; the USS *Macdonough DD* 351 and the USS *Worden* DD 352 were there for just a day or two. The *Macdonough* liberty party, in undress whites with neckerchief, rode the whaleboat to shore and mostly we just walked through the residential area and in the downtown stopped at a bar. As this was a French area, we felt obligated to try their cognac (not good). The best part of the liberty was finding a bakery where we purchased pastries that we later shared with shipmates who did not manage to get off the ship.

George R. Hatton, Seaman 2nd Class,
USS Worden *(DD 352)*

Nouméa, New Caledonia, a Free French colony; very happy to see us. Along with three shipmates, we went ashore. Not a drinking man. I had a magnum of French champagne. When ready to leave I stood up, over went the table, broken glasses. Proprietor (was) paid more than adequate for damages.

The Pacific Islands

With the exception of New Zealand and Nouméa, New Caledonia, liberty in the islands of the South Pacific could not be classified as a true liberty. It was mostly a recreational stroll on the land, and at best a sandlot baseball game. In one of the islands there was a freshwater river but swimming was not attempted after it was learned that it was best to first dynamite to get rid of sharks. The ship's whaleboats transported about 20 crew members to a designated boat landing area for a stroll ashore of two or three hours. The uniform for this shore excursion was dungarees.

Later in the war the ships carried beer. Consumption of beer was, of course, not allowed aboard ship but about two cans of beer per man were conveyed to shore for the liberty party. There was no means of cooling the beer but warm beer was better than no beer. The carbon dioxide (CO^2) fire extinguishers aboard ship were for fighting fires and not to be smuggled ashore to cool the beer.

On one of the islands there was a beer club that was a short walk from the boat landing area. Here we could purchase a somewhat cool beer while sitting in the shade of a roof like structure. However this turned out to be somewhat of a risky adventure. Walking back to the boat landing area along a dirt road, we walked on the left side of the road to observe oncoming traffic (as we were taught to do in grade school). However this turned out to be an Australian island and they drove on the wrong side. When we heard a truck (lorry) behind us we were forced to dive off the road to keep from being run over. Not a very enjoyable liberty.

One particular liberty could be classified as educational; in Tonga we learned of a unique way to make beer. Here the natives drilled a hole in a coconut, inserted several raisins, plugged the hole with a cork and placed the coconut in the sunshine. When the cork popped out, they poured the liquid into any old dirty bottle and sold it to the sailors as beer. It was too vile to drink.

The USS *Farragut* (DD 348) made two or three short visits to Tonga, or the Friendly Islands, a British protectorate under the rule of their Queen Salote Tupou II. The liberty party could find little to do as Queen Salote had moved all the women and young girls to the other side of the island. Two enterprising *Farragut* sailors of the liberty party somehow rented bicycles and rode several miles to the other end of the island. They talked to a couple of young girls and asked if any bananas were for sale. One of the sailors accompanied a young girl into a shack to select bananas. There were many adult women there so getting amorous was out of the question.[2]

Lewis D. Ellenburg, Fire Controlman 3rd Class,
USS Macdonough *(DD 351)*

Four men and I went to the island to see if we could find some fruit or some other kinds of food. When we arrived on the island we were met by a group of natives who wanted us to go to this grass shack. We soon realized that the shack was some kind of a meeting place and they were about to have some kind of a worship service — and it wasn't even Sunday. They didn't ask us if we wanted to go, they just took us by the arm and escorted us to the shack. We could not understand a word they said, and they couldn't understand us, so we just went along with them. They evidently had seen us coming and had prepared a feast for us. It consisted of raw pork and pork fat. They gave it to us to eat, but of course it was not very appetizing to us. When they insisted, we ate some. When it came back up, they understood that we couldn't eat it, so they allowed us to stop.

It was then time for church and again without invitation, they took us to the shack. When we got inside, they sat us down. I looked at my watch. It was 5 o'clock, the time we were supposed to get back to the ship. We got up to leave and these big 250-pound natives took us by the shoulders and set us down hard. So hard it hurt my rump and back. The place where we were sitting was just a board on the ground. We got all shook up. Boy, what were we going to do?! We kept trying to get out and trying to explain to them that we needed to go, but church was still going on so they would not let us interrupt. Finally they got the message and let us leave. I looked out at the beach and saw our boat leaving the shore. They had been to pick us up and were on their way back to the ship! The ship was ready to leave the harbor. We ran to the beach waving our arms and screaming for them to come back and get us. Finally someone on the ship saw us and sent the boat back for us.

We were really thankful that they came back. We would probably have been on that island for the rest of our lives.

Earl Tappero, Fireman 1st Class,
USS Dobbin *(AD–3)*

Ulithi was used as a staging area to put ships together to be used to invade other islands in the South Pacific. The Navy also used Mog-Mog as a liberty area (if you want to call this liberty). Every three days you were allowed to go to Mog-Mog via a landing craft, where you received two cans of beer. Only our Navy could have planned such a luxury spot for a five hour liberty. Mog-Mog was a sand bar about ½ mile wide and 1 mile long with 20 palm trees. I made several trips over there for my two cans of beer.

Aboard the USS Farragut *(DD 348)*

The USS *Farragut* (DD 348) tied up to a dock in Pago Pago for two days to take on supplies and fuel. While in this landlocked harbor (surrounded by mountains) the fire control director and some of the guns remained manned.

The gun director crew somehow spotted two native Samoan girls taking a bath in a stream up on a mountain. The girls were young, beautiful Polynesians and completely naked. Soon every gun on the *Farragut* was sighted on the two girls. All of the sudden the girls ran into the bushes. Possibly this was the end of their bath or perhaps they saw that every gun on the ship was pointed directly at them.[3]

Hawaii

The old salts told us that Honolulu was considered good liberty before the battleships got there. After the formation of the Hawaiian Detachment, the battleships, cruisers and other ships were in effect homeported there; Honolulu, a relatively small city, was overrun with servicemen. It was not only sailors; marines and soldiers were stationed on the island of Oahu and they all headed for Honolulu for liberty. Typically liberty for enlisted men was granted on Saturday, after captain's inspection, and on Sunday and terminated sometime before nightfall.

On his first liberty to Honolulu, the typical sailor would head for the world famous Waikiki beach. This involved riding the ship's whaleboat to the fleet landing, located between the navy yard and the submarine base, boarding a crowded civilian bus (frequently standing in the aisle) and about a twenty minute ride to the Army Navy YMCA in Honolulu. Next was a short bus ride to Waikiki beach. Rental lockers were available to shift into a bathing suit and get into the water. For those who were used to surfing at California beaches, the Waikiki surf was a disappointment (the waves did not permit body surfing). It was interesting to walk along the beach and view the resort hotels; however the hotels were not affordable and an enlisted man in uniform was generally not welcome.

After the visit to Waikiki beach, subsequent liberties to Honolulu consisted of walking around town, drinking beer in bars crowded with other servicemen and movies. There were about three or four movie theatres in town and it was a thrill to see a first run movie for a change; movies aboard ship were mostly old and seen one or more times. A bus ride to the Pali, a high cliff on the north side of the island, was interesting but not worth repeating and dinner in a restaurant was a treat. Steak dinners, everyone's favorite, were expensive so most servicemen learned to use chopsticks when ordering an Asiatic noodles type dish.

The whorehouses in Honolulu were always busy and the going rate was two dollars. We were told by the old salts that this was established by the navy's practice of using two dollar bills, and bills of other denomination, to pay enlisted men on payday. At that time, enlisted men were paid monthly in cash.

Adjacent to the Army Navy YMCA there were several barber shops staffed with female barbers, young Asiatic girls. Haircuts were more expensive than at the fleet landing barber shop but some enlisted men justified the extra cost by enjoying the pleasant sensation of the close presence of a young female. It was sometimes possible to meet a girl when on liberty but typically they would not date an enlisted man unless he was in civilian clothes. Civilian clothes were expensive and the cost of renting a locker for storage of civilian clothes was also expensive.[4] Most of the local residents seemed to be of a mixed race and gave the impression that they looked down on servicemen. Some of the civilians were Japanese and they would suddenly quit talking when near a group of sailors although they were speaking in Japanese.[5]

Many sailors elected to spend their liberty at the submarine base adjacent to the fleet landing. Hamburgers, beer, a movie, bowling, Ping-Pong, and pool tables were available and did not cost much.[6] Frequently sailors who rated liberty elected to stay aboard the ship; they could read, loaf and catch up on their sleep and this did not cost anything.

After the start of the war, we were required to carry gas masks when on liberty. The gas mask was contained in a khaki pouch suspended from a shoulder strap; later in the war carrying the gas mask was no longer required. The movies, bars and restaurants were more crowded than before the start of the war and the lines of servicemen and civilians waiting to get into the whorehouses extended into the street.

The Author's Experience

I recall two ships parties in Hawaii prior to the start of the war. The first was a luau at a Waikiki hotel; it was not at the beach but inland across the highway. We were in whites and rode a bus, hired by the ship, from the fleet landing to the hotel. There we sat on the lawn and a luau dinner was served to us. We had lots of beer and were entertained by dancing girls doing the hula. The dinner was mostly roast pig and poi. I learned that there were two kinds of poi, one finger poi and two finger poi. One was pink and the other white; they both tasted like flour paste. I now don't remember if the white was the one finger or the two finger but the poi was eaten by scooping it up with the one or two fingers and placing the finger(s) in the mouth. The dancing girls were great and there was lots of beer so we whooped it up and managed to get roast pig and both types of poi all over our white uniforms. We were a messy looking liberty party reporting back aboard ship.

The other ships party was more of an outing in dungarees and we brought swimsuits. The ship's boats delivered us to a landing in the Aiea area where we boarded the narrow gauge railroad that was used to transport pineapples. The train delivered us to Nanakuli beach at the extreme west end of the island. There was no civilization here, only ugly dwarf trees, with no leaves, that dropped small sharp twigs that hurt our bare feet when we stepped on them. We shifted into bathing trunks and got into the water but the waves broke right on the shore and there were sharp rocks in the sand that also hurt our bare feet, but there was plenty of beer to go with the sandwiches.

We had a pleasant time, drinking more beer, while riding the little train back to the boat landing and there two of my shipmates and I somehow wandered off; we were skylarking (not paying attention, too much beer in the sun) and we missed the boat back to the ship.

What to do? Three sailors in dungarees, and by this time we had somehow lost our hats, and with no way to get back to our ship. Then we noticed a 50 foot motor launch approaching the landing. The launch was from the battleship USS *Pennsylvania* (BB 38) and the *Pennsylvania* was moored to the 1010 dock at the navy yard just aft of the *Macdonough*. We talked the coxswain of the launch into taking us to our ship and believed that our problem was solved. Not so! Instead of taking us to our ship he came alongside the *Pennsylvania*'s gangway! We disembarked, walked up the accommodation ladder and ended up on the quarterdeck of the USS *Pennsylvania* with the officer of the deck staring at us, not believing what he was looking at! The officer of the deck was a marine officer in a white uniform with a long glass under his arm and a marine bugler standing at his side. Before him were three raggedy sailors in dungarees and without hats that prevented them from saluting the colors as they came aboard and from saluting the officer of the deck. Dungarees are *never* allowed on a battleship's quarterdeck! The USS *Pennsylvania*, at that time, was the flagship of the Pacific Fleet and her quarterdeck was the holy of holies. The officer of the deck just glared at us as we tried to explain that we were from the destroyer tied up ahead of the *Pennsylvania* and we missed our boat back to our ship and that we thought that the coxswain of the motor launch was taking us back to our ship. All this time I expected the marine bugler to sound some sort of a charge on his bugle and there would suddenly appear a detail of marines that would drag us to the brig. The officer of the deck just kept glaring at us and suddenly he pointed to the brow (gangway) leading to the dock and yelled, "Get the Hell Off of My Quarterdeck!"

We hurriedly ran across the brow to the safety of the dock and then to the *Macdonough* where we were allowed to come aboard without recrimination. From that day on, I have always had a soft spot in my heart for the United States Marine Corps.

William B. Kingseed Ship's Cook 3rd Class,
USS Macdonough *(DD 351)*

We operated out of San Diego until October 1939 when we were assigned to the Hawaiian Detachment at Pearl Harbor. What a wonderful place this was for a young farm boy who had never been out of Ohio before. I remember all the great liberties we had in Honolulu and having a sandwich at the Black Cat Café while waiting to catch the bus back to Pearl. Things got a little crowded and not as much fun when the battleships and cruisers come out in a couple of years.

Jeffrey E. Parks, Pharmacist's Mate 3rd Class,
USS Dobbin *(AD–3)*

I hated Honolulu for liberty.

San Diego

Prior to the establishment of the Hawaiian Detachment in 1940, San Diego was the home port for the destroyers assigned to the Pacific Fleet. San Diego also attracted servicemen on liberty from the following military installations:

The destroyer base (presently the 32nd Street Naval Station)
Naval Recruit Training Center
North Island Naval Air Station (actually on Coronado Island)
Submarine Base — Point Loma
Naval Supply Center
Eleventh Naval District Headquarters
Marine Corps Recruit Depot
Camp Mathews (Marine Corps gunnery range).

Buses conveyed liberty parties from these stations to the Army-Navy YMCA on Broadway and ship's boats delivered sailors on liberty from the destroyers and other navy ships anchored in the bay. San Diego, a relatively small city at that time, was considered to be a much better liberty port than Honolulu but not ideal because it was inundated with servicemen. This resulted in a shortage of girls and at that time, before our entry into the war, many local girls did not associate with enlisted men in uniform. Some enlisted men rented lockers in locker clubs located on Broadway close to the Army-Navy YMCA. For a monthly fee they could store their civilian clothes in a locker and when on liberty shift from their uniform into civilian clothes.

For recreation San Diego had several first run movie theaters, one burlesque theater, a dance hall and many bars. The pre-war whorehouses were located near the burlesque theater in what is presently known as the Gas Light District. The madam of one of the most popular houses was known as Bos'n M----. She acquired this title because she wore a boatswain's pipe on a lanyard around her neck (in regulation style). When she walked through the waiting room she would blow into the boatswain's pipe to sound the navy call "all hands" and then yell, "All hands get laid!" Bos'n M---- was a San Diego tradition and a mandatory field trip for all the recruits in the San Diego boot camp.

Balboa Park was within walking distance of the downtown area and featured art museums and the famous San Diego Zoo. The auto ferry to Coronado Island was a pleasant ride and if one did not disembark at Coronado Island the return trip was free. There was a smaller, passenger only ferry, actually a converted fishing boat that ran from the foot of Broadway to the North Island Naval Station. The fee was five cents each way, so this ferry was called the nickel-snatcher.

Mission Beach was a short bus ride from the downtown area. Rental lockers were available to permit shifting into swim trunks and swimming in the surf. The California sailors had experience diving through the breakers and were always amused to see how the big strapping boys from the Midwest were knocked down and rolled in the sand by the breakers.

After our entry into the war, the local girls were more accepting of the men in uniform and some sailors considered San Diego an ideal liberty port.

Donald Barnier, Fire Controlman 1st Class,
USS Farragut *(DD 348)*

San Diego was my favorite liberty port. So many beaches, so many young ladies, the 12th Street dance hall, the 25 cent cars clear to La Jolla. A sailor's paradise.

Long Beach

Before the formation of the Hawaiian Detachment, the battleships and cruisers of the Pacific Fleet were homeported in Long Beach. The ships anchored inside the federal breakwater and the ships' 40 and 50 foot motor launches delivered liberty parties directly into Long Beach. The Pike, alongside the shoreline, was the main attraction. It featured a roller coaster, many bars and, before the war, whorehouses.[7] The main attraction was the Majestic Ballroom. Girls from adjacent areas would ride the big red streetcars into Long Beach to dance with the sailors. This was a great place to meet girls and on weekends there was usually a good selection. There were also bars, with dancing, in Long Beach proper, a short walk from the Pike.

Los Angeles was about a 45 minute ride on a big red streetcar. There were many first run movie theaters, many bars and the Follies Theatre. Hollywood was a short streetcar ride from Los Angeles and featured the famous Palladium Ballroom, more theaters and, after the start of the war, the Hollywood Canteen. Here servicemen could dance with local girls and at times could even see a movie star. A liberty group from the USS *Farragut* (DD 348) saw Sophie Tucker and other stars.[8]

During the war hitchhiking to and from Los Angeles was common. Often the civilian driver would take a serviceman to his desired destination , although gas rationing was in effect.

Long Beach was considered a very good liberty town.

San Pedro

San Pedro was a small city and a commercial seaport about five miles west of Long Beach. It was more of a navy sport recreational area than a liberty town. Prior to our entry into the war, the U.S. Navy promoted athletics to raise morale, combat boredom and "distract sailors from other pursuits." Track meets, boxing, wrestling matches and swim meets were the typical events and baseball games, basketball games and football games were played in a 4,500 person stadium near the fleet base in San Pedro. The stadium seats were always filled.[9]

The main attraction for liberty in San Pedro was a bar with dancing called Shanghai Red's and for some reason it was considered prestigious for a sailor to be able to say, "Yeah, I've been to Shanghai Red's." With Long Beach close by, and available, few sailors ventured into San Pedro.

San Francisco

Unlike San Diego and Long Beach, San Francisco was not a true navy town; prior to the war there were no navy ships homeported there. The navy shipyards, Mare Island and Hunter's Point, were close by and the 12th Naval District headquarters was in San Francisco. Treasure Island became a navy installation for World War II. After completing overhaul at one of the two naval shipyards, the ships would conduct sea trials and then tie up at the finger piers south of the ferry building, located at the foot of Market street.

Shortly after our entry into the war, the *Farragut* destroyers were rotated into Mare Island Naval Shipyard for new armament to improve their anti-aircraft capability. Prior to entering a shipyard and authorizing liberty, each ship had to unload all ammunition and pyrotechnics. This was a herculean task that started with an early breakfast and lasted sometimes well into the night. The chiefs would take all the watches and the officers, with clipboards, would record the ammunition removed from magazines, ready lockers and the pyrotechnics and everyone else handled the ammunitions. After a short break for noon chow and another short break for the evening meal, unloading continued until the job was completed. Only then was the ship allowed to proceed into the naval shipyard. Usually the munitions were placed into boxcars that were positioned on the dock to which the ship was moored. Sometimes the ammunition was loaded into a barge alongside the ship. Barge loading took longer due to the extra time required to lower the projectiles and powder cases on to the barge that was below the level of the ship's main deck. Everyone worked diligently as they were anticipating their liberty in San Francisco. After completion of the yard availability the ammunition had to be re-loaded. This was a much less joyous task.

The shipyard was located across a narrow river from the small town of Vallejo. Liberty in Vallejo was dismal as it consisted of many small bars on Georgia Street, the main thoroughfare at that time. There was a dance on weekends at the local hotel but for sailors in uniform, no one to dance with.

For liberty in San Francisco, the sailors could board a bus in the navy yard that would proceed east of San Pablo Bay and San Francisco Bay, cross the Bay Bridge and deposit the sailors in the center of San Francisco, one short block from Market Street. At that time there was no direct highway route from Vallejo across the Golden Gate Bridge into San Francisco.

San Francisco was a metropolitan city, not like San Diego or Long Beach. There were four streetcar tracks that ran along Market Street and a cable car from Market Street to the world famous Fisherman's Wharf. After liberty in the Pacific Islands and even Honolulu it was a joy to ride the streetcars and the cable car and see men wearing a suit and tie and the women well dressed and always wearing a hat.

On the second story of the ferry building, at the foot of Market Street, there was almost a block long relief map of the state of California and there was no charge for admission. Sailors from California made several trips to this remarkable display to fully appreciate it.

The Golden Gate Park, west of the city, was a short ride on a streetcar and was a pleasant afternoon stroll. There were many first run movie theaters on Market Street and at one time the Andrews Sisters, a nationally popular trio at that time, performed at the Golden Gate Theatre on Market Street. Light operas at the San Francisco Opera House were also available. The dance hall on Market Street near Van Ness was popular, as there were many dance partners available, and there were many bars. San Francisco was a very good liberty town. The natives, especially the girls, loved the navy. It was not unusual for a civilian to buy a drink for a sailor in a bar or restaurant.

Somehow it turned out that the navy adopted the bars on Turk Street; the marines and army gravitated to other areas. Reasonably priced hotel rooms were available on Turk Street for those who rated overnight liberty.

At Christmas time a liberty group from the USS *Farragut* (DD 348) bought a Christmas tree and planned to set it up on the bandstand of the Silver Rail with a USS *Farragut* placard on it. Carrying this tree down Turk Street, to the Silver Rail, they were stopped by a policeman who wanted to know where they were going with this eight foot tree. While explaining to the policeman, the man carrying the tree turned around and swept several pedestrians of off the sidewalk. Everyone laughed, including the policeman, and he allowed the *Farragut* group to proceed with their tree.[10]

The Author's Experience

I boarded the bus in the Mare Island Navy Shipyard for my overnight liberty to San Francisco and somehow I happened to sit next to a big, hefty first class watertender that just recently reported aboard my ship. He was so new in the ship that this was the first chance I had to talk to him although we were in the same department (engineering) aboard ship. We talked and managed to get acquainted during the 45 minute to 1 hour trip to San Francisco. After debarking the bus, the two of us were strolling down the street when two or three attractive young ladies greeted us by saying, "We are having our Christmas office party now and we would like the two of you to join us." We were surprised and delighted and followed the girls into their office.

The office was decked out with Christmas decorations. They had delicious snacks and a well stocked bar. We were introduced to the office crew that included more lovely young ladies. This was better than the life of Riley and a Mohammedan heaven as I was surrounded with young lovelies and there was free booze. Some of the girls mentioned other parties later in the evening. I was enjoying myself and visualizing an outstanding weekend liberty when this watertender approached me and said that he was not feeling well and that he was going downstairs to get some fresh air. He then departed down the stairs and I continued with my life of Riley.

After a while I became somewhat concerned because he did not return. Although we had just met and I was very reluctant to leave the party, he was a shipmate and I felt obligated to check up on him. I made my excuses to the ladies and said that I would return shortly and went down the stairs. At first I could see no sign of him but then I noticed two navy shore patrolmen standing near a car near the end of the street. I hurried towards them and soon noticed that my new shipmate was draped over the fender of the car (automobiles had fenders at that time) and was vomiting into the street. The shore patrol was ready to take him too the brig but I convinced them that I would put him into a hotel room and he would no longer be a problem.

I then half carried and dragged this heavy, bulky watertender down the street and eventually found a hotel with a vacancy. I then dragged him up two or more flights of stairs to our room and got there just in time for him to again get sick but this time fortunately into the toilet bowl. I got him undressed, cleaned up and into bed and then I hurried back to the office party. The office was closed! The party was over! My expectations for an outstanding liberty were shattered! Since that time I somehow had slightly more than antagonistic feelings about watertenders (it's a good thing that the name of that rate was changed to "Boilertender")

Oakland

Oakland, across the bay from San Francisco, had movie theaters, many bars, a lake right in the middle of town and a large dance hall with available dance partners. However, for most sailors it did not have the attraction of San Francisco.

Seattle

Like San Francisco, Seattle was not a true navy town. The navy shipyard was across the bay in Bremerton and it was necessary to ride a ferry to get to Seattle, but there was a navy receiving station on the Seattle side of the bay. For sailors that were used to the hot, humid South Pacific, Seattle was cold and it seemed to rain every hour on the hour. The weather was not important; there were movie theaters and small bars with dancing and many available dance partners. Although not as sophisticated a city as San Francisco, the liberty was just as good.

The Author's Experience

When standing watch in the engine room, your eyes are constantly monitoring pressure gauges, temperature gauges (dial thermometers), tachometers (dial RPM indicators) and other instruments and gauges. Your eyes automatically are attracted to these instruments even when performing other tasks and even when getting a cup of coffee. Automatic observation of gauges was desirable aboard ship but home on leave this created a problem. Home on leave a friend of mine loaned me his car, a Model A Ford. This car had the gas tank located just forward of the dashboard and included a float type fuel gauge visible to the driver. Also there was a speedometer and an amperage meter. While driving these three instruments constantly forced my eyes down to the dashboard and away from observing the road ahead of me. This gauge hypnosis required a concentrated effort for me to keep my eyes on the road.

Eastern Beer and Western Beer

Beer was the usual drink when on liberty as it was less expensive than whisky and mixed drinks. During the war years there were two types of beer on the West Coast, Western beer and beer from Eastern breweries. The Eastern beer was much better tasting but the Western beer was popular because of its lower price.

At that time there were two brands of Western beer and frequent discussions regarding which of the two was the best beer. The much repeated story in naval circles regarding this issue was that both Western breweries submitted their beer to a testing laboratory to determine which beer had the highest alcohol content and the best taste. After conducting extensive tests on the two beers the final test report stated, "I wouldn't work either horse for two weeks."

Chapter 12

The *Farragut* Finishing School

For the enlisted man, serving aboard a *Farragut* class destroyer, the daily tasks were often repetitive, sometimes boring, and during the wartime years, frequently scary; but for most the *Farraguts* were, inadvertently, a floating educational institution.

Boot camp was mostly a full time controlled activity for the newly enlisted man. He was given detailed instructions on how to stencil his name on the clothing and bedding that was issued to him. He was taught how to march, the manual of arms and how to march with a rifle. He learned the semaphore alphabet, how to tie the common knots and he had to pass a swimming test, but mostly the new recruit was subjected to commands. A command directs one to perform an act in a previously prescribed manner. For example, there is only one way to execute the command, "Right face," and the command, "Right shoulder arms." Mostly recruit training consisted of the new recruit being told what to do and exactly how to do it. Boot camp was primarily a command atmosphere.

After reporting aboard a *Farragut* class destroyer for duty, the new man was suddenly exposed to an entirely different atmosphere. "Commands were seldom issued and the new man was suddenly subjected to orders. An order allows some discretion in how the task is to be executed. The new man may be ordered to swab a section of the deck but he may use his own judgment as to where he will start swabbing and where he will finish. Here the new man started to use his own judgment, first on minor tasks and later on more complex assignments. This was the start of the *Farragut* finishing school program.

Every enlisted man, except for chief petty officers, was issued a training course book that was to prepare him for his advancement. Most men studied for advancement as promotion was the route to more privilege, prestige and higher pay. Also one could learn a trade that could provide a job later in civilian life. The course for advancement required not only book study but a demonstration of a skill (a practical factor). Advancement to the rating of seaman required the ability to tie certain knots, proficiency with a heaving line and demonstration of other skills required of a seaman. After six months in his present rate, completion of his advancement course (including practical factors) and the recommendation of his commanding officer, he was allowed to take the next scheduled examination for advancement

In addition to studying for advancement daytime duties and watchstanding provided a learning experience. A seaman was required to stand watch as a helmsman; this was an assignment of responsibility as it required continuous and uninterrupted concentration. As he gained competence in seamanship, he could be assigned to be the coxswain of the ship's whaleboat; this was a major responsibility. A fireman, when the ship was underway, stood his watch under the supervision of a watertender (a petty officer); however, when the ship was in port that fireman would have the sole responsibility for the operation of a boiler. Also in port, a fireman could stand the watch in the engine room where he was primarily responsible for the operation of the steam powered generator. A fireman also operated the distilling plant. All of these nonrated men (seamen and firemen) were already performing in positions of responsibility without direct supervision! In addition they were required to learn how to function as a member of a gun crew; this required many hours of drill on the loading machine. They attended lectures on first aid, learned firefighting, de-watering procedures, the use of the O.B.A. (oxygen breathing apparatus) and the functions of other damage control equipment. Long before they became petty officers, the *Farragut* class destroyer nonrated men were already performing diligently in positions of responsibility. They were key members of the ship's company; the ship could not carry out her mission without them.

The social contacts were also an educational experience for the new man. Conversations with shipmates allowed the youngster raised in the city to learn about life on the farm from a shipmate raised in the Midwest. A Southern Californian learned about the winters in Minnesota. The Southerners (some still rebels at heart at that time) exchanged ideas with Yankees from the North. This type of educational interchange was not available at most finishing schools.

By the time an enlisted man advanced to become a petty officer he had already acquired technical knowledge not possessed by others outside of his rating group; the radioman on watch was a key communicator as was the signalman on the signal bridge. Safe navigation of the ship was contingent on the timely upgrading of the charts by the quartermasters and also on the proper and continuous operation of the gyrocompass, an electrician's mate's responsibility. All the machinery on the ship, the main engines and boilers, the electric power generators, refrigeration and all other machinery throughout the ship was the responsibility of the enlisted men assigned to the engineering department. The gunner's mates, torpedomen and fire controlmen were responsible for the ship's armament and the ship's cooks were key personnel as meals were a morale factor. Also as a petty officer he was subjected to greater responsibility. Standing the watch of a gangway petty officer he was the direct assistant to the officer of the deck.

When advanced to a higher petty officer rating, his technical education became more demanding. Frequently this required the study of technical manuals published by the manufacturers of machinery and other equipment installed on the ship. There was a manufacturer's manual for every piece of machinery and system installed on the ship. These manuals included technical drawings and diagrams and specified the proper procedure for disassembly, parts replacement, reassembly, testing and other information required to insure the proper operation of that machine or system. As a senior petty officer, he became the instructor of the nonrated men (strikers) assigned to his rating group. Assignment as a leading petty officer required that he function as a manager as well as looking out for the morale and well-being of the men assigned to his section.

When advanced to chief petty officer, the enlisted man was comparable to a commissioned officer but with the technical knowledge of his rating. Chief petty officers of the seaman branch were at times required to stand watch underway as a JOOD (junior officer of the deck); normally this is a commissioned officer's watch. On destroyers, the watch of the engineering officer of the watch is stood by an engineering department chief petty officer. The chiefs were responsible in all respects for the men assigned to their group and actually they were the ultimate educators of the *Farragut* finishing school.

After the War

The remaining five *Farragut* class destroyers were decommissioned immediately after the end of World War II. The *Farragut* sailors then became segregated into the following three groups.

1. Some elected to remain on active duty in the U.S. Navy. They were assigned to other ships or stations, continued to advance in rate and retired with a pension after a total of 20 or 30 years service.

2. Others were discharged from the service and entered the civilian work force. Most obtained impressive positions because compared to other applicants of the same age group the *Farragut* finishing school provided them with impressive qualifications of proven responsibility, leadership experience, and technical knowledge that frequently was applicable to the civilian position.

Many of this group elected to join the naval reserve. This allowed them to advance in their active duty rating, perform active duty for two weeks every year, earn retirement with pay and still feel that they were navy men!

3. Some left the navy to take advantage of the G. I. Bill and attend college. It was studying for their advancement in rate where they learned how to learn and this gave many of them the confidence to attempt college. Those with engineering and technical experience on active duty had a definite advantage in studying for an engineering degree. The naval reserve was an attractive part time job for college students and many continued their naval reserve participation after college graduation.

The Mustangs

During the war years the navy commissioned college graduates after only 90 days midshipman training (the 90 day wonders). After the end of the war most college graduates preferred to embark on their chosen civilian careers but the navy was still in need of junior officers. To supply this need the navy looked to the enlisted men that advanced to chief petty officer and elected to remain in the navy; many of them were Depression babies at the start of the war. Compared to college graduates with no experience at sea, these chiefs had wartime sea experience, demonstrated an ability to learn and they did not require 90 days midshipman training. Many of the best qualified were advanced to warrant officer and to commissioned junior officers. But not all remained junior officers; some advanced to higher grades and even to the command of their own ship. These ex-enlisted men were known as mustang officers and were highly regarded by both enlisted men and officers. Their officer training was obtained at a U.S. Navy shipboard finishing school.

The Shipmate Fraternity

College students frequently joined a campus fraternity that often resulted in a lifetime friendship with a fraternity brother. The U.S. Naval

Academy also had, in effect, a fraternity; somehow the members of a graduating class managed to keep track of their classmates through out their entire naval career. The enlisted men that entered the navy after high school, or shortly after, also inadvertently acquired an equivalent of a fraternity brother; they were known as shipmates. Standing watch with a man (at least two four hour periods a day for seven days a week), taking meals with him three times a day, sleeping in a bunk adjacent to his, and frequently going on liberty together, created a bond that lasted for many years, even into civilian life. After World War II, ship reunions were, in effect, gatherings of shipmate fraternity brothers. Unfortunately ship reunion attendance is declining; there are not that many remaining graduates of the *Farragut* finishing school.

Chapter 13

Ship Histories

USS *Farragut* (DD 348)

The USS *Farragut* (DD 348), the third ship to carry this name, was named after David Glasgow Farragut (1801 to 1870). He was born on July 5, 1801, in Tennessee, lost his parents at a very early age and was adopted by David Porter, a captain in the United States Navy. At age 10 David Farragut served as a midshipman in the War of 1812 and after the war he remained in the navy and eventually rose to the rank of captain.

After the start of the Civil War he remained loyal to the Union despite his southern connections and his home in Norfolk, Virginia. He was assigned to be the commander of the Western Gulf Blockading Squadron with the mission of capturing New Orleans. Farragut's ships slipped past the rebels' Fort Jackson and Fort St. Philip and on April 25, 1862, entered New Orleans and five days later the city surrendered. This gave the North a decided advantage as it opened the Mississippi to the North and prevented European recognition of the southern states.

On August 5, 1864, Farragut's ships sailed into Mobile Bay, Alabama, and sunk the Confederate warships in that area. This effectively closed the rebels' last major gulf port. During the assault, one of Farragut's captains reported, "Confederate mines ahead," but Farragut made his famous statement, "Damn the torpedoes, full speed ahead."

In recognition of his capture of New Orleans (1862) and Mobile Bay (1864) he was promoted to the rank of rear admiral, the first to hold this title in the U.S. Navy. Between 1865 and 1870 he was twice promoted to become the U.S. Navy's first four star admiral. He died on August 14, 1870, at age 69.[1]

The third USS *Farragut* (DD 348) was launched on March 16, 1934, at the Bethlehem Shipbuilding Corp. in Quincy, Massachusetts, and commissioned on June 18, 1934. Mrs. James Roosevelt, the daughter-in-law of the president, was the sponsor. The *Farragut* was the first of a new class of destroyers and her early service consisted of developing operating procedures and cruising out of her home port of Norfolk into the Caribbean and along the East Coast. On March 26, 1935, she carried President F. D. Roosevelt from Jacksonville to deliver him to his private yacht and later to transport him from his private yacht in the Bahamas to Jacksonville.

The *Farragut* arrived in San Diego on April 1935 and became the flagship of the 2nd Destroyer Division. She participated in West Coast fleet maneuvers, training operations and cruised to Hawaii and Alaska. In January 1939 the *Farragut* participated in fleet maneuvers in the Caribbean, returned to San Diego on April 12, 1939, and then continued exercises in the Pacific.

At the time of the Japanese attack on Pearl Harbor, December 7, 1941, the *Farragut was* moored with three other 2nd Division destroyers in East Loch, Pearl Harbor. She got underway shortly after the start of the attack and as she proceeded out of the harbor she maintained steady fire against Japanese aircraft that strafed her topsides but injured only one crew member. In May 1942 the *Farragut* participated in the Battle of the Coral Sea. Detached from the main group, she came under heavy attack, splashing at least five enemy aircraft but receiving no damage.

The *Farragut* participated in the assault on Guadalcanal and the battle of the Eastern Solomons. She remained in the South Pacific escorting convoys and after a West Coast overhaul she was sent to the Aleutians where she made several depth charge attacks on enemy submarines and participated assault on Kiska and Attu. Back in the Central Pacific the *Farragut* participated in campaigns in the Marshals, Kwajalein, Eniwetok, Woleai, Wakde, supported the landings in the Hollandia area, bombarded Saipan and Guam, was present for the Battle of the Philippine Sea and the bombardment of Rota. Later the *Farragut* screened oilers serving the fast carrier task forces that sent strikes against Taiwan and Luzon and the assault on Iwo Jima and Okinawa and served on radar picket duty at Okinawa.

After the end of the war, the Farragut arrived at the Brooklyn Navy Yard on September 25 and was decommissioned on October 23, 1945. The *Farragut* earned 14 battle stars for World War II.[2]

USS *Dewey* (DD 349)

The USS *Dewey* (DD 349) was named after George Dewey (1837–1917). He was born in Montpelier, Vermont on December 26, 1837 and graduated from the Naval Academy in 1858. He served under Admiral Farragut during the Civil War and saw action on the Mississippi river.

He remained in the Navy after the Civil War and in 1896 was promoted to the rank of Commodore and appointed to the command of the United States Asiatic Squadron shortly before the start of the Spanish American War. On April 27, 1898 he sailed from China with orders to attack the Spanish in Manila Bay. On April 31, 1898, he launched the attack by saying his now famous words, “You may fire when you are ready, Gridley.” After a six hour engagement he had sunk or captured the entire Spanish fleet and silenced the shore batteries at Manila.

Because of this swift victory, Dewey became a great national hero and he was promoted to rear admiral. Later, by an act of Congress, he was made admiral of the navy (a rank above a four star admiral). He remained on active duty beyond retirement age, serving as president of the Navy Board until his death in 1917.[3]

The first USS *Dewey* (DD 349) was launched by the Bath Iron Works Corp. in Bath, Maine, on July 28, 1934, sponsored by a great-grandniece of Admiral Dewey, and commissioned on October 4, 1934. After training cruises to the Caribbean she sailed from Norfolk to San Diego on April 1, 1935. In the Pacific she participated in fleet exercises, cruised from Alaska to Peru, made three trips to Hawaii and in January 1939 returned to the Atlantic for a fleet problem. On October 12, 1939, she arrived in Pearl Harbor and participated in fleet exercises until 1941.

On the day of the Pearl Harbor attack, the *Dewey* was alongside the USS *Dobbin* (AD–3) for tender availability with the other Destroyer Division 1 destroyers and the USS *Phelps* (DD 360). She fired on the enemy aircraft and got underway later that afternoon. On December 15, 1941, she joined the task force that was to relieve the marine garrison on Wake Island but the island fell on December 23, 1941.

In February, as part of the force to raid Rabul, the *Dewey* aided in splashing several of the Japanese bombers that attacked the force. She continued screening the *Lexington* (CV–2) in the strikes against Salamoa and Lae. In April 1942 the *Dewey* participated in the Battle of the Coral Sea, suffering five men wounded from enemy strafing and rescued 112 men from the sinking *Lexington.* In June 1942 the *Dewey was* in the Battle of Midway and on August 7, 1942, in the invasion of Guadalcanal and in the Battle of the Eastern Solomons.

After overhaul she sailed for the Aleutians. When the USS *Worden* (DD 352) went aground leaving Amchitka, the *Dewey* unsuccessfully attempted to tow her off of the rock and then aided in rescuing her survivors. Later the *Dewey* participated in the attacks on Kiska and Attu.

In 1944 the *Dewey* was in the Central Pacific and participated in the campaigns at Kwajalein, Majuro, Eniwetok, Poi, Milli Atoll, Palu, Yap, Ulithi, Woleai, the invasion of Hollandia and the strike on Truk. Later that year she bombarded Saipan, Guam and Tinian and participated in the Battle of the Philippine Sea. After overhaul at the Puget Sound Navy Yard she joined the 3rd Fleet and survived the typhoon of December 18, 1944 (Chapter 7), after losing her forward stack. Later she was at Iwo Jima where she assisted in putting out the fire on the *Patuxent* (AO–44). She participated in the Okinawa operation and screened oilers supplying fuel to the carriers in pre-invasion air strikes that continued until the end of the war.

She arrived in San Diego on September 7 and continued to the East Coast where she was decommissioned in the Brooklyn Navy Yard on October 19, 1945. The *Dewey* received 13 battle stars for World War II service.[4]

USS *Hull* (DD 350)

The USS *Hull* (DD 350) was named for Isaac Hull (1773 to 1843). Isaac Hull was born on March 9, 1773, in Derby, Connecticut, and in 1798 was appointed lieutenant in the U.S. Navy. He served as executive officer of the *Constitution* during the Quasi-War with France and led a successful expedition to capture the fort at Puerto Plata, Santo Domingo. In the war with Tripoli, 1802 to 1805, he was the commanding officer of the brig *Argus*. In the 1812 war against the British he was the commanding officer of the *Constitution* and escaped a British squadron during a no wind condition by utilizing the ship's boats to tow the *Constitution*. Later, on August 19, 1812, he engaged the British frigate HMS *Guerriere* in a classic battle in which the *Guerriere* struck her colors and the *Constitution* earned the name "Old Ironsides."

Isaac Hull was promoted to commodore. He commanded the Boston and Washington Navy Yards, the Pacific Squadron and finally the Mediterranean Squadron. He died on February 13, 1843, at Philadelphia.

The third USS *Hull* (DD 350) was launched by the New York Navy Yard on January 31, 1934, and commissioned on January 11, 1935. After cruising to Portugal and the British Isles, the *Hull* arrived in San Diego on October 19, 1935. She then operated with the Pacific Fleet, cruised to Alaska and was homeported in Pearl Harbor on October 1939. When the war started on December 7, 1941, the *Hull* was alongside the *Dobbin* in Pearl Harbor and assisted in downing several Japanese aircraft. During the following months the *Hull* screened the *Lexington* in strikes in the Solomons, participated in the invasion of Guadalcanal and performed the sad duty of sinking the transport *George F. Elliott* that was burning beyond control.

In 1943 the *Hull* was in the Aleutians and participated in the Attu and Kiska invasions. Back in the Central Pacific the *Hull* was in on the strikes on Wake, the Gilberts, Makin, Majuro, Mille Atoll, Wotje and the great raid on Truk. The *Hull* also bombarded Saipan and participated in the Great Marianas Turkey Shoot. After overhaul in Seattle she joined the 3rd Fleet and on December 18, 1944, was lost in the typhoon (Chapter 9).

The *Hull* received 10 stars for World War II service.[5]

USS *Macdonough* (DD 351)

The USS *Macdonough* (DD 351) was named for Thomas Macdonough (1783 to 1835). He was born in New Castle County, Delaware; that area is now known as Macdonough, Delaware. He entered the U.S. Navy in 1799 or 1800 as a midshipman and served in the West Indies during the Quasi-War with France. He later served aboard the *Constellation* during the First Barbary War and with Stephen Decatur participated in the burning of the captured *Philadelphia*.

After the start of the War of 1812, he was assigned as commander of naval forces in Lake Champlain. Macdonough anchored his fleet of sloops and gunboats in Plattsburgh Bay to oppose the British fleet. Prior to the start of the battle, Macdonough rigged spring lines to his flagship, the 26 gun *Saratoga*. Sometime after the start of the battle, when both sides experienced substantial damage due to gunfire, Macdonough swung the *Saratoga* around (by the use of the spring lines) to present the undamaged side to the enemy. This pre-planned maneuver gained firepower superiority and the English ships were forced to retreat.

This Battle of Lake Champlain (also known as the Battle of Plattsburgh Bay) forced the British invading army to retreat into Canada and is often cited as a model of tactical preparation and execution. Macdonough was promoted to the rank of captain. Later he served as commander of the Portsmouth Navy Yard, commander of the 44 gun *Guerrier*, commander of the 74 gun *Ohio* (under construction) and commander of the USS *Constitution*. On October 14, 1825, he relieved himself of command due to increasingly poor health. He died at sea on November 10, 1825, and was later buried at Middletown, Connecticut.[6]

The third USS *Macdonough* (DD 351) was launched by the Boston Navy Yard on August 22, 1934, and was sponsored by Miss Rose Shaler

Macdonough, the granddaughter of Commodore Thomas Macdonough, and commissioned on March 15, 1935. After extensive cruises to Europe and South America, the *Macdonough* operated out of San Diego *until* she joined Destroyer Division 1 in Pearl Harbor in October 1939. She was alongside the destroyer tender USS *Dobbin* (AD–3) when the Japanese attacked on December 7, 1941. Although without steam or electric power, the *Macdonough* managed to shoot down at least one Japanese aircraft before proceeding out of the harbor. After the attack the *Macdonough* participated in the air strikes on Bougainville, Salamoa and Lae, the Guadalcanal invasion and the Battle of Savo Island.

In 1943 she was operating in the Aleutians and was rammed by the USS *Sicard* and was forced to retire to Adak for temporary repairs. After complete overhaul at the Mare Island Navy Yard, she operated in the Central Pacific and participated in the following operations: Makin Island, Marshall Islands, Kwajalein, Wotje Atoll, Root and Namur islands, Palu Islands, Hollandia, New Guinea and Truk. With two other ships she was credited with sinking a Japanese submarine. Later the *Macdonough* participated in the Saipan invasion, the Battle of the Philippine Sea, Battle of Leyte Gulf and escorted oilers for refueling runs to the Philippines, Formosa and the South China Sea and Okinawa.

After the end of the war, she arrived in San Diego on September 3, 1945, and was decommissioned at the New York Navy Yard on October 22, 1945.

The USS *Macdonough* (DD 351) received 13 battle stars for World War II service.[7]

USS *Worden* (DD 352)

The USS *Worden* (DD 352) was named after John Lorimer Worden (1818 to 1897). He was born in Westchester County, New York, on March 12, 1818, and appointed a midshipman in 1834. He spent his first duty on a ship in the Brazilian station and then in the Pacific Squadron. During the Mexican War he served on several ships, then at the Naval Observatory and later at sea in the Mediterranean and in the West Indies.

Prior to the start of the Civil War he was ordered on a secret mission to Pensacola, Florida, regarding the reinforcement of Fort Pickens and was arrested on his return to Washington. He was held prisoner for several months during which his health began to fail. After his release he accepted command of the ironclad *Monitor* and was involved in its final construction.

On March 8, 1862, the *Monitor* met the Confederate Navy's ironclad, the CSS *Virginia* (the ex–USS *Merrimack*) and the two fought on the next day. For four hours the ironclads fought to a draw. Just before the *Virginia* broke off the action, a shell exploded on the *Monitor*'s turret and Lieutenant Commander Worden was wounded and temporarily blinded. Worden was commended for his action and was placed in command of the ironclad USS *Montauk.* He led his ship in the bombardment of Fort McAllister and destroyed the Confederate privateer CSS *Rattlesnake.* He was promoted to the rank of captain; his last action was participating in the bombardment of Charleston, South Carolina.

In 1869 he was superintendent of the U.S. Naval Academy and advanced to the rank of rear admiral and commanded the European Squadron. He died in Washington, D.C., of pneumonia on October 19, 1897.[8]

The third *Worden* was built at the Puget Sound Navy Yard, launched on October 27, 1934, and commissioned on January 15, 1935. After shakedown cruises to San Diego and Costa Rica the *Worden* sailed through the Panama Canal to Washington, D.C., where she embarked a congressional party for a cruise down the Potomac to Mount Vernon. She remained on the East Coast until July 1935 and reached San Diego on September 19, 1935. She then participated in Pacific operations, cruised from Alaska to Peru and was stationed in Hawaii in October 1939.

On the morning of December 7, 1941, the *Worden* was alongside the *Dobbin with* the other First Destroyer Division destroyers and the USS *Phelps.* She suffered no damage in the attack and shot down one enemy aircraft with .50-caliber machine gun fire. Two hours after the attack the *Worden was* under way at sea and joined the Wake Island relief force on December 22, 1941, but the island fell before the arrival of the force. In New Caledonia the *Worden* towed the merchantman SS *Snark*, which had struck a mine, clear of the channel entrance. During the Battle of the Coral Sea, the *Worden was* detached from the main force to escort the *Tippecanoe* (AO 21) to Nouméa and screened the *Enterprise* and *Hornet* through the Battle of Midway. She participated in the invasion of Guadalcanal and the Battle of the Eastern Solomons.

In December 1942 *Worden* escorted the transport *Arthur Middleton* into Constantine Harbor, Amchitka Island, in the Aleutians. Departing the harbor a strong current swept the *Worden* onto a reef that pierced the hull and flooded the engine room. The *Dewey* attempted to tow the *Worden* free of the reef but this was not successful (chapter 8); fourteen of the crew were lost.

The *Worden* earned four battle stars for her World War II service.[9]

USS *Dale* (DD 353)

The USS *Dale* (DD 353) was named after Richard Dale (1756 to 1826). He was born in Norfolk, Virginia, on November 6, 1756, and went to sea at the age of twelve. Before his twentieth birthday he commanded several merchant vessels. After the start of the American Revolution he became an officer in the Virginia State Navy and was taken prisoner by the British and then joined the Loyalists. He was again captured by the Continental brig *Lexington and* John Barry, the *Lexington*'s commanding officer, persuaded Dale to support the American cause.

Dale served on the *Lexington* until she was captured by the British on September 19, 1776, and Dale was imprisoned by the British. After two attempts he escaped to France and became a lieutenant aboard John Paul Jones' *Bonhomme Richard*. Dale performed valiantly during the *Bonhomme Richard*'s victory over the HMS *Serapis* on September 23, 1770. Dale then served on the frigates *Alliance* and *Trumbull* and commanded the privateer *Queen of France.*

After the war Dale served as a captain of merchant ships and when the U.S. Navy was established in 1794 he was appointed to the rank of captain. During the Quasi-War with France, Dale was given the command of the Mediterranean Squadron against the North African piratical states. He was relieved of his command in 1802 and died in Philadelphia on February 26, 1826.[10]

The fourth USS *Dale* (DD 353) was launched at the Brooklyn Navy Yard on January 23, 1935, and commissioned on June 17, 1935. She cruised along the East Coast and into the Caribbean and then from Peru to Alaska and Hawaii. On October 5, 1939, she joined the Hawaiian Detachment and was moored in Pearl Harbor when the Japanese attacked. She splashed at least one Japanese aircraft as she steamed out of the harbor.

From December 1941 to March 1942 the *Dale* screened the *Lexington* and the *Yorktown* in the strikes on Salamoa and Lae and participated in the Battle of Midway and the invasion of Guadalcanal.

In 1943 the *Dale* sailed to the Aleutians. She supported the occupation of Amchitka and fired upon Japanese cruisers in the Battle of the Komandorski Islands and screened the damaged *Salt Lake City.* In May of 1943 she participated in the assault on Attu and later Kiska. In 1944 she took an active part in the Central Pacific operations of Kwajalein, Eniwetok, the Marshall Islands, Palu, Yap, Ulithi, Woleai, Hollandia, Truk, Satawan and Ponape. Later she bombarded Saipan and Guam and screened carriers during the Battle of the Philippine Sea. After overhaul at the Bremerton Navy Yard she screened TF–38 during the Philippean invasion and raids on the China coast, Formosa, Luzon and Okinawa and on carrier strikes on Tokyo and Kobe.

After the end of the war the *Dale* arrived in San Diego on September 7, 1945, and proceeded to New York, arriving on September 25, 1945. She was decommissioned on October 16, 1945.

The *Dale* received 12 battle stars for World War II service.[11]

USS *Monaghan* (DD 354)

The USS *Monaghan* (DD 354) was named for John R. Monaghan (1873 to 1899). He was born in Chewelah, Washington, and graduated from the U. S. Naval Academy in 1895. He then served as a passed midshipman aboard the cruiser *Olympia,* flagship of the U.S. Asiatic Station. He was promoted to the rank of ensign in 1897 and served on the monitor *Monadnock* and the gunboat *Alert* that operated on the West Coast. During the Spanish-American War he served aboard the *Philadelphia*, the flagship of the Pacific Station.

In March 1899, Ensign Monaghan was sent to Samoa to serve with a combined British-American-Samoan force that was ambushed by a superior opposing force of Samoans. Lieutenant Philip Lansdale, Monaghan's superior officer and friend, was wounded by rifle fire. The combined force, hopelessly outnumbered, retreated but Ensign Monaghan stood steadfast beside his wounded friend, one lone rifle against a score. He knew that he could not survive; he died in the performance of his duty.

The second USS *Monaghan* (DD 354) was built by the Boston Navy Yard, launched on January 9, 1935, and commissioned on April 19, 1935. She was sponsored by Miss Mary F. Monaghan, niece of Ensign Monaghan.[12]

The *Monaghan* initially operated mostly in the North Atlantic but was in Pearl Harbor when the Japanese attacked on December 7, 1941. The *Monaghan* was the ready duty destroyer and at 7:51 A.M. was ordered to get underway and join the *Ward*, which had just sunk an unidentified submarine at the Pearl Harbor entrance. *Monaghan fired* on enemy aircraft when the attack began and got underway at 8:27 when she was notified that there was a Japanese submarine sighted inside Pearl Harbor. *Monaghan* rammed the submarine and sank it with two depth charges.

After the attack she patrolled local waters and later joined the *Lexington* in the attempt to relieve Wake Island but Wake was captured before the relief force could arrive. During the Battle of the Coral Sea, the *Monaghan was* ordered to search for the survivors of the *Neosho* (AO 23) and the *Sims* (DD 409), sunk by the Japanese. As the position of the sinking was incorrect, *Monaghan* was not able to carry out a rescue. Shortly thereafter, *Monaghan* participated in the Battle of Midway.

In June 1942 the *Monaghan* was sent to the Aleutians and was damaged in a collision in heavy fog. After repair in Mare Island Navy Yard she was back in the Aleutians and participated in the Battle of the Komandorski Islands with the cruisers *Salt Lake City* and *Richmond* and fired on Japanese cruisers. Later the *Monaghan* pursued a Japanese submarine and succeeded in driving her up on to a rocky shoal. Later, in the Central Pacific, the *Monaghan* participated in the campaigns of the Gilbert Islands, Marshall Islands, Roi, Majuro, Kwajalein, Eniwetok, Perry Island, Palu, Wolai, Yap, Hollandia and the strikes at Satawan, Truk, Ponape and the invasions of Saipan and Guam. On November 11, 1944, the *Monaghan* joined Task Force 38 and was lost in the typhoon of December 18, 1944 (Chapter 9); there were only six survivors.

Monaghan received 12 battle stars for World War II service.[13]

USS *Aylwin* (DD 355)

The third USS *Aylwin* (DD 355) was named for John Cushing Aylwin (1778 to 1812). He was born in Quebec, Canada, and at an early age went to sea on British naval vessels. He refused advancement to midshipman and eventually poor health allowed his discharge. Later he commanded merchant ships out of Boston, Massachusetts, and at the start of the War of 1812 he was appointed a lieutenant in the United States Navy.

He was the sailing master aboard the *Constitution* when she defeated the HMS *Guerrier* on August 19, 1812. During the battle between the *Constitution* and the HMS *Java* he was severely wounded and died at sea on December 29, 1812.[14]

The third USS *Aylwin* (DD 355) was built at the Philadelphia Navy Yard, launched on July 10, 1933, and commissioned on July 10, 1934. Her first extended cruise was to Europe where she visited Portugal, Spain, France, Germany, Belgium and England. She then cruised the Caribbean and arrived in San Diego in October 1935. In May 1936 she visited Peru and then Alaska; Port Townsend, Washington; and Portland, Oregon. In early 1939 she participated in a fleet problem in the Caribbean and arrived in Pearl Harbor in October 1939. In March 1941 she collided with the *Farragut*, resulting in a fire on both ships.

On December 7, 1941, the *Aylwin* was moored with the other Second Destroyer Division destroyers and got underway at 8:45 A.M. with only about 50 percent of her crew on board but maintained a continuous fire against enemy aircraft. *Aylwin* joined the Wake Island relief force but the attack was cancelled as the island surrendered. Later the *Aylwin* participated in the air action in which "Butch" O'Hare became the navy's first ace and was also present in the Battle of the Coral Sea, the Battle of Midway and the invasion of Guadalcanal. In early 1943 the *Aylwin* was in the Aleutians for the Attu and Kiska invasions. Later the *Aylwin* was in the Central Pacific and participated in the campaigns of the Gilbert Islands, the Marshall Islands, Kwajalein, Majuro, Perry Island, Aitape, Tanahmerah Bay, Humboldt Bay, Hollandia, Saipan and later managed to survive the Typhoon of December 18, 1944. After repairs the *Aylwin* was at Iwo Jima, Okinawa, and searched for the survivors of the *Indianapolis* but located only three bodies.

After the end of the war the *Aylwin* arrived in San Diego on September 3, 1945, and continued to New York City. She was decommissioned at the New York Navy Yard on October 16, 1945.

The *Aylwin* received 13 battle stars for World War II service.[15]

USS *Dobbin* (AD–3)

The USS *Dobbin* (AD–3) was the *Farragut* destroyers' favorite destroyer tender (repair ship). She was named for James Cochrane Dobbin, the secretary of the navy from 1853 to 1857. Dobbin instituted significant reforms throughout the navy. His main achievement was the construction of six first class, propeller driven steam frigates and he is considered "a godfather of modern American seapower."[16]

The USS *Dobbin* (AD–3) was built in the Philadelphia Navy Yard and was commissioned on July 23, 1924, served for 22 years and was decommissioned on September 1946.

When the Japanese attacked on December 7, 1941, the *Dobbin* was moored north of Ford Island and had five destroyers alongside for tender availability. During the attack the *Dobbin* experienced some damage due to shrapnel. The *Dobbin*'s boats picked up many survivors of the sunken ships, taking the wounded to shore. The *Dobbin* remained in Pearl Harbor until May 1942 when she departed for Sydney, Australia. Later she was at Brisbane, Mackay, Townville and Cleveland Bay, Australia, and at Milne Bay, New Guinea. She remained near New Guinea until February 14, 1945, when she returned to America and was decommissioned on September 27, 1946.

The *Dobbin* received one battle star for World War II service.[17]

Glossary

Accommodation Ladder a stairway suspended over the side of a ship with a platform at the bottom to serve as a landing for boats.

Acey-Ducey a traditional navy game, played with two opponents, similar to backgammon.

Afloat wholly supported by water.

Aft, After towards the stern.

All Hands everyone aboard.

Aloft high, up, upper.

Amidships (Midships) in the middle of the ship, longitudinally or laterally. Usually an order to the helmsman (commonly shortened to "midship") to position the rudder on the fore-and-aft centerline of the ship.

Annunciator a visual display (located in the engine room and the fire rooms) of the speed ordered by the engine-order telegraph (located on the bridge).

Astern to the rear of, backwards, behind.

Athwartship from one side of a ship or boat to the opposite side.

Awash level with the surface of the water so that waves break over it. Covered with water.

Away the moment the anchor is broken out of the ground, the anchor is away.

Aye Aye Sir an enlisted man's response to an order received from an officer.

Back-Suction after fueling is completed, the suction placed on the fueling hose to remove the fuel remaining in the hose.

Battle Lantern, Battle Lamp a battery powered lantern for emergency use.

Beam the greatest breadth of a ship

Belay to secure a line to a fixed point; to disregard a previous order; to stop an action.

Bilge the lowest portion of a ship's interior.

Bilge Water foul water that collects in a ship's bilge.

Bitt a vertical, cylindrical, metal shape, attached to a deck or dock, used to secure a mooring line.

Black Gang the engineering department. Probably relates to the days of coal fired boilers when members of the engineering department were frequently covered with coal dust.

Blow Tubes removing deposits of soot from boiler tubes by directing jets of steam against the outside of the boiler tubes by means of a steam soot blower. Results in a puff of black smoke emitted from the stack.

Boat Boom a spar positioned out from the side of a ship to which the ship's boats can be made fast.

Boat Crew the crew of a 26 foot motor whaleboat consisted of a (1) coxswain (helmsman), (2) boat engineer and (3) a bow hook.

Boats a slang or familiar name for a boatswain's mate.

Boatswain's Mate the senior enlisted rating in the U.S. Navy, responsible primarily for seamanship.

Boatswain's Pipe a curved shaped whistle used by boatswain's mates that can provide a variety of tones and calls. There is a specific call for every order.

Boatswain's Pipe Calls[1]

Reveille
Muster Reports Due
Sweepers
Clear Mess Decks
Secure Mess Line
Dinner For Oncoming Watch
Turn to Commence Ship's Work
Smoking Lamp Out While Taking On Fuel
Set Special Sea and Anchor Detail
Secure Fuel Detail
Set Normal Underway Watch
Division Mail Petty Officers Pick Up Mail
Relieve Watch
Taps, Smoking Lamp is Out
Dinner for the Crew

Boot a slang expression for a U.S. Navy enlisted recruit. Recruits were required to wear canvas leggings (boots) while undergoing recruit training.

Boot Camp a slang expression for a recruit training center.

Bow the front or forward end of a ship or boat.

Bow Hook the member of a boat crew whose station is forward.

Breech the end of the gun barrel into which the projectile and the power case are inserted.

Bridge a raised platform extending from one side of a ship to the other (athwartships) where the officer of the deck stands his watch when the ship is underway.

Bristol Fashion everything is neat, clean, in perfect working order and seamanlike. The complete expression is "shipshape and in Bristol fashion."

Brow the navy name for a gangplank. A long narrow platform extending from ship to shore or from ship to another ship.

Bucket a pail. The word pail is never used in the U.S. Navy.

Bulkhead a vertical partition (never called a wall), either fore and aft or athwartships that divides a ship into compartments.

Captain a navy and coast guard rank equivalent to an army and marine corps colonel. The commanding officer of a ship regardless of his rank.

Captain of the Head the enlisted man assigned to cleaning the enlisted men's head.

Captain of the Mess the senior petty officer at an enlisted man's table at meals.

Captain's Mast a formal ceremony in which the captain of the ship rules on a breach of discipline (disciplinary mast) or commends an individual for exemplary performance (commendatory mast).

Challenge a demand for identification.

Charlie Noble the smoke stack of the galley range.

Chart a map of a sea area showing coastline, rocks, buoys, depth of water and other pertinent features.

Chart House the room in which charts, notices to mariners, navigation texts and reference materials are stored. This room also includes a table large enough to permit displaying a chart.

Check Watch the fireman or watertender that adjusts the water level in a boiler by gradually opening and closing the boiler feed water check valve.

Chinese Gangway typically when a boat comes alongside a ship's gangway, the bow of the boat points in the same direction as the bow of the ship. However, if the boat comes alongside so that the boat's bow is in the direction of the ship's stern, the boat makes a Chinese gangway.

Chit a special request form that can be originated by any enlisted man. The request can be for special leave or liberty, a transfer to another division or watch section, etc.

Chow food, a meal.

Chow Down, Chow is Down a meal is being served.

Chowhound a sailor who loves to eat.

C.I.C. Room the Combat Information Center.

Cold Iron all boilers are shut down. Ship is receiving steam from shore or from a ship alongside.

Colors in port, the process of raising the national ensign at 8 A.M. and lowering the national ensign at sunset.

Command direction to perform a certain act in a previously prescribed manner.

Commissioning Pennant a long narrow pennant, flown from the ship's mainmast, denoting that the ship is a commissioned United States ship.

Commodore the rank above captain and below rear admiral. The temporary title of an officer of any rank that has command over other commanding officers.

Compartment a room aboard a ship.

Compartment Cleaner an enlisted man assigned to clean enlisted men's berthing compartments.

Compass an instrument by which a ship may be steered and by which bearings of visible objects may be taken.

Conn the station, usually on the bridge, from which the ship is controlled; the act of controlling the movement of the ship. Usually the officer of the deck or the junior officer of the deck is the conning officer (has the con): however, the captain can take over the con whenever he desires or can assign another officer to take the con.

Cover a hat.

Coxwain (pronounced **Cox'n**) a third class petty officer that will advance to boatswain's mate second class; in effect a third class boatswain's mate. The helmsman of a ship's boat with the rating of seaman is addressed as coxswain but only as long as he is a helmsman.

Cribbage a traditional navy card game where the score is kept by placing pegs into holes in a board.

Crow a slang expression for a petty officer's rating badge.

Crow's Nest a lookout station high up on a mast.

Damage Control the repair of damage to a ship due to enemy action or for any other reason; includes firefighting.

Darken Ship to turn off all external lights and close all openings through which lights can be seen from outside the ship; also no smoking topsides.

Davit A metal structure with a tackle that suspends one end (bow or stern) of a boat.

Deck horizontal planking or plating that divides a ship into layers (floors).

Deck Ape a slang expression for a seaman assigned to the deck force

Deck House a small rectangular structure erected on the deck of a ship.

Deck Seamanship the upkeep and operation of all deck equipment.

Deep Six the ocean. "Give it the deep six" means throw it overboard.

Depression Baby slang expression for men that enlisted during the Depression years of 1929 to 1941.

De-Water (a compartment) to pump the water out of the compartment.

Dog a lever type handle for tightly closing a watertight door or hatch.

Dog Watch a watch of two hour duration. Normal watches are of four hour duration. Dog watches are used to rotate the normal watches.

Draft the distance from the ship's waterline to its lowest projection.

Dress Canvas a slang expression for a uniform worn on liberty and for captain's inspection of personnel.

Engine Order Telegraph a hand operated communication device (located on the navigation bridge) that transmits to the annunciators (located in the engine room and fire rooms) the desired engine speed and direction (ahead or astern).

Engine Spaces the fire rooms and engine room(s).

Engineer Officer of the Watch the officer or petty officer designated by the engineering officer to be in charge of the engineering department when the ship is underway.

Engineer's Bell Book the official record of changes in engine speed and direction (ahead or astern) as received by the engine order annunciator.

Evaporator a device used to convert sea water into fresh water by means of distillation. A distilling plant.

Fantail the section of weather deck at the extreme stern of the ship.

Feed Water distilled fresh water (very pure) that is pumped into a boiler and converted into steam.

Fender a cushioning device positioned between ships or a ship and a dock.
Fiddler's Green a mythical sailor's paradise where sailors' amusements and pleasures are plentiful.
Field Day a day for general clean-up, usually in preparation for an inspection.
Fifty Caliber Machine Gun an anti-aircraft machine gun.
Fire and Bilge Pump a pump, located in each engine space, that can be used to (1) pump seawater into the fire main or (2) pump overboard the water collected in the bilge.
Fire Main a sea water piping system that extends throughout the ship and is equipped with valves that permit attachment of fire hoses.
Fire Room boiler room. The compartment in which the ship's boilers are located.
First Lieutenant the officer in charge of the deck department of a ship.
Flashback flame emitted from a boiler furnace into the boiler room.
Flush Deck Ship a ship without a raised deck forward, midship or aft. The main deck is a weather deck and is continuous from the bow to the stern.
Flushing Main a sea water piping system that extends throughout the ship to supply sea water for flushing toilets.
Fore front, ahead.
Fore and Aft the entire length of the ship.
Forecastle (pronounced foc'sle) the space below a short raised deck at the extreme forward (bow) of the ship.
Forty Millimeter a large caliber anti-aircraft machine gun.
Four O (4.0) A 100 percent, perfect score, on a navy exam was a grade of 4.0; a 75 percent score was 3.0. In conversation "four-o" meant perfect, as in, "It was a Four-O (perfect) liberty."
Galley the ship's kitchen.
Gang a rating group within a department (torpedo gang, gunner gang, fire control gang within the gunnery department).
Gangway a passageway from ship to ship or ship to shore. Also an accommodation ladder and platform, rigged to the side of the ship, to permit boarding or debarking from a boat.
Gedunk ice cream
General Quarters everyone is at their battle station; all watertight doors and hatches are closed. The ship is ready in all respects for combat.
Go-Aheads rubber thong sandals worn when showering.
Goldbrick a slang expression for an enlisted man that shirks duty by pretending to be sick.
Guard Mail official navy mail.
Gun Boss the ship's gunnery officer.
Gun Captain an enlisted man, usually a petty officer, placed in complete charge of a gun crew.
Gunwale (pronounced Gunnel) the upper horizontal surface of the side of a boat.
Gyrocompass a compass driven by a gyroscope to provide reference to the geographic (true) north.

Hash Mark a slang expression for a (diagonal) service stripe worn on the left sleeve on an enlisted man's uniform. One hash mark is authorized for every four years of service.

Hatch a square or rectangular access in a deck.

Head washroom, shower and toilet.

Heaving Line a light line (rope) with a small weighted ball (monkey fist) at one end used for heaving a line from a ship to another ship or to shore.

Helm the wheel by which the ship is steered or a tiller by which a boat is steered.

Helmsman the enlisted man who, on order from the conning officer, steers the ship. The conning officer may order a compass course to steer or may specify that the rudder be placed at a specified angle to the centerline of the ship.

High Line Transfer a method of transferring personnel or stores from an underway ship to another ship steaming alongside by means of a line (rope) extending from one ship to the other ship (the trolley line). A boatswain's chair or platform, suspended from a block (pulley) about the line is pulled from one ship to the other.

Inboard toward the ship's fore and aft centerline.

Irish Pennant a loose, unneeded thread or line; denotes sloppiness.

Jack of the Dust a junior ship's cook or a cook striker (apprentice).

Jacob's Ladder a portable rope ladder usually suspended from a boom to which ship's boats are made fast when the ship is not under way.

Jettison to throw overboard.

J.O.O.D. the junior officer of the deck. The assistant to the officer of the deck (OOD).

Jumper the upper outer garment worn by an enlisted man, other than a chief petty officer. Rating badges, service stripes and watch marks are worn on the sleeve of the jumper.

K-Gun a depth charge mortar that fires the depth charge to the side of the ship.

Knots a ship's speed in nautical miles per hour.

Lanyard a short rope or cord for securing or holding an object. The boatswain's pipe was attached to a white braded lanyard worn around the boatswain's mate's neck.

Leatherneck a slang expression for a United States Marine

Leave authorized absence from a ship or station for greater than 24 hours. Written orders for leave are required.

Lee Helmsman the operator of the engine order telegraph, on order of the conning officer. The lee helmsman stands next to the helmsman. This probably dates back to the age of sail when in heavy weather the helmsman required assistance in steering the ship and the assistant helmsman stood to lee (downwind) from the helmsman.

Liberty authorized absence from a ship or station, usually for no more than 24 hours.

Light-Off to place in operation; usually pertains to machinery. Originally applied to lighting a fire in a boiler to place it in operation.

Log Room the engineering department's office.

Lookout a man on watch who reports objects sighted and reports them to the officer of the deck.
Lower Level the lower platform or walkway in an engine room or fire room.
Lucky Bag a receptacle for adrift clothing that will eventually be sold and the funds to be placed into the ship's welfare fund.
Magazine a compartment where ammunition is stored.
Maggie's Drawers on a rifle target range, a square red flag that is displayed when a rifleman, aiming at the bull's-eye of the target, misses the target completely.
Magnetic Compass employs a magnet to provide reference to the magnetic north pole.
Main Deck the highest continuous deck that extends from bow to stern.
Main Engine the engine that propels the ship. A destroyer has two main engines, port and starboard. Larger warships can have four main engines.
Man-O-Wars-Man an experienced enlisted man that serves on a warship.
Manual of Arms the prescribed orders for the handling of the rifle.
Master-at-Arms a petty officer assigned to the ship's police force.
Mate a shipmate.
Mess Cook a nonrated enlisted man detailed to assist the ship's cooks and to serve food to enlisted men.
Mess Deck the enlisted men's mess hall.
Midshipman a non-commissioned cadet training to become a commissioned officer.
Midships *see* Amidships.
Midwatch the watch from midnight to 4 A.M. (0000 to 0400) and noon to 4 P.M. (1200–1600).
Military Duty the man's duty at his general quarters station; always takes priority over other duties.
Monkey Fist the small weighted ball at the end of a heaving line.
Monkey Rope a knotted rope that men in a whaleboat hang on to while the boat is being hoisted.
Moored a ship that is not anchored but is attached (tied) to a dock, another ship or a buoy is moored.
Mustang an enlisted man promoted directly to a commissioned officer status is referred to as a mustang officer.
Muster a roll call; to assemble for a roll call.
Ninety-Day Wonder a college graduate who is commissioned after a 90 day training period to be an officer.
O-1 Level the deck, not continuous, that is one deck level above the main deck.
O-2 Level is one deck level above the O-1 level, etc.
O. B. A.— Oxygen Breathing Apparatus a mask with an oxygen replenishment system that permits a damage controlman to enter a smoke filled compartment.
Officer's Country the wardroom, officers' staterooms and the passageways leading to the wardroom and officers' staterooms.
Oil King an engineering department petty officer (usually a watertender first class) responsible for the storage of fuel oil and the distribution of the oil among

the fuel oil storage tanks to ensure that there is always ample fuel in the tanks that are supplying fuel to the steaming boilers. He is also responsible for distributing the fuel among the tanks when fueling ship and ballasting the ship by admitting sea water to empty fuel tanks where necessary. The oil king monitors the supply of fresh water for the boilers and for consumption by the crew and prepares the daily fuel and water report that is submitted to the captain.

O. O. D. The officer of the deck who is on watch and is responsible to the captain for the safety of the ship.

Order an instruction that allows some discretion in how the details of the instruction are to be executed.

Outboard in the direction away from the fore-and-aft centerline a ship or boat.

Overhead the upper horizontal surface (ceiling) of a compartment or in the general direction of the upper horizontal surface.

Painter a length of line (rope) used to secure a boat to a pier, jetty or ship.

Passageway a corridor used for interior horizontal movement aboard ship.

Petty Officer a non-commissioned officer.

Pilot House the inboard section of the bridge that includes the helm, engine order telegraph, gyrocompass, magnetic compass, telephones and the voice radio (receiver and transmitter).

Piping the Side a ceremonial call made on a boatswain's pipe when a high ranking officer or dignitary is arriving or departing the ship. This ceremony is seldom performed on destroyers but at peacetime is common on larger combat ships. The call dates back to the days of sail when visiting high ranking officers of the British Navy were hoisted in and out of a boat alongside the ship. The actual notes sounded on the boatswain's pipe were orders to the men manning the hoisting rope to raise or lower the boatswain's chair in which the officer was sitting.

Plan of the Day a list of the events scheduled for a given day.

Plank Owner or Plankie a member of the ship's company that was assigned to the ship when the ship was first commissioned. Probably dates back to the age of sail when the hull of the ship was constructed of wooden planks; each officer and man, assigned to the ship at the time of commissioning, symbolically owned one of the planks.

Platform Deck a partial deck below the level of the main deck.

Pogie Bait candy.

Pointer The member of a 5-inch .38-caliber gun crew that positions the gun barrel to the proper elevation (up angle) to be on the target and can fire the gun electrically (trigger) or with a foot pedal (kick it out).

Pollywog any officer or enlisted man who has not crossed the equator.

Port the left side of a ship or boat when facing forward. A circular opening in a vertical bulkhead or the side of the ship to provide ventilation. When under way a metal cover was tightly attached over the port opening (Note: porthole is not a navy term).

Practical Factor a demonstration of a skill required for advancement in rate.

Prune Picker a nickname for anyone who is a native of California. Even the battleship USS *California* (BB 44) was known throughout the navy as the Prune Barge.

Puke to vomit.

Pump Bilges the process of pumping bilge water out of the bilges. Also, when a sailor says to his shipmates, "I have to pump bilges," he is stating that he has to urinate.

Rat Guard a metal disc attached to a mooring line to prevent rats from traveling the line into the ship.

Ready Duty a destroyer designated to rapidly get underway when ordered.

Relieve to take over the duty of another.

Ropeyarn Sunday a workday that has been designated as a holiday.

Running Mate a close shipmate. Running mates frequently go on liberty together.

Sack a slang expression for an enlisted man's bunk.

Sack Time a slang expression for sleeping (time spent in the sack).

Scupper an opening, with an extension, in the raised lip at the edge of the deck to allow any water on a deck to drain out.

Scuttlebutt a drinking fountain; also a rumor, unconfirmed gossip.

Sea Stores cigarettes sold tax free (at a very low price) when the ship is at sea.

Secure for a line (rope), tie down or attach one end of the line; for a machine, shut it down, turn it off.

Semaphore a visual communication system in which the signalman holds a flag in each hand.

Service Stripe a diagonal stripe worn low on the left sleeve of an enlisted man's uniform. One stripe is authorized for every four years served in the U.S. Navy. Unofficially known as a hash mark.

Shaft Alley a compartment aft of the engine room where the propeller shafts extend through packing glands to the outside of the hull. The packing glands (also known as stuffing boxes) prevent the entry of sea water.

Shellback an enlisted man or officer who has crossed the equator.

Shelter Deck a deck that is sheltered from the weather.

Ship Over to reenlist.

Ship's Company the officers and enlisted men permanently assigned to the ship, excluding temporary trainees, passengers, observers and members of the staff of a senior command.

Shit on a Shingle (S-O-S) the enlisted man's expression for the unpopular breakfast of meat sauce on toast.

Short Arm Inspection an inspection of an enlisted man's penis for symptoms of a venereal disease, conducted by a medical officer (doctor) or a pharmacist's mate.

Short Timer an enlisted man whose term of enlistment is soon to expire.

Sick Bay the ship's medical treatment room.

Signal Bridge an area adjacent to the navigation bridge where signal flags are stored and where signalmen stand their watch.

Single Hash Mark Chief a chief petty officer that rates wearing a single hash mark on the left sleeve of his uniform, indicating four to eight years service.

Skivvies underwear.
Skylarking not paying attention, loafing, irresponsible horseplay.
Slick Arm Chief a chief petty officer that does not rate wearing a hash mark on the sleeve of his uniform, indicating less than four years service.
Small Stores a storeroom where regulation navy clothing can be purchased.
Smoking Lamp is Out no smoking through out the ship. In the early days before matches all smokers lighted their pipes from a smoking lamp when smoking was authorized and the lamp was lit.
Snipe a member of the Engineering Department.
Sonar a submarine detection system.
Sound Powered Phone a telephone system that requires no outside source of electric power. The voice provides the energy required for the transmission of sound.
Sparks the nickname for a radioman.
Special Liberty an authorized absence from the ship or station for a time other than routine liberty.
Squared Away everything is in its proper place. Everything is as it should be.
Squid the U.S. Marine Corps' slang expression for a sailor.
Stanchion a vertical post.
Starboard the right side of a ship or boat when facing forward.
Stateside the continental United States.
Steering Engine on the *Farragut* class destroyers, not a true engine but an electrohydraulic system for positioning the rudder to steer the ship.
Striker a nonrated enlisted man assigned to a rating group and studying for advancement to that rating. An apprentice.
Submersible Pump an electric powered pump attached to a hose and lowered into a flooded compartment to de-water (pump out) the water in the compartment.
Superstructure the structure above a ship's main deck.
Swab a mop.
Swabbie a Marine Corps slang expression for a navy enlisted man.
Swallow the Anchor to retire from duty at sea.
Taff Rail the rail across the stern of a vessel.
Taff Rail Light the white light, facing aft, mounted above the taff rail.
Tailor Mades a non-regulation uniform made by a civilian tailor.
T. B. S.–Talk Between Ships voice radio transmission between ships.
Throttleman the fireman or machinist's mate that adjusts the throttle valve to control the steam flow to the main engine turbine.
Tin Can slang expression for a destroyer.
Topside on the main deck or above.
Trainer the member of a 5-inch .38-caliber gun crew that rotates the gun horizontally to place the gun barrel on the target.
Trick a watch of 30 minute duration stood by the helmsman. The degree of concentration required to steer a ship on a steady course limits the time of a helmsman's watch, normally, to 30 minutes.

Trick Wheel the wheel by which the helmsman steers the ship.
Trough the relatively low water level between waves.
Turn To start working, go to work.
Twenty Millimeter an anti-aircraft machine gun.
Under Arms an enlisted man or officer equipped with a weapon. The quarterdeck petty officer was always under arms as he was armed with a .45-caliber pistol.
Upper Level the upper platform and walkway in the engine room and fire rooms.
Uptakes large sheet metal ducts that convey the boiler exhaust gases to the inlet of a stack.
Very Well an officer's response to a report received from an enlisted man.
Wake a track left by a ship moving through the water.
Wardroom the officers' messing compartment.
Warrant Officer an officer status between an enlisted chief petty officer and a commissioned officer.
Watch Mark a half inch (about) ribbon sewed about the shoulder on the uniform of a nonrated enlisted man. For seamen, the watch mark is at the right shoulder and is white for a blue uniform and blue for a white uniform. For firemen the watch mark is at the left shoulder and is red for both the blue and white uniform.
Watch Quarter and Station Bill a chart showing each man's station and duties at all general drills.
Watchstander an enlisted man assigned to stand a watch.
Weather Deck **a** deck exposed to the elements.
White Hat a U.S. Navy enlisted man below the rating of a chief petty officer.
Wing of the Bridge the outboard section of the bridge that extends to the side of the ship.

Chapter Notes

Dedication

1. C. Raymond Calhoun, *Typhoon: The Other Enemy: The Third Fleet and the Pacific Storm of December 1944* (Annapolis, MD: U.S. Naval Institute Press, 1981), 118.

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Chapter 5

1. Earl Myers, *USS Farragut (DD 348): History of the Ship and Adventures of the Ship's Crew — July 1, 1942 thru Decommissioning October 1945, Book I* (St. Louis: n.p., 2004), 105 (Earl Myers narration).
2. *Ibid.*
3. *Ibid.*, 79 (Earl Myers narration).
4. *Ibid.*, 108 (Earl Myers narration).
5. *Ibid.*, 113 (Earl Myers narration)
6. *Ibid.*, 103 (Earl Myers narration)
7. *Ibid.*, 73 (Earl Myers narration).
8. *Ibid.*, 102–103 (Earl Myers narration).
9. *Ibid.*, 71 (Earl Myers narration).
10. *Ibid.*, 74 (Earl Myers narration).
11. *Ibid.*, 104 (Earl Myers narration).
12. *Ibid.*, 98 (Earl Myers narration).
13. *Ibid.*, 104 (Earl Myers narration).
14. *Ibid.*, 200 (Joe Spain narration).
15. Oral history. This information was related to the author on September 3, 2006, by John Mooney, who was the gun captain aboard the USS *Macdonough* (DD 351) on December 7, 1941.
16. Myers, 103 (Joe Tax narration).
17. Ronald H. Spector, *At War at Sea* (New York: Viking Penguin, 2001), 260.
18. Arthur Zich and the editors of Time-Life Books, *The Rising Sun* (Alexandria, VA: Time-Life Books, 1977), 23.
19. http://www.chinfo.navypalib/ships/destroyers/greyhound.htm.
20. Richard N. Gibbs, *Pearl Harbor and Some Afterthoughts*, unpublished, distributed at a USS *Dobbin* (AD-2) and ships alongside reunion in about 1988.
21. Zich, 52–53.
22. http://www.hazegrey,org/ons-ss/destroy//dd354txthtm.
23. Zich, 53–54.

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1. John C. Reilly, Jr., *United States Navy Destroyers of World War II* (Poole, Dorset, UK: Blandford Press, 1983), 21–25.
2. *Ibid.*, 18.
3. Ensign R.W. Clark, USN, *Report of Japanese Attack, December 7, 1941.* This was a letter, dated December 12, 1941,

from the only officer aboard the U.S.S. *Macdonough* (DD 351) to his commanding officer.

4. Oral history. This information was related to the author on September 3, 2006, by John Mooney, who was the gun captain of gun 4 on the USS *Macdonough* on December 7, 1941. Mooney retired from the U.S. Navy as a master chief storekeeper.

5. Earl Myers, *USS Farragut (DD 348): History of the Ship and Adventures of the Ship's Crew — July 1, 1942 thru Decommissioning October 1945 , Book I* (St. Louis: n.p., 2004), 205 (Marvin E. Gunn narration).

6. *Ibid.*, 182 (Earl Myers narration).

7. *Ibid.*, 201 (Joe Spain narration); 171 (Lew Havercamp narration).

8. *Ibid.*, 199 (Elmer Hargrove narration).

9. *Ibid.*, 201 (Joe Spain Narration).

10. *Ibid.*, 173 (Lew Havercamp narration).

11. *Ibid.*, 205 (Marvin E. Gunn narration).

12. *Ibid.*, 186 (Harold Mason narration).

13. *Ibid.*, 174 (Lew Havercamp narration).

14. *Ibid.*

15. Richard N. Gibbs, *Pearl Harbor and Some Afterthoughts*, unpublished, distributed at a USS *Dobbin* (AD-2) and ships alongside reunion in about 1988.

16. Ronald H. Spector, *At War at Sea* (New York: Viking Penguin, 2001), 2.

17. Arthur Zich and the editors of Time-Life Books, *The Rising Sun* (Alexandria, VA: Time-Life Books, 1977), 52–53.

18. *Ibid.*, 177.

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1. Ronald H. Spector, *At War at Sea* (New York: Viking Penguin, 2001), 212.

2. Earl Myers, *USS Farragut (DD 348): History of the Ship and Adventures of the Ship's Crew — July 1, 1942 thru Decommissioning October 1945, Book I* (St. Louis: n.p., 2004), 10 (Earl Myers narration).

3. *Ibid.*, 46 (Gene Murphy narration).

4. Spector, 189.

5. Myers, Book III, 21–22 (J. D. P. Hodapp narration).

6. http://home.st.net.au-dunn/friendlyfire/coral01.htm.

7. Spector, 197–198.

8. Peter Kemp, ed., *The Oxford Companion to Ships and the Sea* (London: Oxford University Press, 1976), 179.

9. Captain John Moore, RN, ed., *Jane's American Fighting Ships of the 20th Century* (New York: Modern Publishing, 1995), 151, 155.

10. *Ibid.*, 155.

11. *Ibid.*, 151.

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1. Earl Myers, *USS Farragut (DD 348): History of the Ship and Adventures of the Ship's Crew — July 1, 1942 thru Decommissioning October 1945, Book III* (St. Louis: n.p., 2004), 39 (Don Barnier narration).

2. *Ibid.*, 35 (John D. House narration).

3. *Ibid.*, 40 (Marvin Gunn narration).

4. *Ibid.*, 59 (Ed Eads narration).

5. Samuel Eliot Morison, *History of United States Naval Operations in World War II,* Vol. 7, *Aleutians, Gilberts and Marshalls, June 1942 — April 1944*, (Boston: Little, Brown), 9.

6. Myers, 53 (Marvin Gunn narration).

7. Morison, 39.

8. Myers, 53 (Marvin Gunn narration).

9. Morison, Page 18.

10. *Ibid.*, 22–36.

11. *Ibid.*, 8,

12. *Ibid.*, 6–8.

13. *Ibid.*, 57.

14. Myers, 33 (John House narration).

15. *Ibid.*, 57 (Joe Blair narration).

Chapter 9

1. Earl Myers, *USS Farragut (DD 348): History of the Ship and Adventures of the Ship's Crew — July 1, 1942 thru Decommissioning October 1945, Book III* (St.

Louis: n.p., 2004), 76 (Marvin Gunn narration).

2. *Ibid.*, 80 (John House narration).
3. *Ibid.*, 114 (Andrew Woorwinlly narration).
4. *Ibid.*, 121 (Art Marshall narration).
5. *Ibid.*, 81 (George Davis narration).
6. *Ibid.*, 87 (Richard Riley narration).
7. *Ibid.*, 42 (John House narration).
8. *Ibid.*, 63 (John House narration).
9. *Ibid.*, 59 (Marvin Gunn narration).
10. http://www.typhooncobra1944.net/hull.html.
11. C. Raymond Calhoun, *Typhoon: The Other Enemy: The Third Fleet and the Pacific Storm of December 1944* (Annapolis, MD: U.S. Naval Institute Press, 1981), 6–7.
12. Samuel Eliot Morison, *History of US Naval Operations in World War II, Volume Thirteen, the Liberation of the Philippines, Luzon, Mindanao, the Visayas, 1944–1955* (Boston: Little, Brown, 2002), 59.
13. Calhoun, 17–18.
14. Morrison, 59–61.
15. *Ibid.*, 60.
16. Calhoun, 33–37.
17. *Ibid.*, 72–75.
18. Morrison, 4–5.
19. Calhoun, 51–52.
20. *Ibid.*, 50–52.
21. *Ibid.*, 65–67.
22. *Ibid.*, 69–70.
23. *Ibid.*, 71–75.
24. *Ibid.*, 76–77.
25. *Ibid.*, 78–79.
26. *Ibid.*, 83–96, 119.
27. *Ibid.*, 216.
28. *Ibid.*, 161–164.
29. *Ibid.*, 166.
30. *Ibid.*, 119.
31. *Ibid.*, 110.
32. *Ibid.*, 115.
33. http://www.history.navy.mil/faqs/faq102–5.htm
34. Oral History. This information was related to the author on January 27, 2007, by Robert B .Burdette who served aboard the USS *Dewey* (DD 349) as a storekeeper and was the captain's telephone talker during the typhoon of December 1944.
35. Michael Keith Olson, *Tales from a Tin Can: The USS Dale from Pearl Harbor to Tokyo Bay* (Saint Paul, MN: Zenith Press, 2007), 245.

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2. Earl Myers, *USS Farragut (DD 348): History of the Ship and Adventures of the Ship's Crew — July 1, 1942 thru Decommissioning October 1945, Book III* (St. Louis: n.p., 2004), 12 (Marvin Gunn narration).
3. *Ibid.*, 36 (Marvin Gunn narration).
4. *Ibid.*, Book I, 98, (Earl M. Myers narration).
5. *Ibid.*, Book I, 167 (Robert E. Henry narration).
6. *Ibid.*, Book I, 64 (Earl M. Myers narration).
7. Ronald H. Spector, *At War at Sea* (New York: Viking Penguin, 2001), 134.
8. Myers, Book III, 99 (Andrew Voordewind narration).
9. Spector, 133.
10. Myers, 72 ("Splash" Ragan narration).

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2. http://www.geocities.com/pcoyote_86001/dd348-=history.htm.
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4. *Ibid.*
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17. http://www.hazegray/orgdanfs/auxilAD3.htm.

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Index