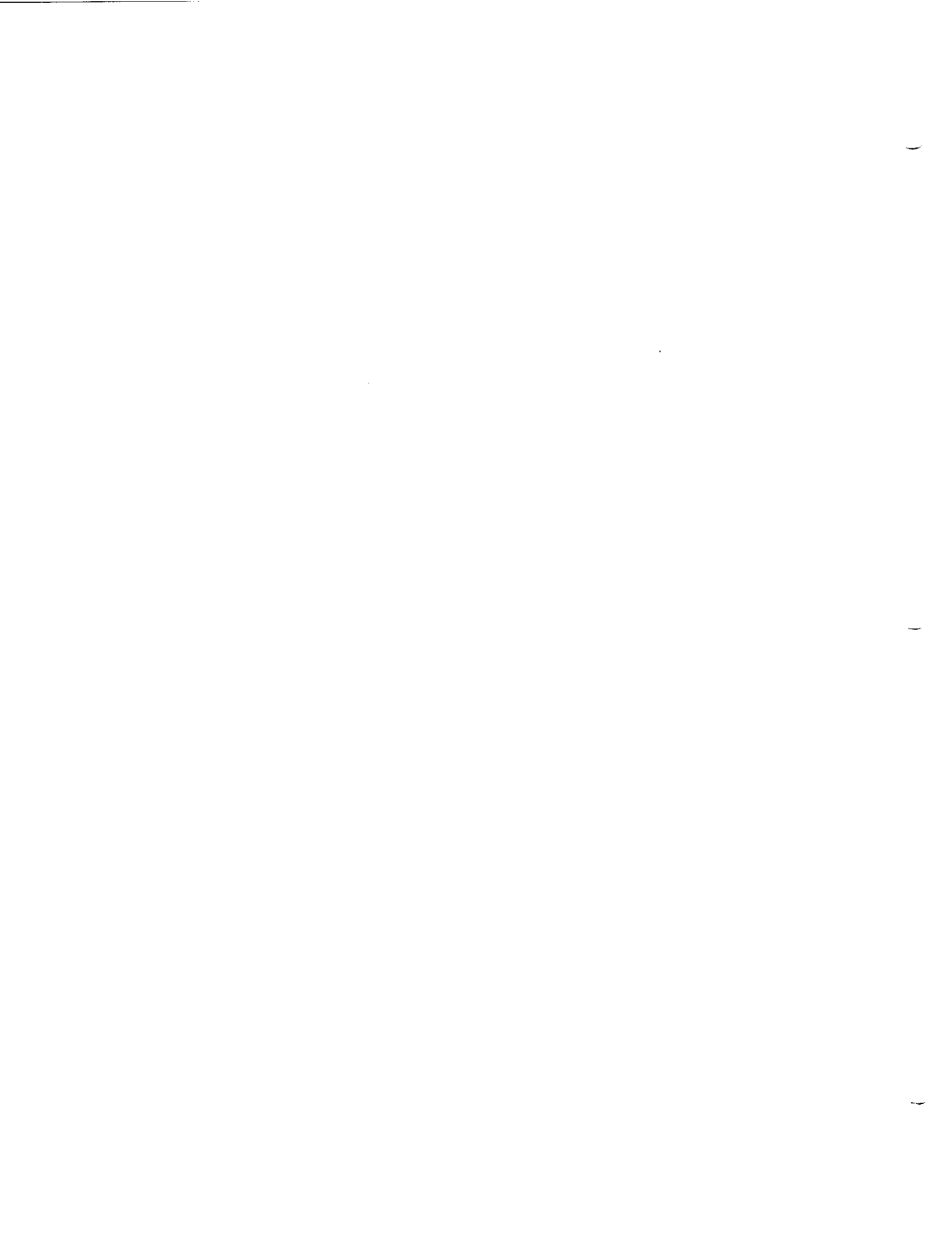


E. Andrew Wilde, Jr., Editor

**The U.S.S. *Emmons* (DD-457/DMS-22) in World War II:  
Documents and Photographs**

Needham, Massachusetts  
Privately published by the editor  
First Edition 1998  
Revised 2001



1210 Greendale Ave., #339  
Needham, MA 02192  
May 5, 1998

Survivors of the USS Emmons (DMS-22),

I was still in high school when World War II ended, so this booklet is really a product of the Home Front. I have now completed thirteen booklets on U.S. destroyers sunk during that war, and my admiration of "our boys in uniform" just continues to grow. Certainly, the valor and devotion to duty of the officers and crew of the Emmons is well documented by the numerous citations and personal accounts included in my compilation. It is an honor for me to be able to provide you with this record of your ship.

Although my primary interest is in seeing that every survivor has a copy, I am also sending copies to about a dozen of your ship-mates who were detached earlier. Unfortunately, I cannot supply a booklet to everyone. Perhaps someone in your association will have copies made at a copying store and bring them to your reunion. Even the photographs reproduce well, so you may wish to make copies for your family.

My booklet will be sent to fourteen naval museums/libraries around the country, so your ship's story will be available to future historians. The Mariners' Museum/Newport News, VA, has referred to my Emmons booklet as, "an extraordinary collection of information, images and historical documents." (!)

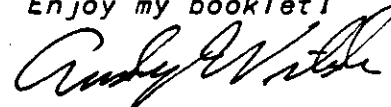
I have enjoyed locating some key people involved with your ship. First, I found Lt.(jg) Ralph F. "Fred" Merrill (now, Capt., USN (Ret.)). His personal account, written to assist Lt. Griffin in writing his action report, is an important part of my booklet. Then, I was successful in locating the two sons of the ship's sponsor: Grant and George Peacock (their sisters are deceased). Their memories of the launching are still vivid, and they've enjoyed my booklet immensely. Grant supplied me with a copy of the letter designating his mother as sponsor. And finally, just a few days ago I found the two brothers and a sister (all in good health!) of Ens. Ross T. Elliott, awarded the Navy Cross posthumously for his heroic action on April 6, 1945. His brothers (a retired Army brigadier general and a retired USAF Lt. colonel) and a namesake, Ross T. the third (a Navy pilot in Vietnam; now a lawyer in California), will, I'm sure, devour every word and picture in the booklets I've sent them.

I wish to thank the widow of your association's founder, Lillian Jensen, for her early support (almost two years ago!). She graciously sent me your association's address list and expressed a strong interest in what I was doing.

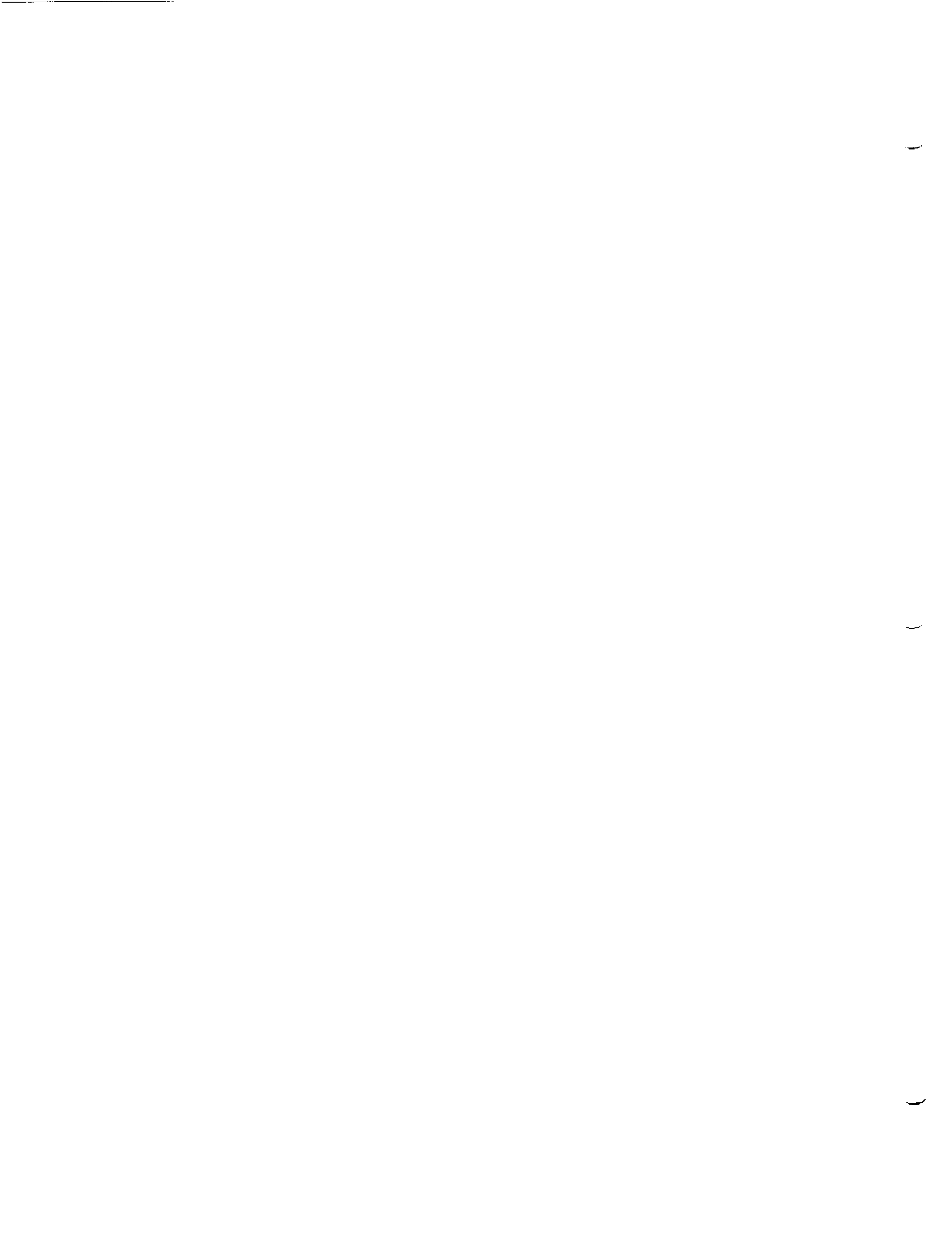
My special thanks go to Ed Hoffman for his contributions and encouragement. I almost aborted my Emmons booklet when he told me about Admiral Billingsley's book, but he urged me on. I declined his kind offer to send me a copy of The Emmons Saga because I wanted to do my own research.

You don't owe me anything for this booklet, but contributions will be appreciated. The binder, two color pages and shipping alone cost me \$7.50 a copy.

Enjoy my booklet!



E. Andrew Wilde, Jr.  
Commander, USNR (Ret.)



U.S.S. Emmons (DD-457/DMS-22) - Order of Pages

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1	1	<u>Photo</u> - Sponsor, Mrs. Frances E. Peacock
1	1	<u>Letter</u> , Navy Dept., 11/12/40, designating sponsor
1	2	<u>Photo</u> - Sponsor's party/Biography, Adm. G. F. Emmons, USN
1	1	<u>Photo</u> - Christening, August 23, 1941
1	1	<u>Photo</u> - Launching, Bath Iron Works, Bath, Maine
1	1	Newspaper article, launching, <u>The Daily Bath Times</u> , 8/23/41
1	1	<u>Photo</u> - Afloat after launching
1	1	<u>Photo</u> - Commissioning ceremony, Boston, December 5, 1941
1	1	Newspaper article, commissioning, <u>The Boston Globe</u> , 12/5/41
4	4	Deck Log for 12/5/41 listing plankowners, inc. List of Officers
1	2	History, <u>Dictionary of American Naval Fighting Ships</u>
1	1	<u>Photo</u> - Port beam view, anchored
5	5	War Diary, complete (12/5/41 to 4/6/45)
1	1	List of Commanding Officers (4)
4	5	Obituaries for Commanding Officers
1	1	<u>Photo</u> - After gun platform on sister ship
1	1	<u>Photo</u> - 1.1-inch/75 quad mount on after gun platform
1	1	<u>Photo</u> - 20-mm. Oerlikon machine gun/cannon
1	1	<u>Photo</u> - Stbd. bow, approaching <u>Santee</u> (CVE-29), Nov. 1942
1	1	<u>Photo</u> - Planes on deck of <u>Santee</u>
1	1	<u>Photo</u> - Quintuple torpedo tube mount, looking aft, 2/43
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1	1	<u>Photo</u> - Fantail, looking aft, 5-inch mounts, depth charge racks
1	1	<u>Photo</u> - Port bow, anchored, February, 1943
1	2	Article, "A Lovely Ship"
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1	1	Map - Normandy Beachhead and English Channel ports on "D-day"
1	1	Deck Log for D-day, 6 June 1944
1	1	<u>Photo</u> (color) - Painting, "Fox Green Beach"
7	7	Action Report dtd. 6/22/44; D-day landing, 6 June 1944
1	1	<u>Photo</u> (color) - Painting, "Target of Opportunity"
1	1	<u>Photo</u> - Twin 40-mm gun mount
1	1	<u>Photo</u> - Painting, "The Tough Beach" (LCI(L)-93)
2	2	Citations awarded, June-August, 1944 (5)
5	5	Action Report dtd. 6/26/44; Bombardment of Cherbourg, 6/25/44
4	4	List of Officers and Muster Roll of Crew, 6/30/44
4	4	Action Report dtd. 8/17/44; Landing in Southern France, 8/15/44
1	1	<u>Photo</u> - USS <u>Rodman</u> (DMS-21), Boston, stbd. beam, 12/17/44
1	1	Article - (a tribute to the minesweepers)
1	1	Map - Northwest Pacific (showing Okinawa)
1	1	Map - Okinawa (showing where <u>Emmons</u> was attacked on 4/6/45)
6	6	Action Report dtd. 4/12/45; Attack on 4/6/45
1	1	<u>Photo</u> - USS <u>Rodman</u> (DMS-21), damaged, at Kerama Retto, 4/9/45
1	1	<u>Photo</u> - USS <u>Ellyson</u> (DMS-19), port beam, 12/17/44
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4	4	Citations awarded for Okinawa Campaign (10)
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1	1	Article, "A Tribute to the Men on Radar Picket Stations"
1	1	Citation - Navy Unit Commendation awarded to <u>Emmons</u>
1	1	<u>Photo</u> - "Hellcat" F6F fighter plane
2	4	Report by Lt.(jg) Ralph F. Merrill, USN (action on 4/6/45)
1	1	<u>Photo</u> - Motor gunboat PGM-11 (rescue ship)
1	1	Citation - Silver Star Medal awarded to C.O. of PGM-11
5	9	Oral history transcript, Lt. John J. Griffin, USNR, 5/24/45
7	7	List of Officers and Muster Roll of Crew, 4/6/45
1	1	Quote - Admiral Chester W. Nimitz, USN, at The Surrender
10	10	Action Report, ComMineRon 20, dtd. 7/3/45 (Okinawa Campaign)
<u>2</u>	<u>2</u>	Photograph Credits, Bibliography

121    135    TOTAL

E. A. Wilde, Jr.  
July, 2000



# U.S.S. EMMONS DESTROYER

NAMED FOR  
REAR ADMIRAL GEORGE F. EMMONS, U.S.N.  
BUILT BY THE BATH IRON WORKS CORP. BATH, ME.

AUTHORIZED

MAY 17, 1938

KEEL LAID

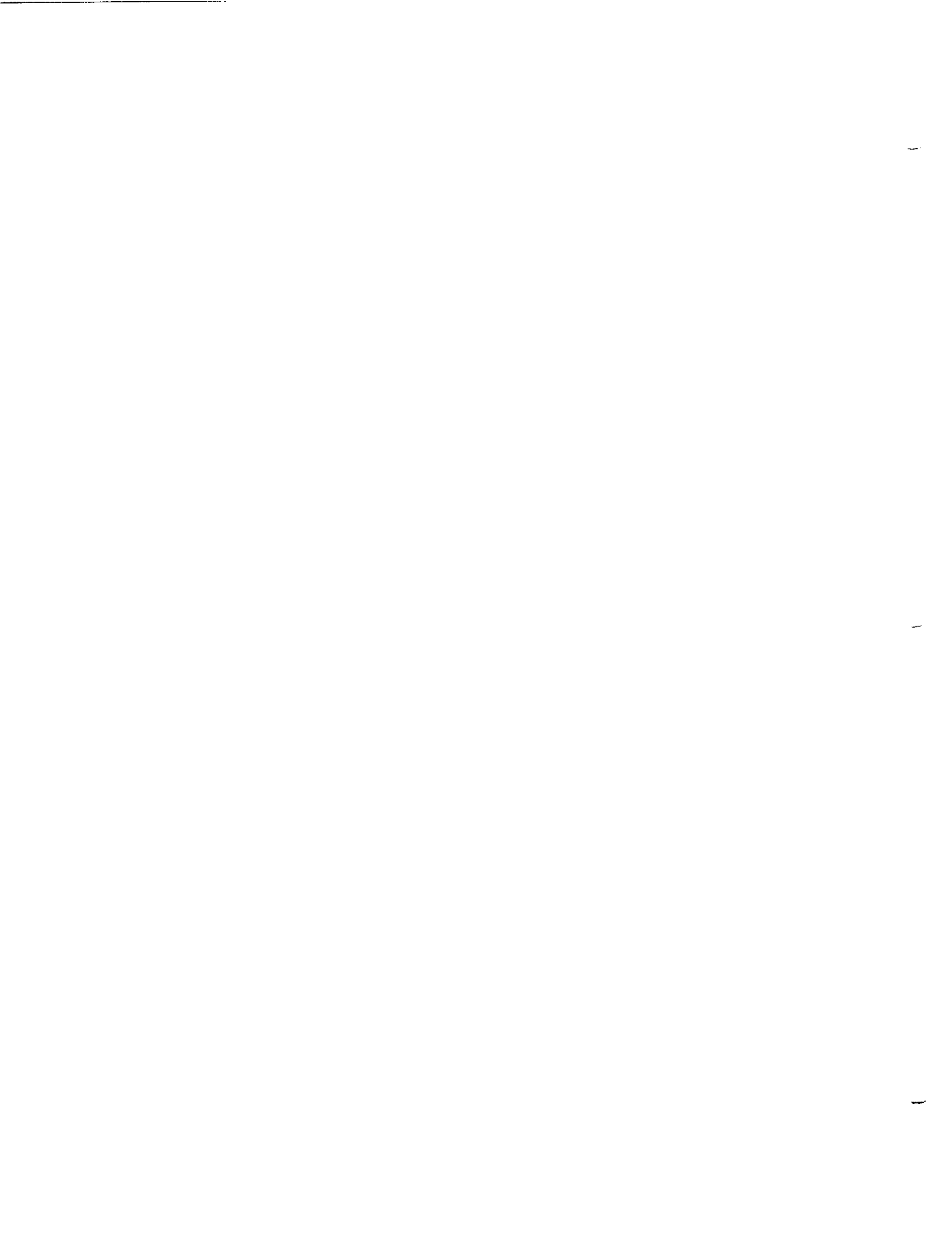
NOVEMBER 14, 1940

LAUNCHED

AUGUST 23, 1941

FIRST COMMISSIONED

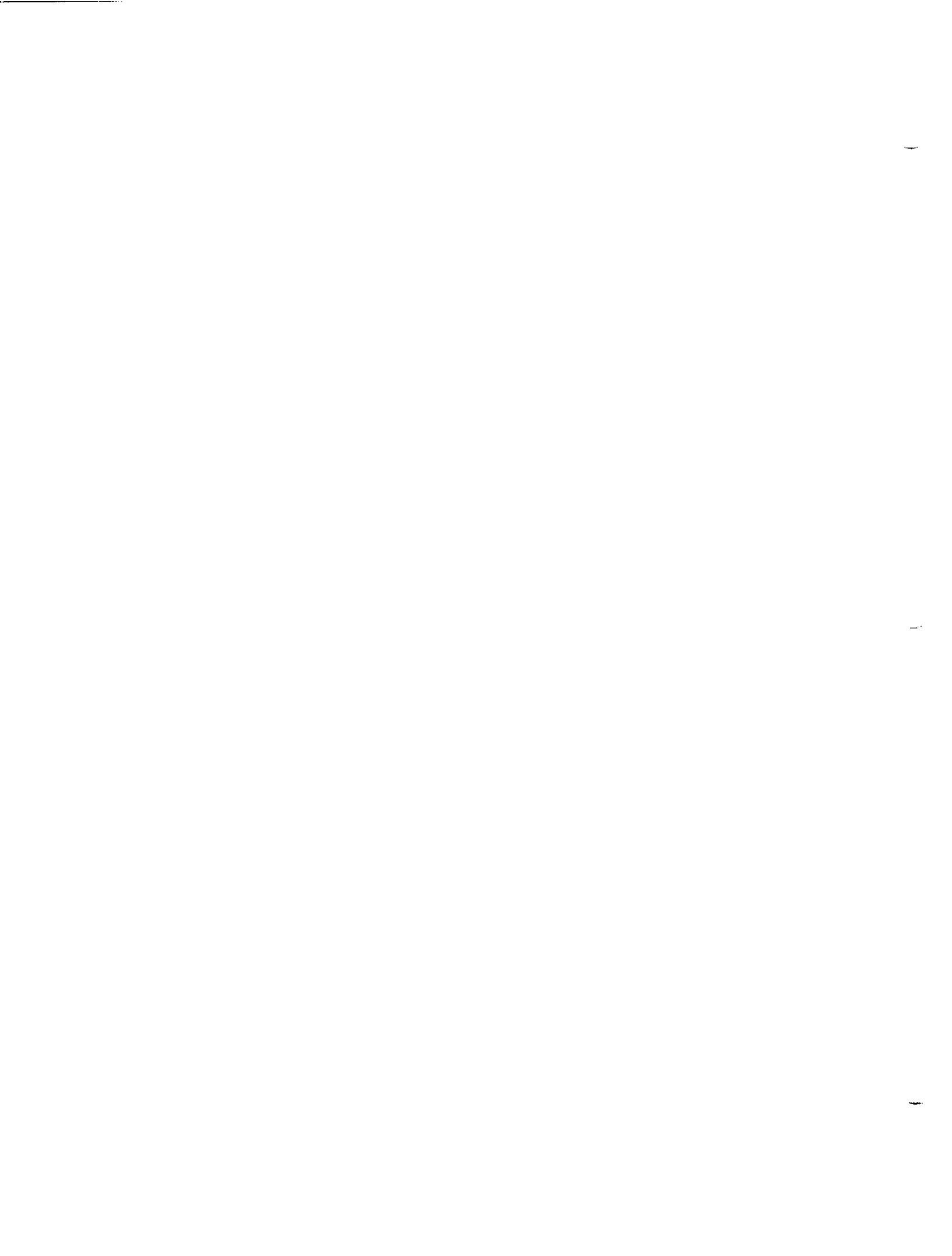
DECEMBER 5, 1941

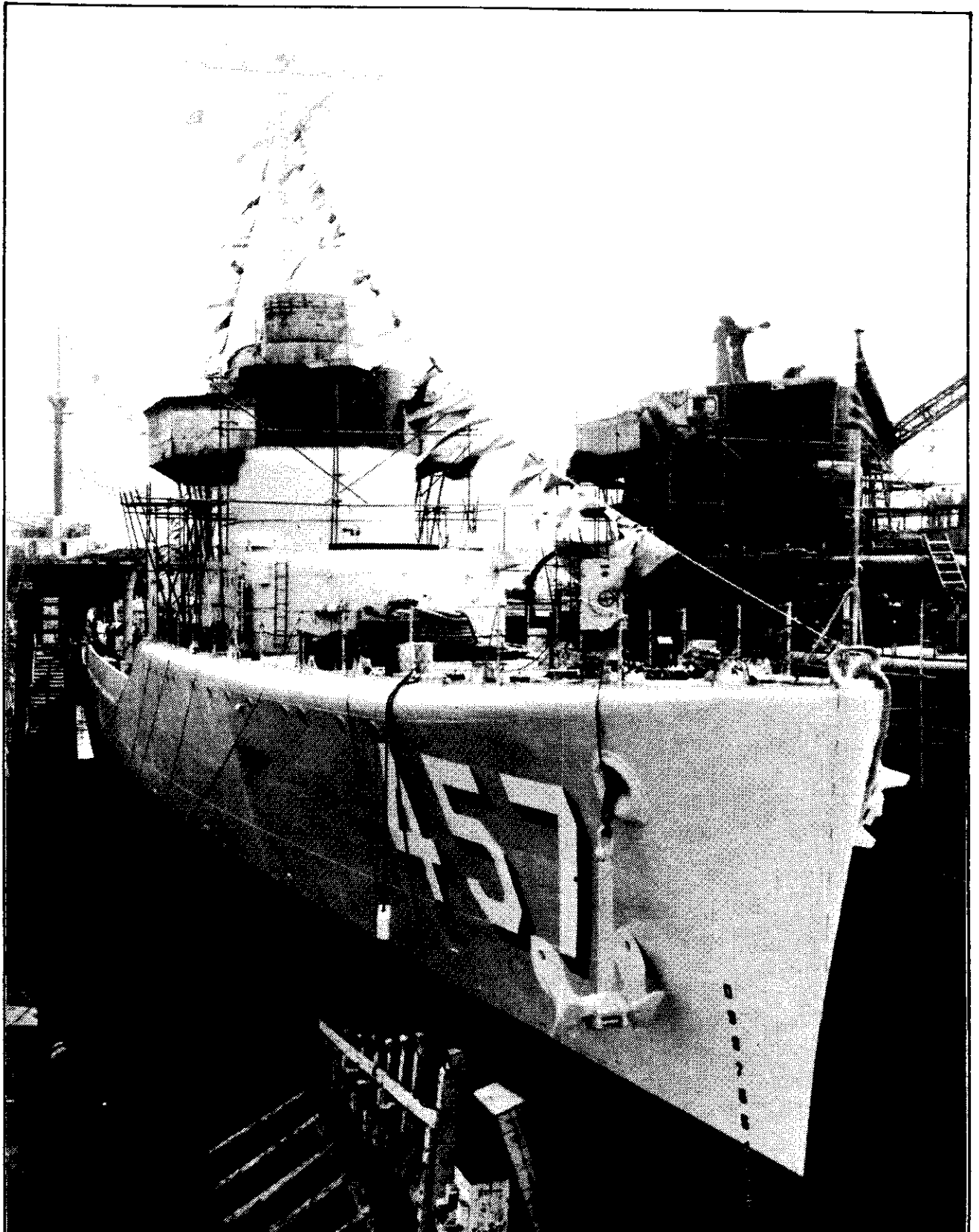




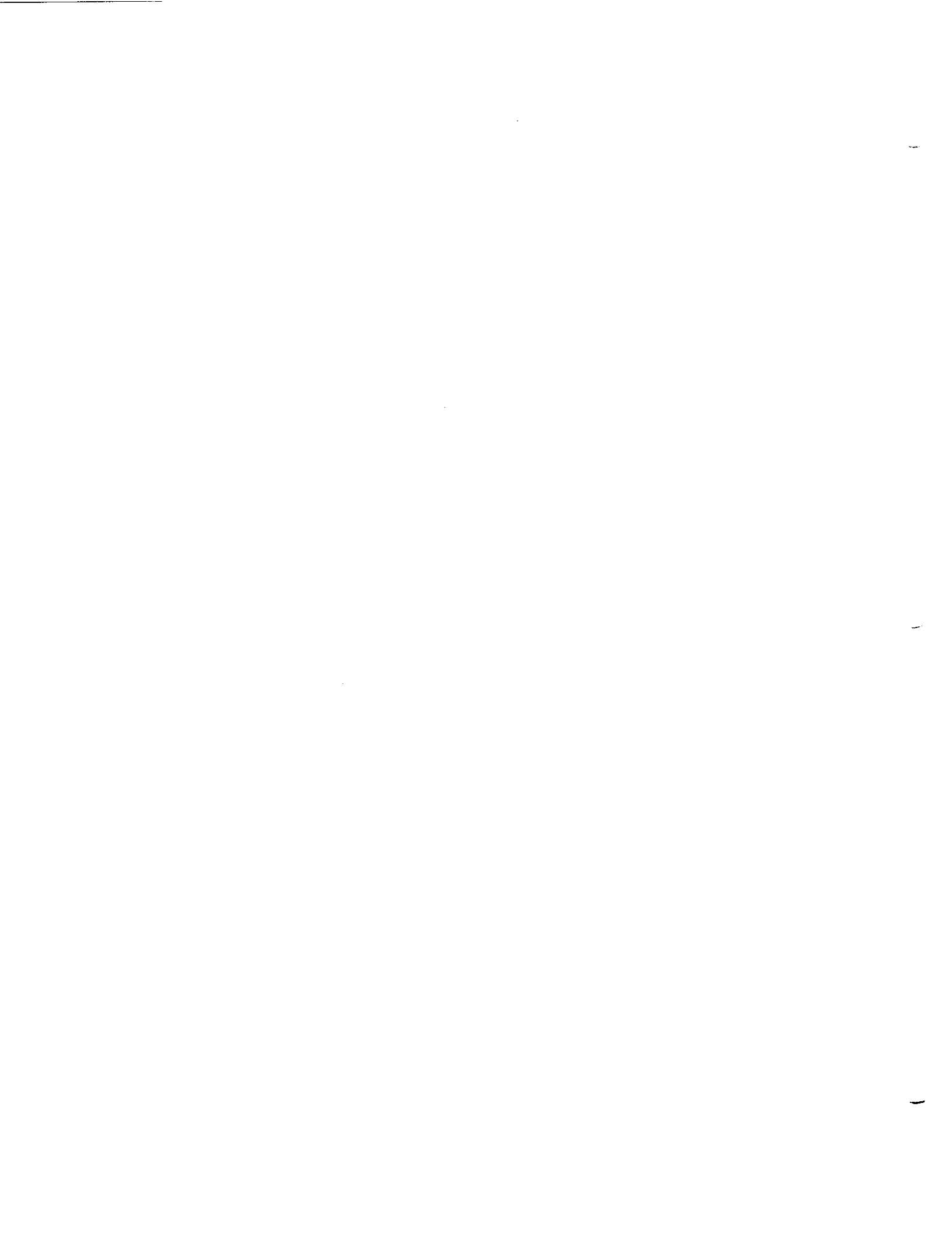
*Any man who may be asked what he did to make his life worthwhile can respond with a good deal of pride and satisfaction, "I served in the United States Navy."*

*- President John F. Kennedy, addressing the new class of midshipmen at the United States Naval Academy on August 1, 1963.*



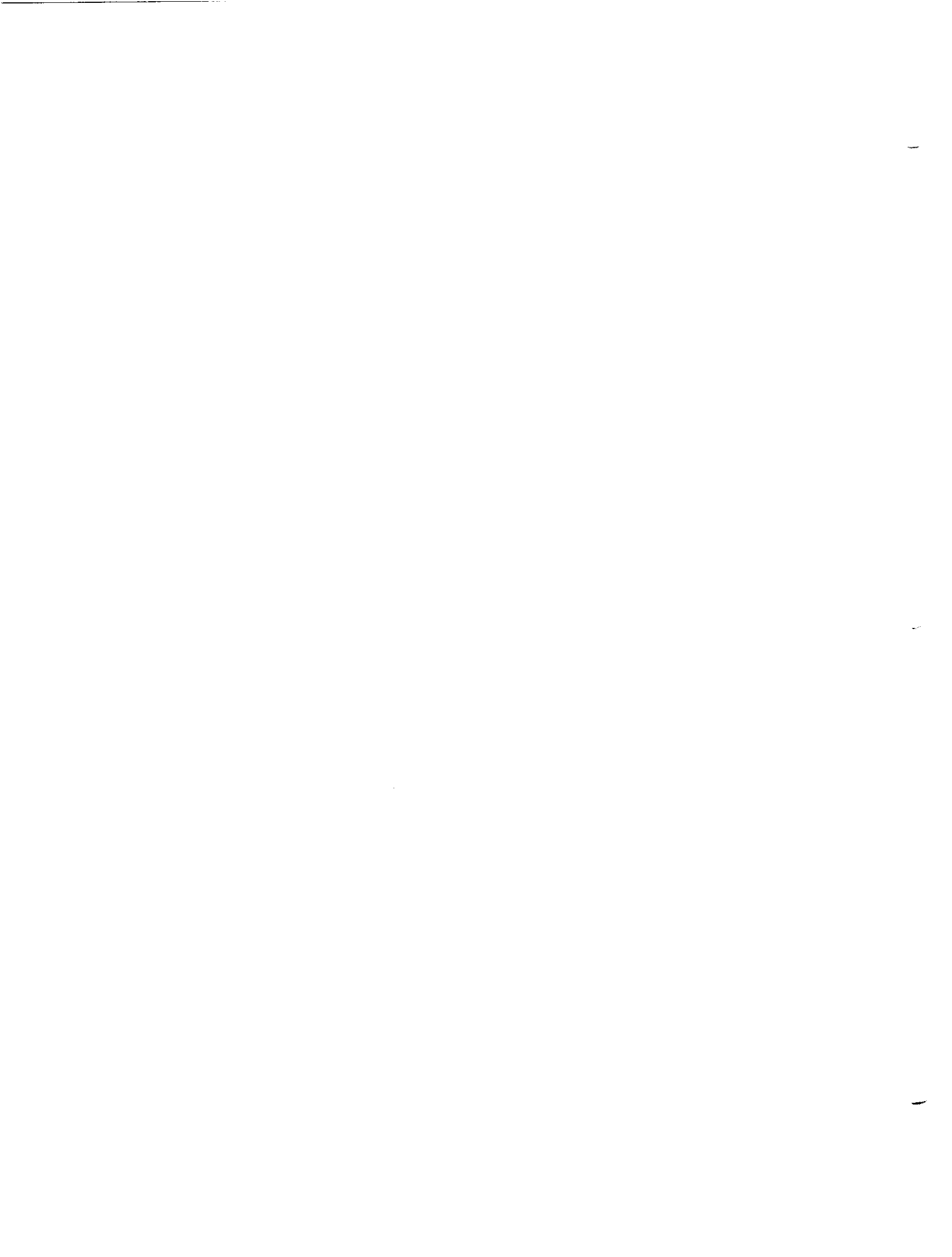


*The U.S.S. Emmons (DD-457), a 1,630-ton Benson-Livermore-class destroyer, on the ways at the Bath Iron Works, Bath, Maine, shortly before launching on 23 August 1941. Due to armament changes from earlier vessels of this class the Emmons is also listed as a Bristol-class destroyer. The Bath yard built six of these ships in 1939-41 before commencing work on the larger Fletcher, Allen M. Sumner and Gearing-class destroyers. (Official U.S. Navy photograph)*





*Mrs. Frances E. Peacock was selected by the Navy Department to sponsor the U.S.S. Emmons (DD-457), named after her late grandfather, Rear Admiral George Foster Emmons, USN (1811-1884). After serving with great honor in the Mexican and Civil Wars Admiral Emmons commanded the Philadelphia Navy Yard until he retired in 1873. (U.S. Navy photograph.)*



DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

NOV 12 1940

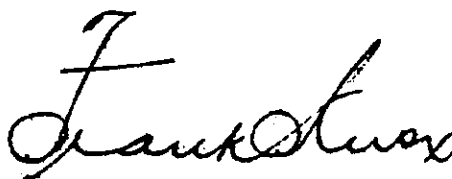
My dear Mrs. Peacock:

It gives me great pleasure to designate you as sponsor for the USS EMMONS, named in honor of your grandfather, the late Rear Admiral George Foster Emmons, U.S.Navy.

The USS EMMONS probably will be launched at the plant of the Bath Iron Works Corp., Bath, Maine sometime in June of 1941. The Supervisor of Shipbuilding, U.S. Navy at the plant of the Bath Iron Works Corp. will advise you of the exact launching date and will arrange with you all details connected with the launching.

Will you please advise the Department at your earliest convenience if you will be able to act as sponsor for this vessel.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Frank Knox".

Mrs. Frances Emmons Peacock,  
91 Tenth Street,  
Edge Hill, Garden City,  
New York.







U.S.S. EMMONS  
SPONSOR'S PARTY  
BATH, MAINE  
23 AUG., 1941

*The Emmons's sponsor, Mrs. Frances E. Peacock, and her family of two sons and two daughters at the launching ceremony on August 23, 1941. At the far left are Lt. Comdr. T. H. Templeton, Officer-in-Charge of the ship's precommissioning detail, and Archibald M. Main, V.P. of the Bath Iron Works. With Mrs. Peacock are her brother, Thornton Emmons, and the Navy's Shipbuilding Supervisor for the Maine yard. (More details on the ceremony are included in the newspaper article on the next page.) (Official U.S. Navy photograph.)*

*Emmons* \*

George Foster Emmons, born 23 August 1811 in Clarendon, Vt., began his distinguished career as a midshipman 1 April 1828. As a lieutenant in *Peacock* he participated in the Wilkes Exploring Expedition of 1838-42, which discovered the Antarctic Continent, and throughout the south seas. He was assigned command of the expedition's overland party conducting surveys and exploration from Puget Sound south to San Francisco. He served with great honor in the Mexican and Civil Wars. As a Rear Admiral, he commanded the Philadelphia Navy Yard until his retirement in 1873. Rear Admiral Emmons died in Princeton, N.J., 23 July 1884.

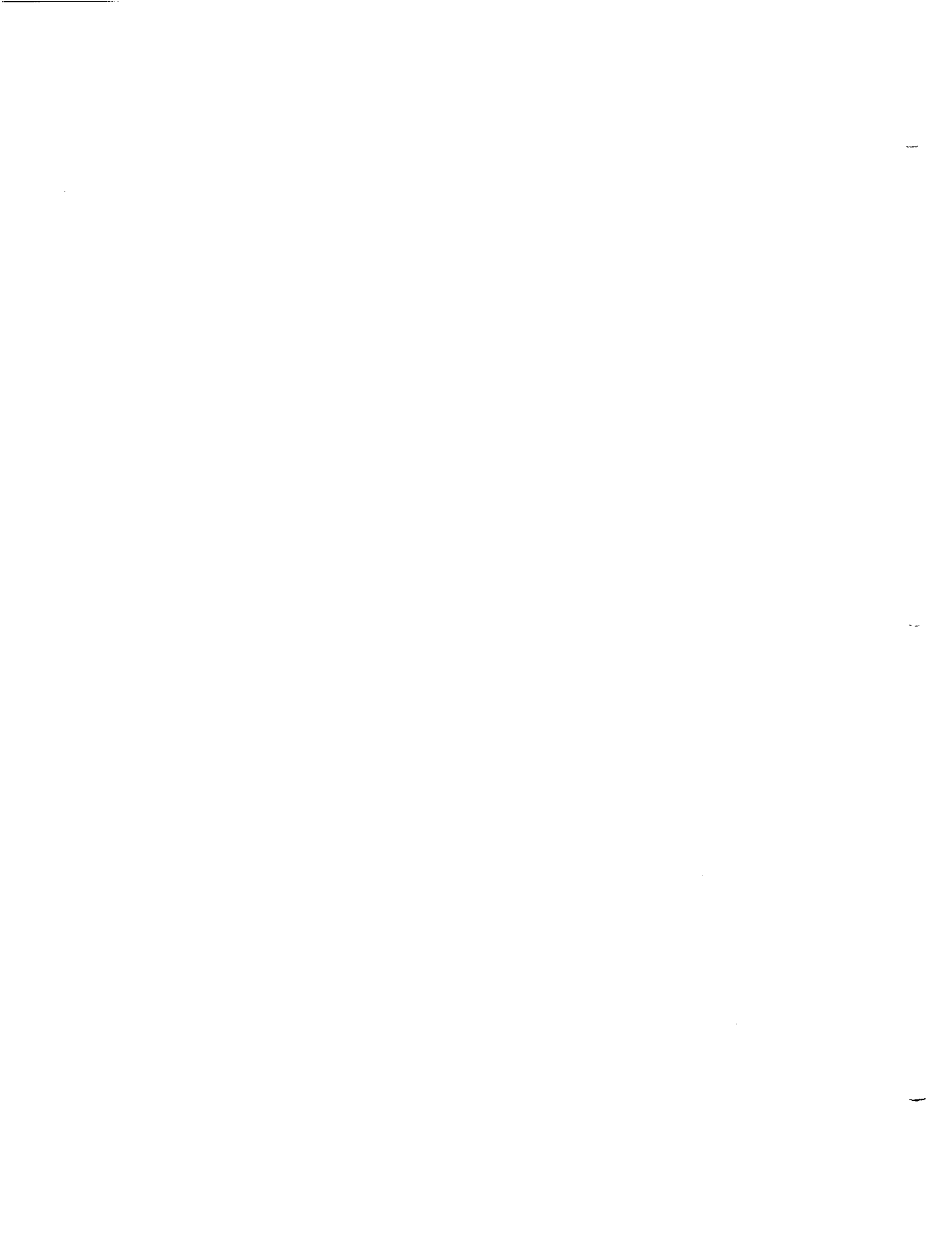
\* *Dictionary of American Naval Fighting Ships, Volume 2.*  
Washington: Naval Historical Center, 1963.

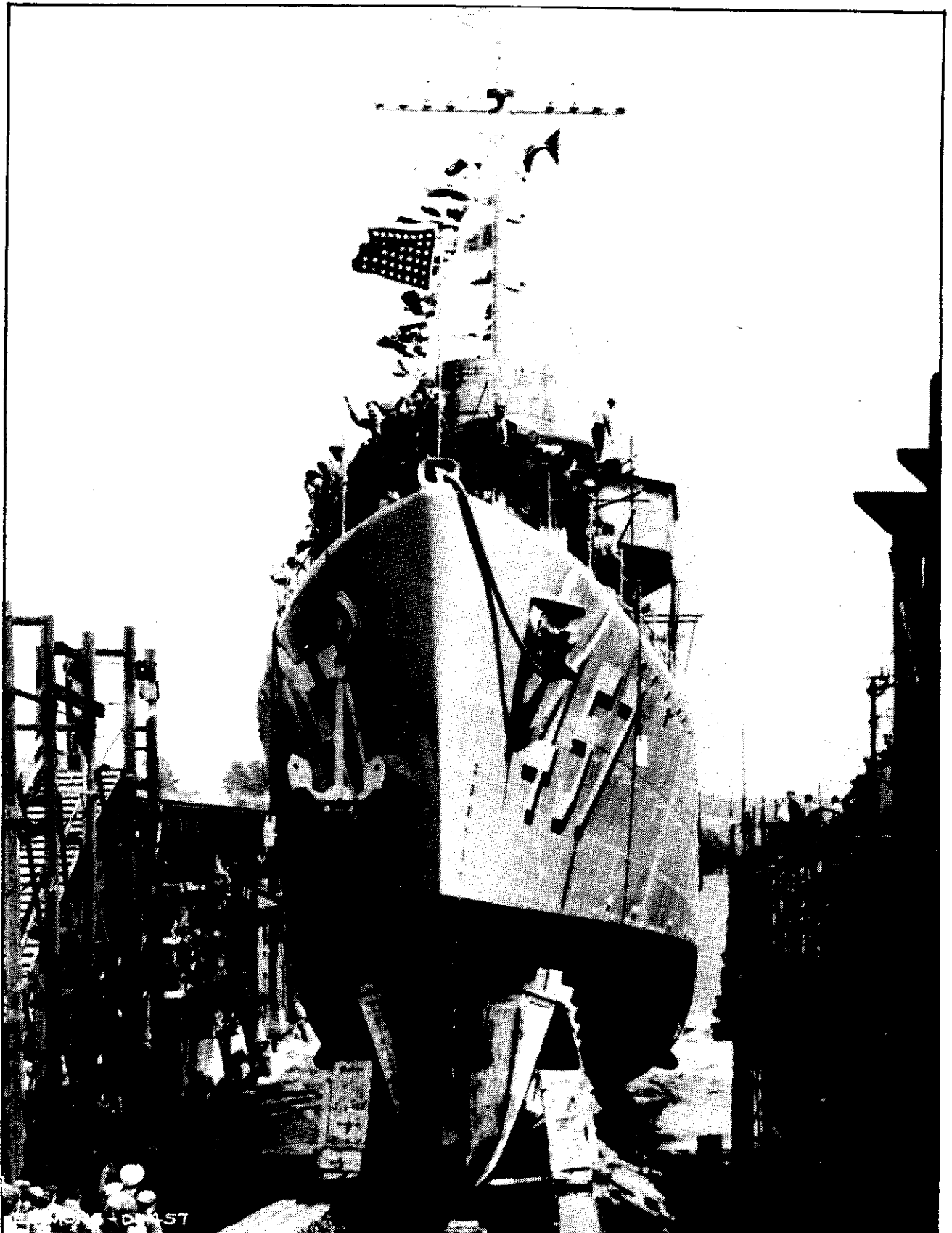


*Notes: The champagne bottle is fitted with a "tuxedo" - made in the shipyard - which consists of a slotted aluminum casing or fine mesh to prevent broken glass from endangering the sponsor.*

*On the launching stand, the champagne is kept in an insulated bag of about 60 degrees, to assure a frothy splash. If the weather is cold, an electric heater is provided to warm the champagne, with a spare bottle within easy reach as a backup to the original...just in case.\**

\* Keith, Frazier, Somerville & Harriotte W. B. Smith, *Ships of the United States Navy and Their Sponsors*. Annapolis: U.S. Naval Institute, 1952.





*The U.S.S. Emmons (DD-457) as she was launched at the Bath Iron Works, Bath, Maine, on August 23, 1941. Over 2,000 spectators watched as the vessel slid down the ways to the Kennebec River where two tugs waited to move her to the fitting-out pier. (Official U.S. Navy photograph.)*



## DESTROYER SLIDES DOWN WAYS FROM BATH IRON WORKS

### U.S.S. Emmons Goes Overboard Saturday Afternoon

The newest addition to the United States Navy, the U.S.S. Emmons, slipped from her ways in the south yard of Bath Iron Works Corp., at a few minutes after two o'clock Saturday afternoon and slid gracefully to the breeze rippled waters of the Kennebec in as beautiful a launching as one could desire.

It was exactly two o'clock when Capt. William S. Blair's red flag was removed from the bow of the ship, indicating that all was ready in his department and that the tide was right to receive the sleek ship. Hardly had the flag disappeared when Vice Pres. Archibald M. Main waved to foreman William Duley of the burner's department and he and his assistant began cutting the perforated iron plates that held the Emmons in place. It was but a matter of seconds when the starboard plate snapped and before one could count five the port gave way and the ship was on her way.

As the craft trembled slightly and began her slide, Mrs. Frances Emmons Peacock, Garden City, Long Island, grand daughter of the late Rear Admiral George Foster Emmons, for whom the destroyer was named, crashed a bottle of champagne against the prow and as the throng of naval officers came to attention and the few invited guests applauded, the ship slowly slid from her berth into the waiting custody of the two tugs. As she reached the river the current turned the prow of the Emmons upstream, presenting a perfect picture to the 2,000 or more persons, who lined both sides of Carlton Bridge out to and beyond the draw span.

Following the launching ceremonies Mrs. Peacock and the members of the launching party were the guests of Mr. and Mrs. Main at their home for a small, informal luncheon. Lieut. Com. T. H. Templeton, who will command the Emmons when she is commissioned, was with the launching party.

As is the custom of the Bath Iron Works, the shattered bottle used in the christening ceremonies, will be presented the sponsor in a teakwood chest and an ashtray, made from the plate from which the invitations were cast, will be presented.

Mrs. Peacock, the sponsor, was born ten years after the death of her illustrious grandfather, Rear Admiral George F. Peacock, U. S. N., for whom the destroyer was named. She wore a black and white print dress and white accessories. Her white hat was trimmed with black veiling.

Others in immediate launching party were her two daughters, Miss Janet Peacock, 22, and Miss Mary Peacock, 22, and her two sons, George Emmons Peacock, 14, and Grant A. Peacock, Jr., 18; also her brother, Thornton Emmons. Miss Janet wore a red, white and black print dress and a large white picture hat; and her sister, Mary, a navy blue dress and a small white feather hat.

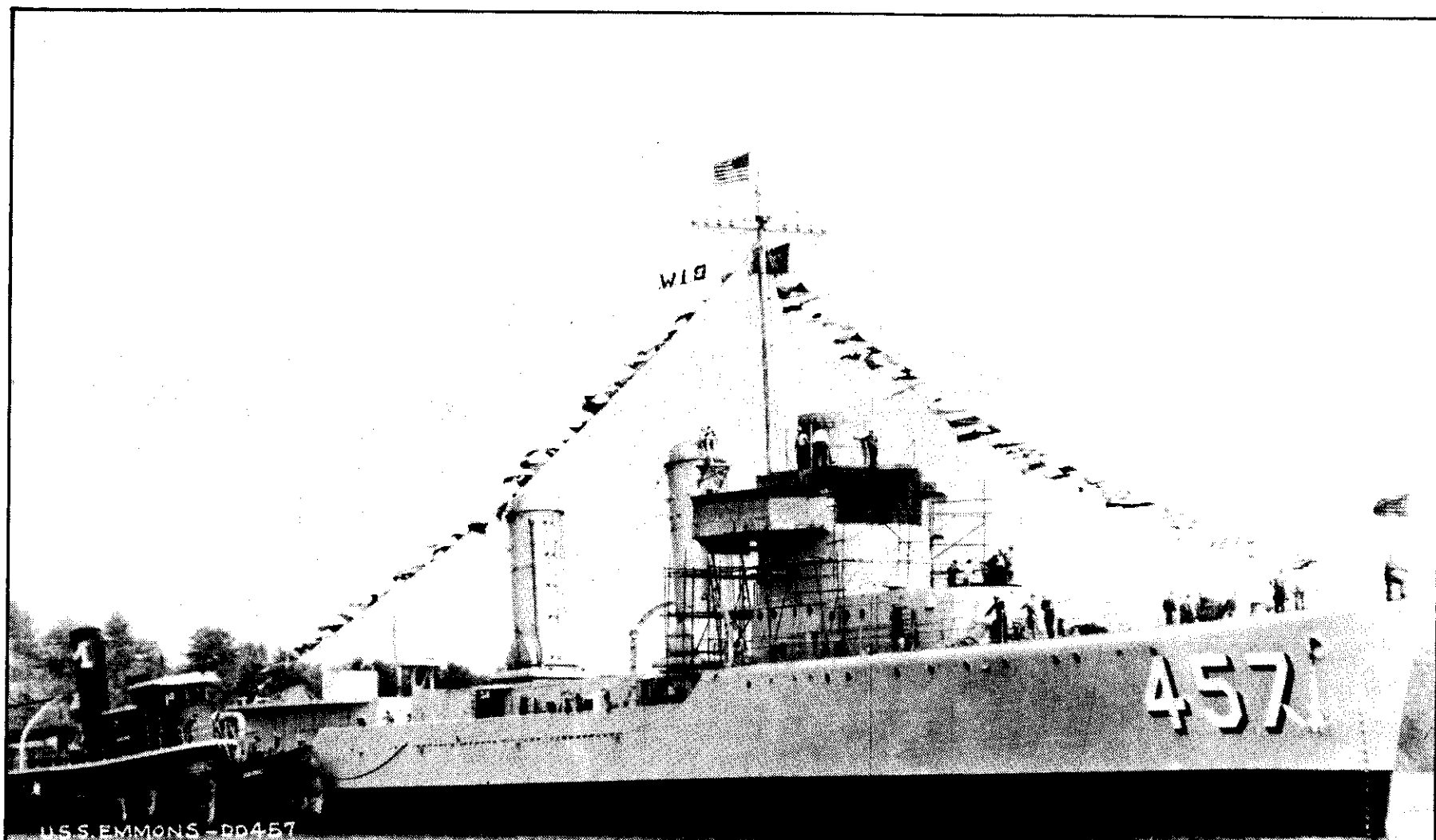
Mrs. Peacock and family are staying at the Sedgwick. They will leave Sunday on their return to Edgehill, Garden City, Long Island.

Rear Admiral George Foster Emmons, for whom the destroyer is named, was a New Englander, having been born in Clarendon, Vt., Aug. 23, 1811, and died in Princeton, N. J., July 2, 1884. He entered the Naval Academy in 1828 and was promoted to a lieutenancy in 1841, rear admiral in 1872 and retired the next year.

Admiral Emmons was a member of the South Sea exploring expedition under Capt. Wilkes in 1838-42; took part in the Mexican war; and during the Civil war captured Cedar Keys, Fla., and Pass Christian, Miss., with 20 prizes in 1862. He served as captain of the fleet under Dahlgren, off Charleston, 1863; and raised the American flag over Alaska in 1868. He published "The Navy of the United States, 1775-1853."





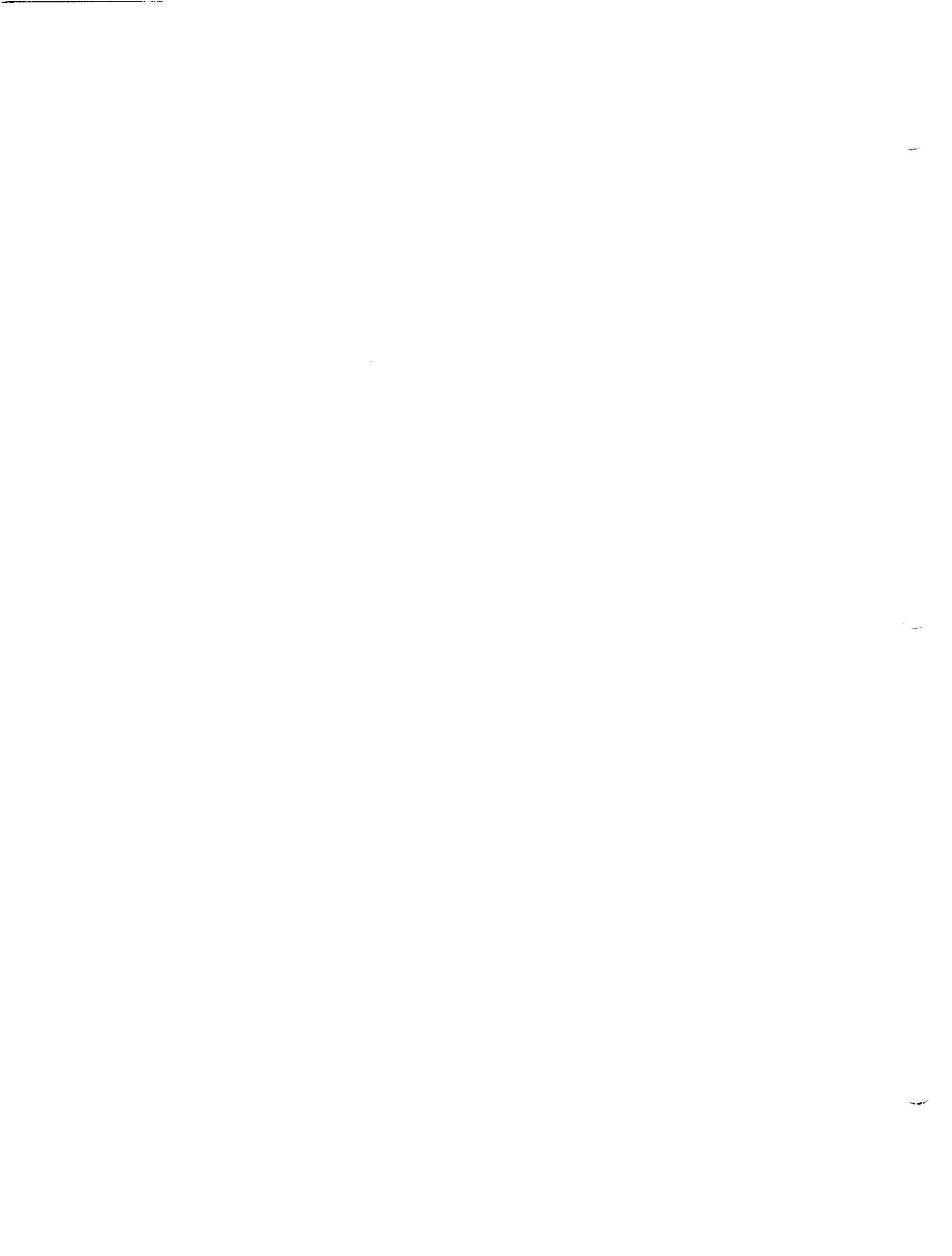


The destroyer U.S.S. Emmons (DD-457) immediately after she was launched at the Bath Iron Works, Bath, Maine, on August 23, 1941. The ship is "fully dressed" for the occasion with a rainbow of flags from bow to stern over the masts, and a large "B.I.W." builder's flag is flying proudly from the starboard yardarm. Note the size of the ship's hull number. As soon as the United States entered World War II in December, 1941, the Navy greatly reduced the size of these numbers on its ships as a security measure. The large numbers reappeared after the war was over. (Official U.S. Navy photograph.)

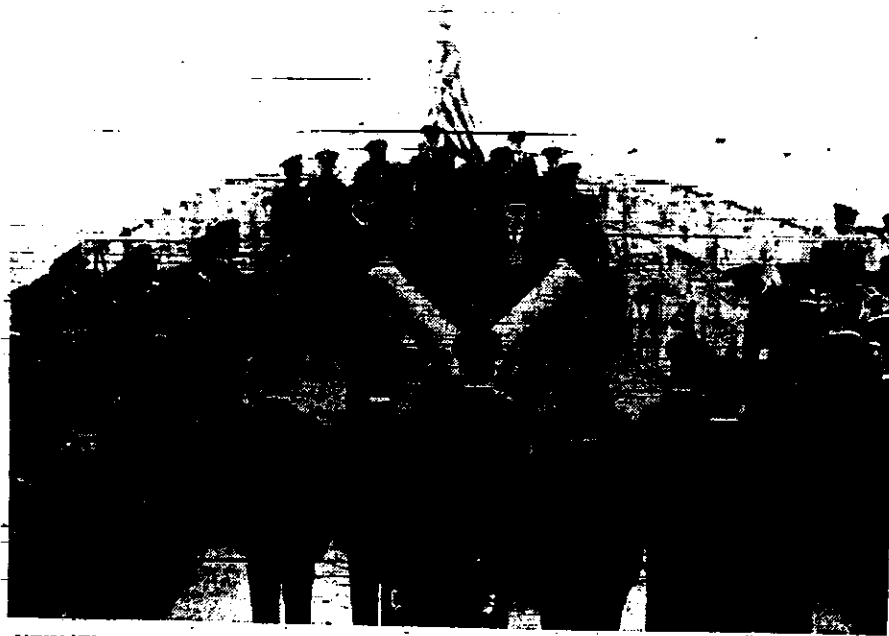




*The commissioning ceremony for the destroyer U.S.S. Emmons (DD-457) was held on her fantail at the Boston Navy Yard, Mass., on December 5, 1941. In this view, looking aft, Captain of the Yard, Captain R. C. Grady, USN, is reading the authorizing dispatches, while to his left, Lieut. Commander T. C. Ragan, USN, waits to read his orders and assume command. The "Y"-gun depth charge projector (centerlined, ahead of the two officers) which fired to both sides was landed the following year when six single projectors ("K"-guns) were installed on Benson/Bristol-class ships. (Boston National Historical Park)*



## Destroyer Emmons Is Put in Commission at Boston Navy Yard



**NEW FLOATING FORTRESS**—Photo of commissioning of U. S. S. Emmons at Boston Navy Yard shows Capt. Ronan C. Grady (left center) of the Yard and Lieut. Commander T. C. Ragan of the new destroyer surrounded by marines and sailors.

A new destroyer, the U. S. S. Emmons, was added to the United States Navy at 11 this morning when she was officially placed in commission at the Boston Navy Yard by Capt. Ronan C. Grady, U. S. N., captain of the yard, representing Rear Admiral William T. Tarrant, U. S. N., commandant of the 1st Naval District.

The ceremony was attended by many invited guests, including wives and relatives of officers of the new destroyer and officials of the Bath Iron Works in Maine, where the new addition to the Navy was constructed at a cost of \$5,028,000.

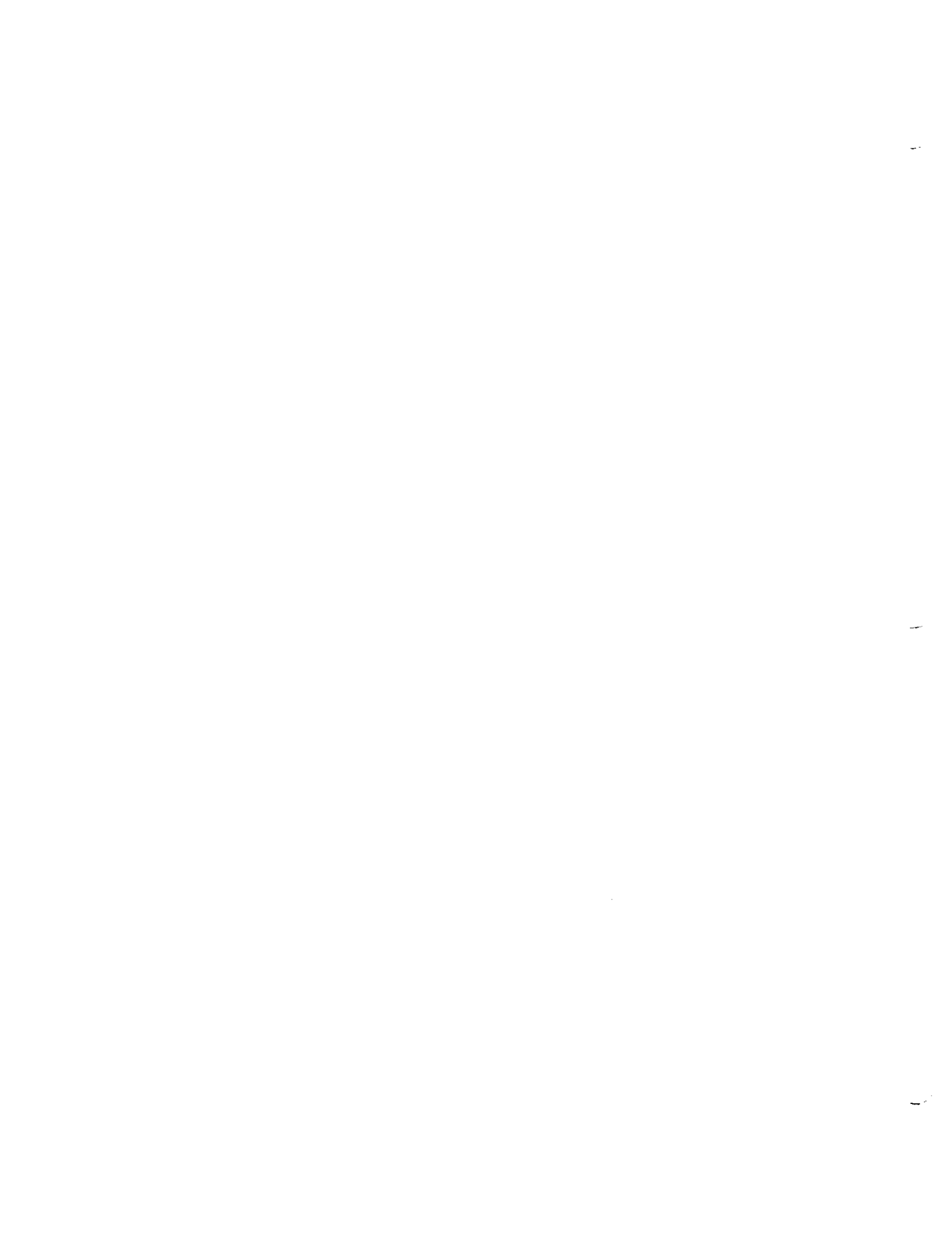
The Navy's new ocean greyhound is one of the finest and most complete ships of its type and is streamlined, which calls for the greatest speed possible. It will carry about a dozen officers and a crew of approximately 200 men. Navy orders forbid officers from giving information as to its speed and equipment, but the destroyer and crew appear ready for active service of any sort.

The officers and crew assembled on the after deck. Capt. Grady read orders received by Rear Admiral Tarrant to place the ship in commission on a recent date, but the dense fog which stopped all shipping delayed the arrival of the new destroyer until yesterday afternoon when preparations were immediately made to place the destroyer in commission.

Lieut. Commander Ragan read orders from the chief of the Bureau of Naval Operations at Washington detaching him from the Naval War College at Newport, R. I., and assigning him to take command of the U. S. S. Emmons.

Capt. Grady wished the officers and crew the best of luck in service aboard the new destroyer named in honor of Rear Admiral George Foster Emmons, United States Navy.

The new destroyer was launched Aug. 23, 1941, and was sponsored by Mrs. Frances Emmons Peacock of Garden City, L. I. Officials of the Bath Iron Works stated the Emmons is the 40th destroyer built by that company for the United States Navy.



ZONE DESCRIPTION 5

## REMARKS

08-12

The U.S.S. EMMONS was commissioned with fitting ceremony at Navy Yard, Boston, Mass. At 1015 the officers and crew were paraded aft. The Captain of the Yard, Captain R. C. GRADY, U. S. N., came on board. The Captain of the Yard, after a short address, read Secretary of the Navy despatch 281908 of November 1941 and Chief of Naval Operations despatch 282238 of November 1941 and directed that the ship be placed in commission. At 1045, "To the Colors," was sounded, the colors and commission pennant were hoisted, placing the ship in commission. Lieutenant Commander THOMAS C. RAGAN, read his orders from Bureau of Navigation 58734-76 Nav-31-AA (9147) of October 31, 1941; assumed command, and ordered the watch set which the first section manned.

08-12

*H. M. Heming*  
H. M. HEMING, Lieutenant, U. S. Navy.

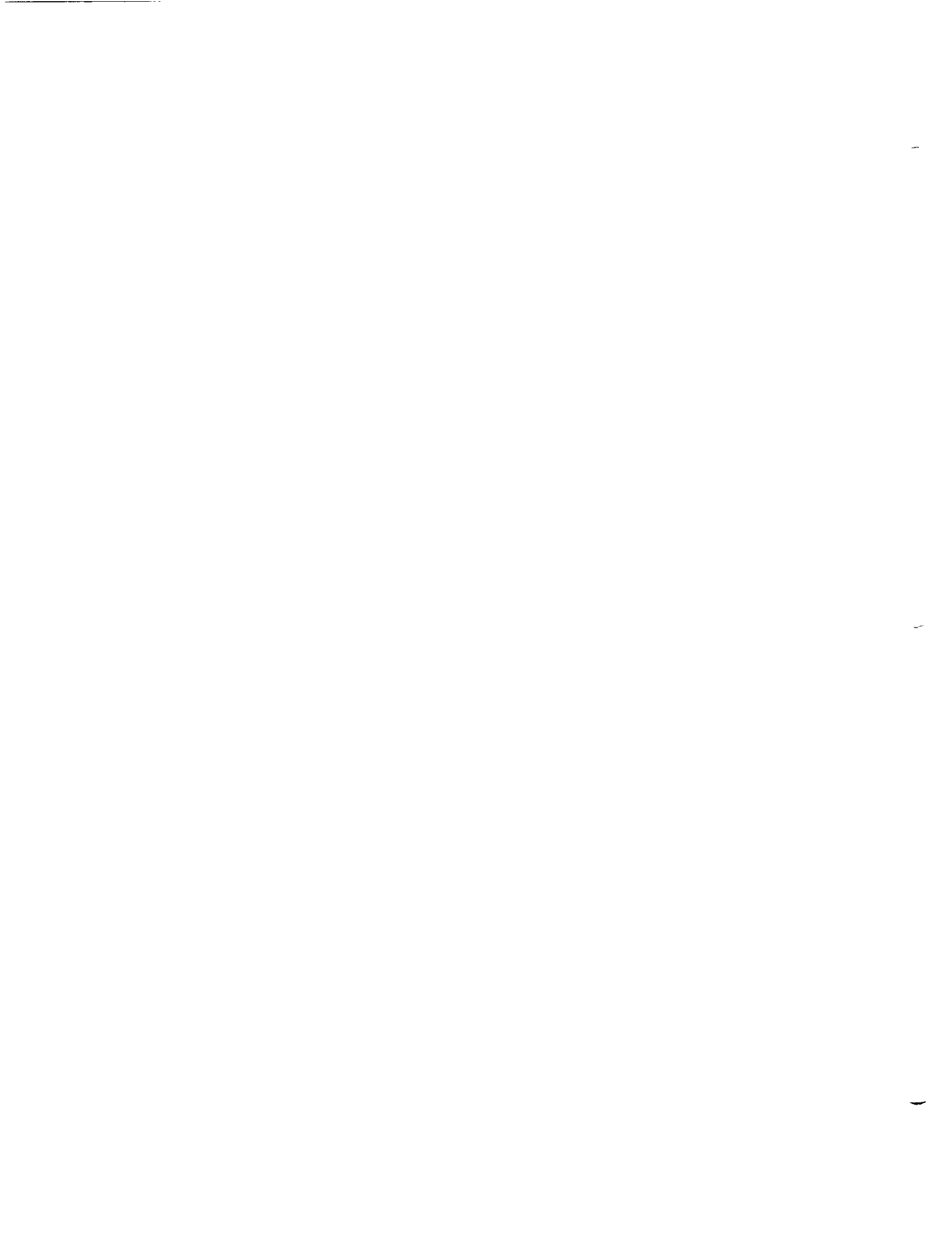
Moored starboard side to west side of pier No. 8 at Boston Navy Yard. Ships present: Various units of the U. S. Atlantic Fleet, yard and district craft, S.O.P.A: COMDESRON 31 in U.S.S. SIMPSON. Boiler No. 4 in use for auxiliary purposes except electrical power, which is being received from the yard. The following officers and men on board at time of commissioning: Lieutenant Commander Thomas C. Ragan, U. S. Navy, as Commanding Officer in accordance with Chief of the Bureau of Navigation orders, 58734-76 Nav-31-AA 9147 of October 31, 1941, Lieutenant Harold M. Heming, U. S. Navy, as Executive Officer in accordance with Chief of Bureau of Navigation orders, Nav-31-MVC 63436-40 5921 of September 18, 1941, Lieutenant Ed B. Billingsley, U. S. Navy, as Engineer Officer in accordance with Chief of Bureau of Navigation orders, Nav-31-ES 71405-34 578 of July 14, 1941, Lieutenant George E. Pierce, U. S. Navy, as Gunnery Officer in accordance with Chief of Bureau of Navigation orders, Nav-31-SAM(4613) of Sept. 5, 1941, Lieutenant (jg) Albert F. Hollingsworth, U. S. Navy, in accordance with Chief of Bureau of Navigation orders, Nav-31-SAM 81018-7 18563 of June 27, 1941, Ensign Orville O. Liebschner, U. S. Navy, in accordance with Chief of Bureau of Navigation orders Nav-31 SAM 82712-8 930 of August 4, 1941, Ensign Eugene N. Foss, 2nd, D-V(O), U.S.N.R., in accordance with Chief of Bureau of Navigation orders Nav-31-LW 73189-9 7274 of October 1, 1941, Ensign Malcolm E. Lewis, D-V(O), U.S.N.R., in accordance with Chief of Bureau of Navigation orders Nav-1614-CKS 80077-3 of June 3, 1941, Ensign Edmond A. Trudeau, D-V(O), U.S.N.R., in accordance with Chief of Bureau of Navigation orders Nav-31-PB 85546-7 (758) of August 21, 1941, Ensign Edmond F. Kelly, E-V(O), U.S.N.R., in accordance with Chief of Bureau of Navigation orders Nav-31-NCW 97849-4 3437 of August 26, 1941, Ensign Richard C. Morse Jr., D-V(O), U.S.N.R., in accordance with Chief of Bureau of Navigation orders Nav-31-SAM 96150-4 4321 of August 25, 1941, and Ensign Thomas F. Keegan, D-V(O), U.S.N.R., in accordance with Chief of Bureau of Navigation orders Nav-31-MNR 96537-6 3086 of August 29, 1941. In accordance with the Commandant's letter No. NYL/P16-3/MM, Portsmouth, New Hampshire, the following named men reported aboard for duty: AGEE, John M., 385 43 98, MM1c., USN.; BAILEY, Leonard J. Jr., 234 43 73, WT2c., USN.; BELANGER, Roger J., 223 38 74, WT2c., USN.; BEUKEMA, Donald R., 299 52 59, CY(PA), USN.; BLEY, Henry C., 316 25 89, CMM(AA), USN.; BRUMMETT, Willie, 279 05 21, CWT(PA), USN.; CLARK, Charles J., 320 65 49, CEM(AA), USN.; COOPER, Russell F., 381 24 09, WT2c., USN.; COTHMAN, Russell S., 270 09 73, CMM(AA), USN.; COX, Ollbert R., 291 06 50, CFC(PA), USN.; CRAWLEY, William F., 632 03 03, MM2c., USNR.; DOERRER, George W., 410 96 60, RM3c., USNR.; DOWD, Charles W., 321 18 42, RM2c., USN.; FINCH, Edwin L., 261 46 11, CPhM(AA), USN.; HAUS, Clarence, 336 64 64, MM1c., USN.; HOLLAND, Conrad H., 624 02 26, EM3c., USNR.; HOWE, Kenneth R., 638 01 59, SM2c., USNR.; KAPPENBERG, Nicolas H., 375 21 04, CMM(AA), USN.; KYLE, William H., 265 54 35, MM1c., USN.; KUDRYK, Theodore W., 201 59 07, MM2c., USN.; LINDLEY, Carson, 385 73 30, WT2c., USN.; LINDLEY, Joel R., 385 73 31, WT2c., USN.; LINDSEY, Milton W., 287 11 13, MM1c., USN.; LONG, Elmer R., 181 84 19, EM1c., USN.; LOOKOSHUS, George C., 299 03 00, MM1c., USN.; MAHONEY, William H., 200 87 61, CMM(PA), USN.; MARTIN, Elzy B., 282 90 20, EM1c., USN.; MC DANIEL, Robert W., 258 07 11, MM1c., USN.; MERRICK, Maurice G., 291 37 86, MM2c., USN.; PRESTON, Claude R., 287 10 30, MM2c., USN.; REED, Roger B., 356 06 89, MM2c., USN.; RHYNE, Fred, 632 03 04, MM2c., USNR.; RICE, Archie W., 336 42 25, CEM(PA), USN.; RICHARDSON, Jack, 356 03 61, MM2c., USN.; SHOTTS, Lewis E., 279 39 23, EM1c., USN.; SORRELL, Cecil E., 371 68 18, MM1c., USN.; STANLEY, Theodore R., 208 70 77, MM1c., USN.; SWAFFORD, James W., 346 49 14, MM1c., USN.; WOODSON, Lee, 271 94 13, SF1c., USN.; WYATT, William H., 341 96 09, MM2c., USN.

Approved:

*T. C. Ragan*  
T. C. RAGAN,  
Lieut. Comdr., USN.,  
Commanding.

Examined:

*H. M. Heming*  
H. M. HEMING  
Lieutenant  
U. S. N., Navigator.





ADDITIONAL SHEET

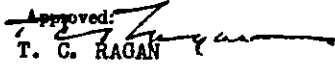
U. S. S. EMMONS (DD-57)


Date December 5, 1941

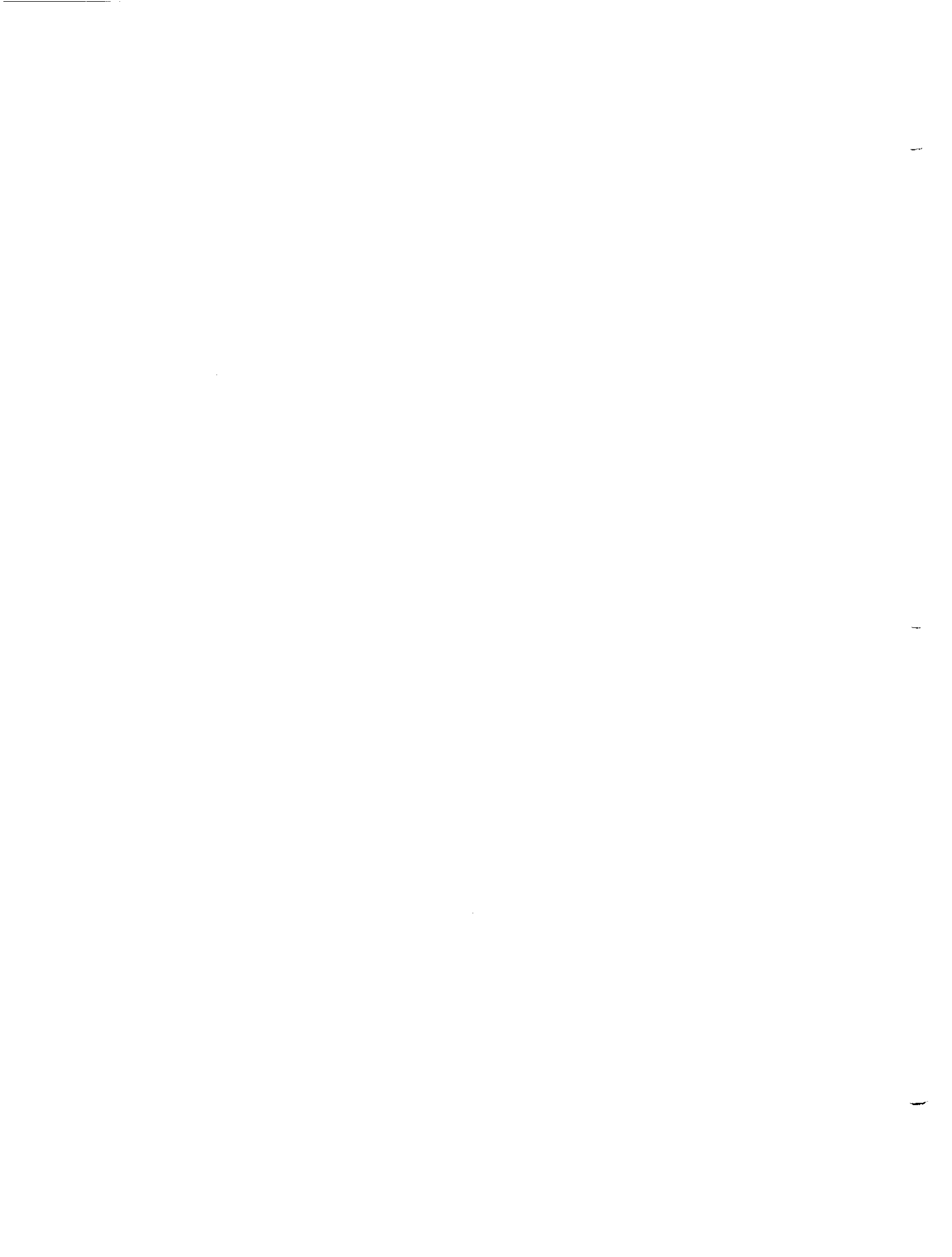
In accordance with the Commanding Officer, Receiving Station, Navy Yard, Boston, Mass., order number NM/P16-4/MM of December 3, 1941, the following named men reported aboard:

ALEXANDER, Kenneth R., 279 67 50, F2c., USN.; BANDY, Owen L., 321 38 15, Flc., USN.; BARNES, Bruce O., 355 61 16, CTM(AA), USN.; BARNING, Edward E., 223 51 65, Slc., USN.; BOETTCHER, Herman M., 320 80 22, Slc., USN.; BRANSON, Richard K., 414 59 74, M1c., USN.; BRIGGS, Andrew P., 382 01 36, SM2c., USN.; BROOKS, Arthur L., 238 66 00, Slc., USN.; BRYAN, Brady L., 359 94 16, MM1c., USN.; BURTON, Marurice W., 413 40 23, S2c., O-1 USNR.; BROWN, Elgie V., 300 19 61, F2c., USN.; CLAVERT, Arthur K., 380 99 47, F2c., USN.; CATANIA, Nunsio J., 283 14 50, Flc., USN.; COCKERAM, John G., 223 53 38, Slc., USN.; CRAVER, Clarence H., 371 80 79, Slc., USN.; CURRIER, Mayo, 123 58 33, GCStd(PA), USNR.; DICKSON, Ray P., 287 40 35, Slc., USN.; DUTTON, Guy D., 287 29 10, SC3c., USN.; DWYER, Harold B., 223 36 97, TM1c., USN.; EDWARDS, Gilbert J., 311 57 20, F2c., USN.; ELLSWORTH, Richard J., 291 57 54, Flc., USN.; EVANS, Loyd R., 368 20 51, Slc., USN.; FINNEY, Rex W., 311 35 77, TM 3c., USN.; FLOW, George C., 274 58 76, F3c., USN.; FYFE, Donald W., 316 41 15, S2c., USN.; GARLINGTON, Walden B., 372 02 88, E2c., USN.; GINN, Leon E., 346 59 65, OC2c., USN.; GORLIAN, Thomas E. Jr., 243 69 91, Slc., USN.; GRACE, James E., 410 58 77, F2c., USN.; HAYES, William M., 342 03 38, S2c., USN.; HEATH, Harold J., 234 31 84, S2c., USN.; HEIN, Kenneth F., 201 86 98, S2c., USN.; HUCKER, Earl W., 300 02 19, Flc., USN.; JAMILA, Galicano A., 154 26 69, Mattc., USNR.; JAMPOLSKY, Harold J., 412 10 79, EM3c., V-6 USNR.; JOHNSON, Dale E., 372 07 09, Slc., USN.; KRECKEL, John P., 243 60 66, Cox., USN.; LAKIN, Louis E., 300 11 47, Slc., USN.; LILLYDRIDGE, Kenneth C., 385 74 16, GM3c., USN.; LEWIS, Simeon C., 336 85 86, SC1c., USN.; LONG, William, 271 93 72, M1c., USN.; MALLOWAY, John S., 413 58 36, S2c., V-6 USNR.; MC ALISTER, Thomas H., 295 37 96, Cox., USN.; MC LEAN, Burl D., 311 48 21, Slc., USN.; MOORE, William A., 262 30 95, Matt2c., USN.; MIERZWA, Stanley J., 311 45 90, Flc., USN.; MOTT, John M., 234 14 66, Cox., USN.; MUDGE, James M., 372 00 58, GM2c., USN.; MURRAY, James P., 214 87 96, GM3c., USN.; MURRAY, Paul J., 300 02 34, Flc., USN.; NIXON, William R., 265 73 81, MM2c., USN.; NOLAN, Frederick V., 214 94 24, TM2c., USN.; O'BRIEN, Eugene E., 299 92 23, Slc., USN.; OLZENSKI, James J., 238 37 28, FC1c., USN.; PACKERT, Albert R., 223 67 89, Slc., USN.; COX, John C., 242 79 88, CRM(PA), USN.; UNHERSTALL, Joseph L., 336 57 71, RM2c., USN.; STOKES, Margil L., 273 95 03, CQM(PA), USN.; GWNDY, Earl J., 243 68 48, FC3c., USN.; PARKER, Frank, 272 24 58, F2c., USN.; PUND, Gilbert E., 291 37 03, M1c., USN.; RAMIREZ, Federico, 497 92 20, OC3c., USN.; REESE, Clifford C., 262 31 48, Mattc., USN.; REID, Robert R., 238 67 56, F2c., USN.; SCHEEL, Ervin A., 321 59 48, S2c., USN.; SCHRAFF, Robert P., 250 58 27, F2c., USN.; SHUGREN, Glenn W., 372 16 67, F2c., USN.; SIMS, Edward L., 346 71 09, Flc., USN.; SMILEY, William V., 283 32 82, Flc., USN.; SOSENKO, John, 283 27 86, Slc., USN.; SMITH, Eugene C., 604 02 48, Y3c., V-6 USNR.; SMITH, James S., 359 96 44, Slc., USN.; STEVENSON, Allan Wayne, 201 59 50, EM3c., USN.; STEVENSON, Frederick C., 194 18 31, CQM(AA), USN.; STONE, Hubert L., 342 17 09, F2c., USN.; TAKACS, Laszlo A., 223 53 13, SM3c., USN.; WAGNER, Robert C., 311 30 46, HALc., USN.; WARD, Leonard, 243 75 68, Flc., USN.; WEBBER, Willis H., 201 59 33, GM3c., USN.; WHITSON, Leland A., 337 54 91, S2c., USN.; WILLIAMS, Don E., 266 33 32, S2c., USN.; WOODS, Joseph R., 400 64 11, S2c., V-6 USNR.; WOODS, Maurice H., 359 74 48, Slc., F-2 USNR.; WYNN, Harry W., 271 69 93, SK1c., USN.; SHEPARD, George R., 268 48 03, F2c., USN.

In accordance with the Commanding Officer, Naval Training Station, Newport, R.I. letter number 211-41 11/Ss of November 14, 1941, the following named men reported aboard: AKSAMIT, Joseph J., 646 08 72, V-6 AS, USNR.; AYER, Donald W., 202 02 21, AS, USN.; BECK, Clifford, W., 202 02 27, AS, USN.; BERG, Norman H., 224 39 68, AS, USN.; BUCKMAN, Lester W., 224 39 69, AS, USN.; CAULFIELD, James F., 224 39 70, AS, USN.; CHADSEY, William L., 202 02 20, AS, USN.; CHAROUX, Robert W., 202 02 03, AS, USN.; CHARRON, Arthur, W., 202 02 00, AS, USN.; COOPER, Louis, A., 224 39 72, AS, USN.; CORDREY, Charles, O., 224 39 73, AS, USN.; CROFUT, George E., 646 08 42, V-6 AS, USNR.; CRONN, Wilber C. Jr., 224 39 75, AS, USN.; CAULKINS, Edward T., 646 08 76, V-6 AS, USNR.; DALTON, Harry B., 202 01 64, AS, USN.; DAUM, Warren, I., 283 61 10, AS, USN.; DENNING, Charles Jr., 666 01 74, V-6 AS, USNR.; DERKACS, Charles, Jr., 646 08 77, V-6 AS, USNR.; DERNAGO, Fred, 212 72 84, AS, USN.; DONNELLY, James A. Jr., 202 02 02, AS, USN.; ESPOSITO, Anthony S., 224 39 76, AS, USN.; FALLS, James M., 606 02 70, V-6 AS, USNR.; FRYE, Ellsworth W., Jr., 606 02 75, V-6 AS, USNR.; CERVAIS, Daniel C., J., 202 01 68, AS, USN.; GLUTTING, Robert J., 224 39 77, AS, USN.; GOCELLA, Joseph A., 608 01 24, V-6 AS, USNR.; GOESEKE, Henry G., 403 49 14, V-1 F3c., USNR.; GRANA, Louis, 224 39 79, AS, USN.; GRIBBINS, Phillip J., 224 39 80, AS, USN.; GRIECO, Julius R., 224 39 81, AS, USN.; GUTHRIE, Robert E., V-6 AS, USNR.; HOLLAND, Robert F., 202 02 23, AS, USN.; JACOBY, Phillip, 283 61 16, AS, USN.; JENSEN, David, 224 39 85, AS, USN.; JOY, Ellis F., 202 02 18, AS, USN.; KENNEDY, Chestor H., 250 65 97, AS, USN.; KIDD, Richard E., 202 02 11, AS, USN.; KIMNEY, Arthur R., 224 39 87, AS, USN.; LACKO, Edward J., 283 61 14, AS, USN.; LEITSMAN, Harold R., 224 39 90, AS, USN.; LILLIE, Charles L., 622 10 00, V-6 AS, USNR.; MARTIN, Robert J., 650 04 41, V-6 AS, USNR.; MASSARO, Louis G., V-6 646 08 48, AS, USNR.; MC ALEVEY, Jerome D., 224 39 92, AS, USN.; MC CARTHY, John P., 283 61 12, AS, USN.; Mc CARTHY, Kenneth C., 224 39 93, AS, USN.; MONAHAN, Edward T., 224 39 95, AS, USN.; NETTUNO, Daniel C., 224 39 96, AS, USN.; NICHOLS, Robert F., 202 02 25, AS, USN.; NICHOLS, Thomas H., 224 39 97, AS, USN.

Approved:   
 T. G. RAGAN  
 Lieut. Comdr., USN.  
 Commanding.

Examined:   
 H. M. HEMING  
 Lieutenant  
 U. S. N. Navigator.



ADDITIONAL SHEET

U. S. S. EMMONS (DD-57)

Date December 5, 1941

O'BRIEN, Roy, 212 72 80, AS., USN.; OENLER, Edward G., 608 01 26, V-6 AS., USNR.; OLENDER, Edward F., 238 76 95, AS., USN.; O'MALLEY, John E., 614 03 00, V-6 AS., USNR.; OSBORN, Richard W., 646 08 49, V-6 AS., USNR.; OULD, William R., 403 82 44, V-6 AS., USNR.; PASKI, Henry, 212 72 86, AS., USN.; PHELPS, Ivan V., 203 61 17, AS., USN.; PIERCE, Raphael R., 212 72 76, AS., USN.; ROONEY, Edward J., 403 78 71, V-3 S2c., USNR.; SAUNDERS, Earl F., 224 40 01, AS., USN.; SCAMACCA, Salvatore J., 646 08 51, V-6 AS., USNR.; SCHMIDT, Richard K., 283 61 15, AS., USN.; SHEPARD, Thomas J., 224 40 03, AS., USN.; SIMONEAU, Edgar R., 202 02 28, AS., USN.; SIMONEAU, 202 02 29, AS., USN.; SINCLAIR, Theodore E., 224 40 04, AS., USN.; SIRACUSA, Anthony J., AS., USN.; SQUARALLO, George W., 224 39 60, AS., USN.; STUCZYNSKI, William, 646 08 53, V-6 AS., USNR.; SURLETTE, Leonard J., 606 02 66, V-6 AS., USNR.; TEMPONE, John F., 224 40 07, AS., USN.; TERENSKY, Joseph, Jr., 652 01 40, V-6 AS., USNR.; TERRELONGE, Eugene G., 646 08 54, V-6 AS., USNR.; URDAS, Carl J., 646 08 55, V-3 AS., USNR.; WALSH, Edward, 202 02 12, AS., USN.; WALTER, Billie D., 614 02 97, V-6 AS., USNR.; WEJMAR, Verner T., Jr., 224 40 08, V-6 AS., USNR.; YOUNG, Harold, 646 08 90, V-6 AS., USNR.; NORLEY, James E., 202 00 49, AS., USN. From Receiving Station, Navy Yard, Boston, Mass. EVANS, Reese A., 382 41 71, S2c., USN, reported aboard.

*E. B. Billingsley*  
E. B. BILLINGSLEY Lieut. U. S. Navy.

Approved: *T. C. Ragan*  
T. C. RAGAN,  
Lieut. Comdr., USN.,  
Commanding.

Examined:

*H. M. Heeling*  
H. M. HEELING  
Lieutenant U. S. N. Navigator.



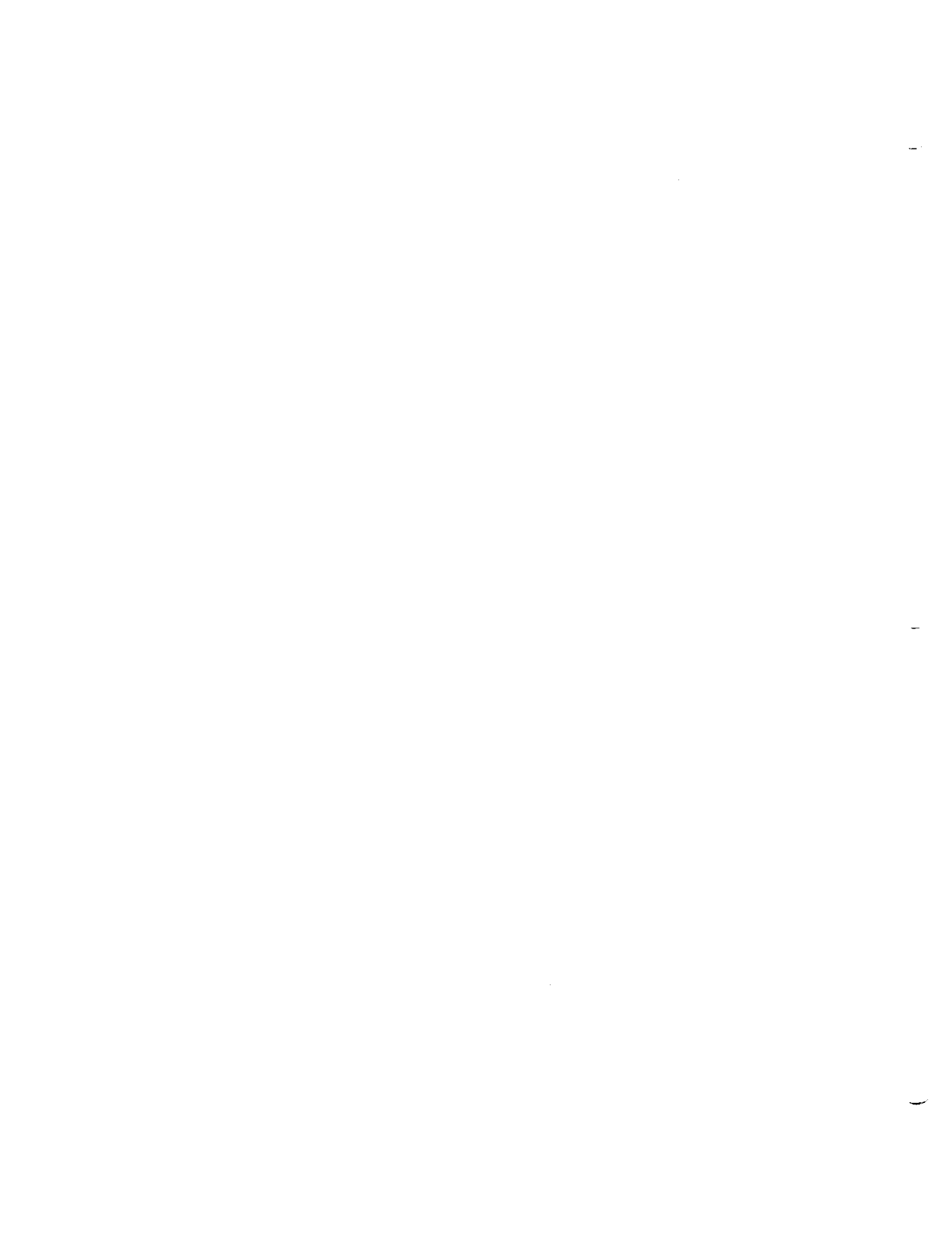
## LIST OF OFFICERS

Attached to and on board of the U. S. S. EMMONS (DD157), commanded  
 by T. C. RAGAN, U. S. N., during the period covered by this Log Book, with date of  
 reporting for duty, detachment, transfer, or death, from DECEMBER 5, 1941, to DECEMBER 31, 1941

NAME.	RANK.	DATE OF REPORT- ING FOR DUTY.	DETACHED.	DUTIES.
			Date	
RAGAN, T.C.	Lieut. Commander	Dec. 5, 1941		Commanding Officer.
HEMING, H.M.	Lieutenant	Dec. 5, 1941		Executive Officer.
BILLINGSLEY, E.B.	Lieutenant	Dec. 5, 1941		Engineer Officer.
PIERCE, G.E.	Lieutenant	Dec. 5, 1941		Gunnery Officer.
HOLLINGSWORTH, A.F.	Lieutenant	Dec. 5, 1941		1st. Lieutenant
FOSS, E.N.	Ensign D-V(G)	Dec. 5, 1941		Sound Officer.
LEWIS, M.E.	Ensign D-V(G)	Dec. 5, 1941		Asst. 1st. Lieutenant
LIEBSCHNER, O.O.	Ensign	Dec. 5, 1941		Communication Off.
TRUDEAU, E.A.	Ensign D-V(G)	Dec. 5, 1941		Asst. Communication Off.
MORSE, R.C.	Ensign D-V(G)	Dec. 5, 1941		Asst. Gun. Off.
KELLY, E.F.	Ensign E-V(G)	Dec. 5, 1941		Asst. Eng. Off.
KEEGAN, T.F.	Ensign D-V(G)	Dec. 5, 1941		Torpedoe Off.

Examined and found to be correct.

H.M. HEMING  
 Lieutenant      Navigator.



History of the U.S.S. Emmons (DD-457/DMS-22)\*

(DD-457: dp. 1,630; l. 348'2"; b. 36'1"; dr. 15'8"; s. 38 k.; cpl. 208; a. 4 5", 5 21" tt., 6 dcp., 2 dct.; cl. *Benson*)

*Emmons* (DD-457) was launched 23 August 1941 by Bath Iron Works Corp., Bath, Me.; sponsored by Mrs. F. E. Reacock, granddaughter of Rear Admiral Emmons; and commissioned 5 December 1941, Lieutenant Commander T. C. Ragan in command. She was reclassified DMS-22 on 15 November 1944.

*Emmons* sailed from Norfolk 31 January 1942 on her shakedown to Callao, Peru, where she embarked Peruvian officers for Valparaiso, Chile, returning to Boston via several ports in Ecuador. She patrolled in New England waters, and in April escorted *Ranger* (CV-4)

across the Atlantic to the Gold Coast, where the carrier launched Army fighter planes, brought for the base at Accra and other African air bases.

The summer of 1942 found *Emmons* patrolling out of Argentia, Newfoundland, and escorting troopships from Boston to Halifax. At Halifax on 5 July she joined an Army transport and a merchantman, whom she shepherded to a midocean rendezvous with a British escort unit to take them safely into Iceland. *Emmons* sailed on to join the British Home Fleet in Scapa Flow on 15 July. She underwent training necessary to coordinate American and British procedures and tactics. Between 26 and 31 July, she escorted the battleship HMS *Duke of York* to Iceland and back to Scapa Flow, then had convoy escort duty on the Scottish coast. On 17 August she cleared Scapa Flow for Iceland, where she made rendezvous with a convoy bound through the treacherous northern shipping lanes to Kola Inlet in the Soviet Union, from which she returned to Greenock, 30 August.

*Emmons* returned to New York 9 September 1942, and trained in Casco and Chesapeake Bays, and at Bermuda, for the invasion of north Africa, for which she sailed from Bermuda 25 October. She screened carriers covering landings at Safi between 8 and 13 November, returning by way of Bermuda and Norfolk to Boston. After brief overhaul and coastwise escort duty, she went to Cristobal to await a convoy to New York. Meanwhile she passed through the Panama Canal 9 January 1943 to train briefly with officers of the Ecuadorean navy. She guarded the passage of a convoy to north Africa in February, returning to New York 11 March for training. On 2 April *Emmons* put to sea via Argentia for Scapa Flow, where she joined the British Home Fleet again 19 May.

During the next 2½ months, *Emmons* joined in patrolling northern waters, guarding the movement of convoys across the North Atlantic, unceasingly alerted against the possible sortie of German ships from Norwegian bases. She also guarded British carriers in air attacks on Norway in July. Returning to Norfolk 9

\* Dictionary of American Naval Fighting Ships, Volume 2 (Naval Historical Center/Washington, D.C., 1963).

August 1943, she voyaged to Gibraltar between 3 November and 19 December in the advance scouting line guarding *Iowa* (BB-61), carrying President Roosevelt to the Teheran Conference.

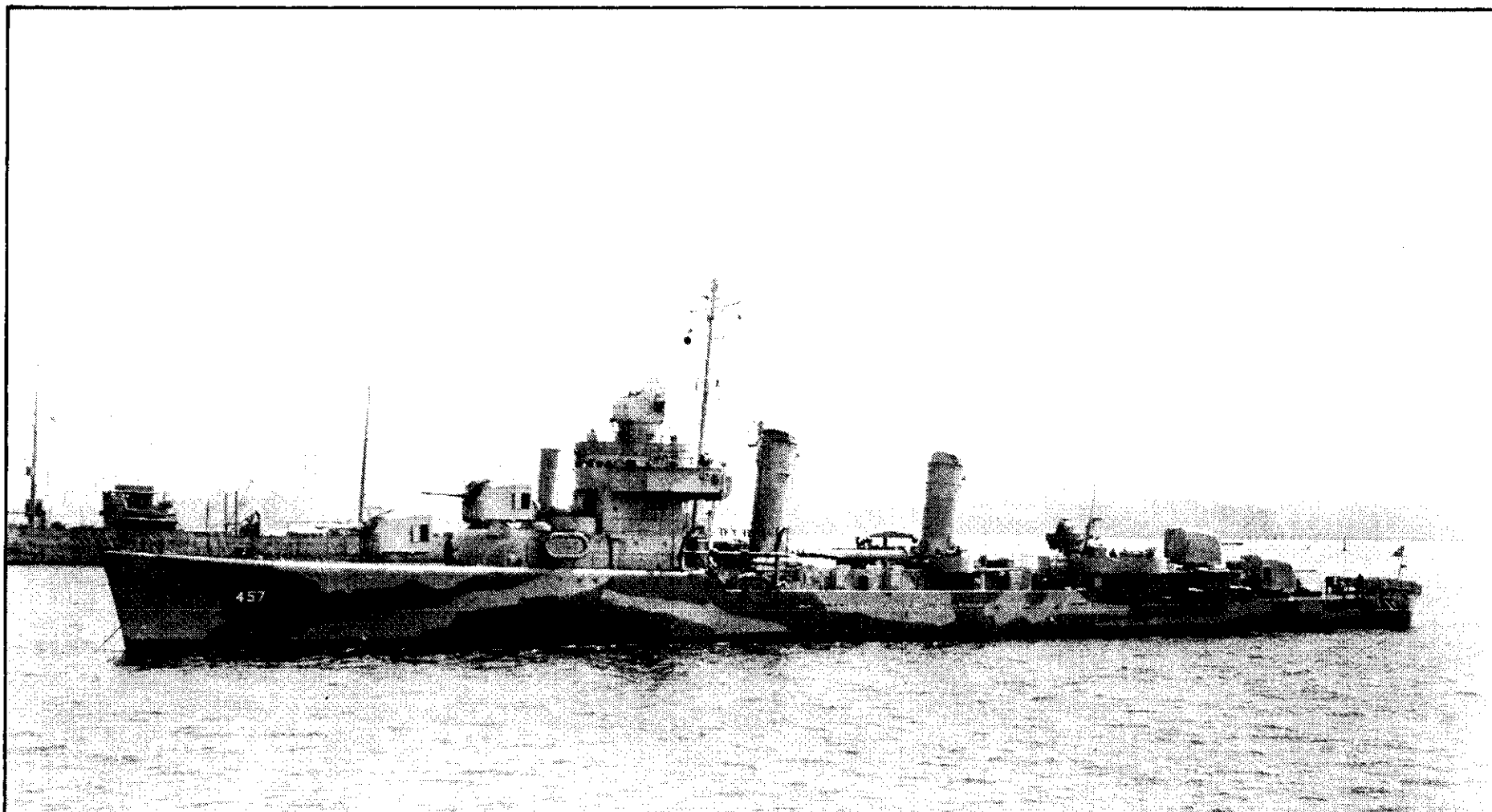
Between December 1943 and April 1944, *Emmons* guarded carriers during their operations at Newport and in Casco Bay, aiding in the training of aviators. On 20 April she sailed from Maine waters for the Azores, and Mers-el-Kebir, Algeria, arriving 1 May for antisubmarine patrols. On 17 May, her group teamed with British aircraft to sink the German submarine *U-616*, and the next day, *Emmons* sailed for England, and final preparations for the invasion of France, 6 June. After guarding preassault minesweeping, she joined in the heavy bombardment prior to the landing. She remained off the beachhead for 3 days as watchdog for the vast armada of ships lining up with men and supplies, then retired across the Channel to Plymouth, England, screening *Texas* (BB-35). Returning to the assault area 11 June, *Emmons* served in the screen guarding transports and supply ships from submarine attack. After replenishing at Portland, England, from 21 to 24 June, she kept watch around battle ships and cruisers during the bombardment of Cherbourg, 25 June.

*Emmons* returned to Mers-el-Kebir 10 July 1944 with a transport convoy she had brought across from Portland, then had escort duty in the Mediterranean ports preparing for the assault on southern France. She sailed from Taranto, Italy, for the beachheads, 11 August, and on the 15th began preinvasion bombardment. She remained off the beaches all day to provide fire support to troops storming ashore. Escort duty took her away to Italian and Corsican ports, but she returned to patrol off the French Riviera until October.

*Emmons* put into Boston 9 November 1944 for conversion to a high-speed minesweeper, and after Atlantic training and exercises in the Hawaiian Islands, entered Ulithi to stage for the invasion of Okinawa. Her squadron put to sea 19 March 1945 for the dangerous, vital task of clearing Okinawa's waters to let assault ships close the beaches for the landings of 1 April. She then took up picket duty, and on 6 April, during one of the first of the massive kamikazee attacks, was a target as she sailed with *Rodman* (DMS-21). One of the first planes to attack struck *Rodman*, and as *Emmons* circled the stricken ship to provide antiaircraft cover, both DMS's were overwhelmed by suicide-bent Japanese planes. Many were splashed, but *Emmons* was struck by five, almost simultaneously. One hit her fantail, the rest to starboard of her pilot house, of No. 3 gun mount, on her waterline, aft, and the port side of her combat information center. Crippled and ablaze, with ammunition exploding wholesale, *Emmons* found damage control a desperate, losing struggle. That day her gallant crew, who had already won the Navy Unit Commendation for Okinawa, lost 60 dead, 77 wounded. The rest had to abandon ship. Next day, the 7th, the hulk was sunk to prevent its falling into enemy hands.

In addition to her Navy Unit Commendation, *Emmons* received four battle stars for World War II service.





## USS EMMONS

The U.S.S. Emmons (DD-457) (Lt. Comdr. Thomas C. Ragan, USN), shown here in late 1941 or 1942 when she was painted using a Measure 12 camouflage scheme. This graded system was intended to deceive the enemy by breaking up the ship's outline, thus concealing its shape. The Emmons' characteristics were:

Standard displacement	1,630 tons	Draft	15'8"
Length overall	348'2"	Shaft horsepower	50,000 H.P.
Beam	36'1"	Rated speed	38 knots

(Official U.S. Navy Photograph.)



EMMONS (DD-457) -1-  
SERVICE

SOURCE	DATE	DEPARTED	ARRIVED	DATE	REMARKS
707-2	22 Jan 42	Boston	Yorktown	28 Jan 42	Commissioned 5 Dec 41 at Boston, Mass. Via Newport (23-27 Jan). Transited P. C. (6 Feb). With 3 Peruvian officers aboard. On 25 Feb the Peruvians were transferred to a Peruvian tug and EMMONS continued on to Guayaquil, Ecuador, arr. 27 Feb.
	31 Jan 42	Norfolk	Callao, Peru	11 Feb 42	
	14 Feb 42	Callao	Valparaiso	18 Feb 42	
	21 Feb 42	Valparaiso			
	31 Mar 42	Boston	Norfolk	9 Apr 42	There is a gap in the war diary from 1-23 March 1942.  As of 23 Mar the ship is at Boston completing an avail.; on patrol for Com I until
	13 Apr 42	Norfolk	Newport	14 Apr 42	Via N. Y. (1 Apr) for patrol duty with EasSeaFron.
	22 Apr 42	Newport	Boston	29 May 42	With TF 22 (screening <u>Ranger</u> ) With TF 36 ( <u>Ranger</u> again) to sail via Trinidad (28-29 Apr) for ? to launch Army planes from ocean point (The lat. and long. of EMMONS on 10 May when planes were launched was off Gold Coast of Africa; check <u>Ranger</u> history for destination of cargo) Returned via Trinidad (21-23 May) and Melville, R. I. (28 May), for avail. at Boston.
			Newport	2 Jun 42	Returned here for rendezvous and out again same day for exercises and patrol at Argentia (5-20 Jun); escorted companions to Newport, arr. 22 Jun, and returned to Boston the next day for an avail. Returned to Newport 26 Jun.
	1 Jul 42	Newport	Halifax, Nova Scotia	4 Jul 42	Escorting troop ships picked up at Boston (2-3 Jul) enroute.



EMMONS (DD-457) -2-  
SERVICE

SOURCE	DATE	DEPARTED	ARRIVED	DATE	REMARKS
707-2	5 Jul 42	Halifax			Escorting USAT <u>Siboney</u> and MS <u>Aorangi</u> to rendezvous with Brit. convoy escort 11 Jul to guard them to Iceland; EMMONS cont. on via Greenock (12-14 Jul) to
			Scapa Flow, Orkneys	15 Jul 42	Joined British Home Fleet; tng. for coordination of American and British techniques.
	26 Jul 42	Scapa Flow	Scapa Flow	31 Jul 42	Escorting HMS <u>Duke of York</u> to Hvalfjörd, Iceland (28-29 Jul) and back.
	10 Aug 42	Scapa Flow	Scapa Flow	15 Aug 42	Convoy escort duty to Greenock (11-13 Aug).
	17 Aug 42	Scapa Flow	Greenock	30 Aug 42	Via Seidisfjörd, Iceland for convoy run to Murmansk, arriving at Vaenga Bay, Kola Inlet, USSR, 23-24 Aug, and returning via same route to Greenock. On 1 Sep ceased operating as a unit of the Brit. Home Flt.
	1 Sep 42	Greenock	New York	9 Sep 42	Refueled at Hvalfjörd 3 Sep enroute. To Boston (10-11 Sep) for avail.; exer. in Casco Bay.
	26 Sep 42	Casco Bay	Norfolk	28 Sep 42	More exer. and tng. in Chesapeake Bay.
	13 Oct 42	Norfolk	Bermuda	15 Oct 42	Plane guard for carrier ops.
	25 Oct 42	Bermuda	Norfolk	24 Nov 42	Sortied in TG 34.2 for the invasion of North Africa; screened carriers during flight ops. in support of landings at Safi (8-13 Nov); back via Bermuda (21-22 Nov).
	25 Nov 42	Norfolk	Boston	26 Nov 42	Avail.
	7 Dec 42	Boston	Key West	10 Dec 42	Anti-sub. exer.; departed 13 Dec to rendezvous with <u>South Dakota</u> to escort her to
	27 Dec 42	Norfolk	New York	17 Dec 42	To Norfolk (25-26 Dec).
			Cristobal	2 Jan 43	Transited P. C. (9 Jan); on the 12th embarked 6 officers of the Ecuadorian Navy for observations. They debarked the next day and she retransited P. C.



EMMONS (DD-457) -3-  
SERVICE

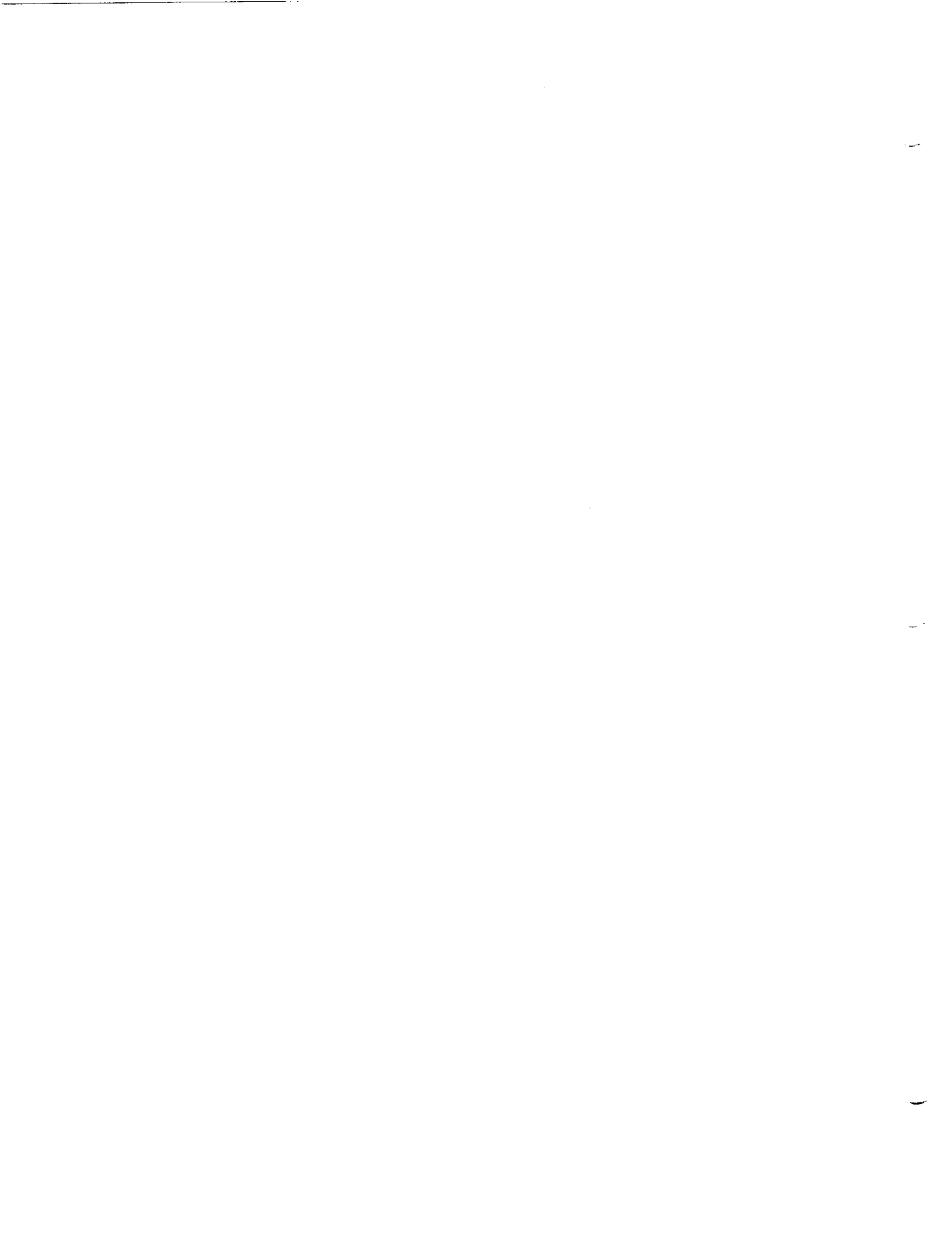
SOURCE	DATE	DEPARTED	ARRIVED	DATE	REMARKS	
707-2	19 Jan 43	Cristobal	New York	26 Jan 43	Escorting convoy.; avail.	
	7 Feb 43	New York	Fedhala, Fr. Morocco	19 Feb 43	Escorting convoy; shifting to Casablanca 22 Feb.	
	27 Feb 43	Casablanca	New York	11 Mar 43	Convoy escort; to Casco Bay for tng.	
	2 Apr 43	Casco Bay	Argentia	5 Apr 43	With TG 22.2 on practice and patrol duty.	
	12 May 43	Argentia	Scapa Flow	19 May 43	Operations with British Home Fleet again. On convoy escort and patrol to Iceland. During 7-9 Jul escorted carriers for strikes (on Norway); it is called Operation CAMERA. Apparently all this patrol and raiding is to tempt German fleet out of Baltic and Norwegian fjords.	
	1 Aug 43	Scapa Flow	Norfolk	9 Aug 43		
	10 Aug 43	Norfolk	Boston	11 Aug 43	Avail.	
	28 Aug 43	Boston	Argentia	30 Aug 43	Screening <u>Iowa</u> on shakedown exer.	
	21 Oct 43	Argentia	Norfolk	24 Oct 43	Screening <u>Iowa</u> in T <sup>F</sup> 22; avail.	
	3 Nov 43	Norfolk			Sailed via Port Royal, Bermuda (5-6 Nov) on advance scouting line for <u>Iowa</u> carrying FDR for conference at Teheran. Called at Azores (11-15 Nov) before rendezvousing with <u>Iowa</u> group on the 17th; screened the BB for two days. Entered Gibraltar (20-21 Nov); then joined <u>Iowa</u> again 21 Nov for cruise to Bahia, Brazil (29-30 Nov); Freetown, Sierra Leone (4-6 Dec); Dakar (9 Dec); and was relieved of escort duty 11 Dec. Got underway for home via Bermuda (16-17 Dec).	
				Boston	19 Dec 43	Avail.; exer. in Casco Bay. Rendezvoused with <u>Ranger</u> for flight ops at Newport and at Casco Bay. Cont. this tng. duty until
	20 Apr 44	Casco Bay	Mers-el-Kebir		1 May 44	Refueled at Azores (26 Apr); on a/s





EMMONS (DD-457) -4-  
SERVICE

SOURCE	DATE	DEPARTED	ARRIVED	DATE	REMARKS
707-2					hunts out of this port which resulted in sinking 17 May of U-616 when she aided <u>Ellyson</u> to the kill.
	18 May 44	Oran	Plymouth, England	22 May 44	Exer. and preparations for the invasion of France. escort
	5 Jun 44	Weymouth Rds.			Joined 31st MSF as defensive/for mine-sweeping of assault channels thru the German minefields; also participated in shore bombardment on D-day 6 Jun. On 9 Jun screened <u>Texas</u> to Plymouth, returning to assault area a two days later to serve on outer a/s screen off "Omaha" and a/a screen off "Utah" until 21 Jun. From 21-25 June she was in Portland; then sortied as screen for heavy ships during bombardment of Cherbourg (25 Jun). Shifted to Plymouth anchorage (26-27 Jun); then back to Portland.
	29 Jun 44	Portland	Mers-el-Kebir	10 Jul 44	Via Belfast Lough (30 June-4 July) escorting transport convoy.
	16 Jul 44	Mers-el-Kebir	Taranto	30 Jul 44	Via Palermo (18 Jul) to lift CruDiv 7 and staff to Naples (19 Jul); underway same day for Palermo (20-26 Jul); then to Malta (27 Jul); back to Palermo (28-29 Jul).
	11 Aug 44	Taranto			Sortied for the invasion of southern France; shore bombardment on 15 Aug followed by fire support for invading forces.
			Oran	21 Oct 44	Cleared area 16 Aug for Palermo (18-19 Aug); Taranto (20 Aug); Palermo (21 Aug); Ajaccio (22 Aug); back to invasion area for patrol duty. Except for logistics in Oran from 6 to 12 Sep she cont. this duty until.



EMMONS (DD-457) -5-  
SERVICE

SOURCE	DATE	DEPARTED	ARRIVED	DATE	REMARKS
707-2	25 Oct 44	Oran	Boston	9 Nov 44	Entered Boston NY for conversion to a high-speed minesweeper; reclassified DMS-22, 15 Nov 44.
	22 Dec 44	Boston	Norfolk	24 Dec 44	Exer. in Chesapeake Bay.
	1 Jan 45	Norfolk	San Diego	15 Jan 45	Transited P. C. (5 Jan); tng.
	24 Jan 45	San Diego	Pearl Harbor	2 Feb 45	Minesweeping exer. in H. I.
	?	Pearl Harbor	Ulithi	?	Via Eniwetok to staging ground.
	19 Mar 45	Ulithi			Sortied with rest of MinRon 20 for pre-invasion minesweeping of Okinawa. After the initial landings 1 Apr she was assigned to picket duty.
					On 6 Apr she was engaged in supporting ops of Sweep Unit 11 in northern Okinawa area, east of Ie Shima with sister ship <u>Rodman</u> . At about 1515 received report of 2 planes attacking <u>Macomb</u> and prepared for action. Two planes attacked <u>EMMONS</u> and <u>Rodman</u> and despite anti-aircraft action, the first crashed <u>Rodman's</u> forecastle. <u>EMMONS</u> began circling the stricken ship to provide fire support when an avalanche of attacks hit the ships. Says they definitely splashed 6 planes before suffering the first of 5 hits. The hits were in rapid succession, almost instantaneous (on fantail, stbd side of pilot house, portside of CIC, stbd side of #3 5" gun, and rear waterline on stbd side). The first hit was at 1732, followed rapidly by the others. Severe damage resulted and fire-fighting was limited by exploding ammo. Apparently the CO was severely wounded and a certain amount of confusion arose from this. It was decided by conversation among remaining officers to abandon ship at 1800. <u>PGM-11</u> rendered assistance and the hulk was sunk the following morning by <u>Ellyson</u> to prevent its falling into enemy hands since it was drifting toward Jap-held Ie Shima. Casualties were: Officers: 6 survivors, 6 wounded (including CO), 6 missing, and 1 killed. Crew; 1 21 survivors, 65 wounded, 33 missing, 16 killed.



U.S.S. Emmons (DD-457 and DMS-22)

Summary of Commanding Officers<sup>1</sup>

	<u>Dates</u>	<u>Retired Rank</u>
Lt. Cdr. Thomas C. <u>Ragan</u> , USN	12/5/41-10/10/42	V. Adm.
Lt. Cdr. Harold M. <u>Heming</u> , USN	10/10/42- 7/4/43	Captain
Cdr. Edward B. <u>Billingsley</u> , USN	7/4/43-11/30/44	R. Adm.
Lt. Cdr. Eugene N. <u>Foss</u> , USNR	11/30/44- 4/6/45	Captain

\* \* \* \* \*

<sup>1</sup> Source: The ship's deck logs at the National Archives.

E. A. Wilde, Jr.  
April, 1997



Obituary for Vice Admiral Thomas C. Ragan, USN (Ret.)\*  
1904-1990

Commanding Officer: 5 December 1941 to 10 October 1942

THOMAS CAMERON RAGAN '24



VAdm. Thomas C. Ragan USN (Ret.) died on 7 November 1990 at St. Joseph's of the Pines Hospital in Southern Pines, North Carolina. He suffered from Alzheimer's disease.

Born on 21 January 1904 in Christiansburg, Virginia, he attended

Christiansburg High School and was appointed to the Naval Academy from his native state. A member of the Class of 1924, he was on the boxing squad while at the Academy.

Upon graduation, he served in the battleship *New York* and then the destroyer *SMITH THOMSON* which participated in the Second Nicaraguan Campaign. In 1932, he earned an MS from Harvard and then reported aboard *SARATOGA*. Service followed at the Philadelphia Naval Shipyard and with *ComThree* in New York. He then served in *LEA* as Exec and in a similar capacity aboard *HOPKINS*, after which he served on the staff of Commander Battle Force.

Just prior to World War II, he was aide to the President of the Naval War College. On 5 December 1941 he assumed command of *EMMONS* at Bath, Maine, and took part in Atlantic convoy duty. A year later, he fitted out *PHILLIP* at Kearny New Jersey, and operated with the Third Fleet in the Solomons. For that duty he was awarded the Bronze Star Medal with Combat "V."

The admiral then served as an administrative aide to VCNO in Washington before becoming Assistant Director of Policy, Central Division in the Office of CNO. In August 1945, he became *ComDesRon Twelve* and also commanded *DesDiv 23*. Service followed in *BuPers*, and then as *ComDesRon Eight*. In 1948, he assumed command of the cruiser *MACON*. He then served as Assistant Director of the International Affairs Division in the Office of CNO. He next became Chief of Staff to Commander Naval Forces, Far East.

The admiral served as *ComCruDiv One* in 1953; *ComBlockade and Escort Force, PacFlt*; and then became Director of On-Site Survey Division in the Office of CNO. His final duty was Chief of Naval Mission to Brazil before retiring in April 1959 as a vice admiral on the retired list. He also held the Distinguished Service Medal. In retirement he lived in Pinehurst, North Carolina.

He is survived by his wife Margaret of Box 7, Pinehurst, N.C. 28374; and a son, Thomas Jr. of New York City.

\* Shipmate magazine, January-February 1991





*U.S.S. Emmons (DD-457/DMS-22)*

*Obituary for Captain Harold M. Heming, USN (Ret.)\*  
1906-1998*

*Commanding Officer: 10 October 1942 to 4 July 1943*

On 3 January 1998, the Lord called Captain Hal Heming, USN (Ret.), home to Heaven. He lived a full life having just celebrated his 91st birthday. He died of heart failure while walking to dinner at his Anaheim, CA, retirement home.

Born and raised in Newburgh, NY, as the son of a ship builder, Captain Heming's desire to go to sea started early. After high school he entered the Naval Academy and graduated in the class of '30.

His initial sea tours found him serving on the USS Houston (CA 30) and the destroyer tender USS Blackhawk. During these tours, covering a total of 5 years, he saw much of the world visiting most of the ports in Europe and the Far East. He was Communications Officer aboard Houston during President Roosevelt's month long "cruise" covering almost 12,000 miles.

At the end of these tours Captain Heming married Wanda Colbert of Philadelphia. They had met while Wanda was attending the University of Washington and the Houston was undergoing overhaul in Bremerton, WA. Wanda's father, Captain Jack Colbert, USN, was a career Supply Corps officer who had come up through the enlisted ranks.

After these junior officer tours, Captain Heming was selected for Submarine School and then served as the Engineer of the S-23 in Pearl Harbor. During much of his time on S-23, Captain Colbert was also stationed in Pearl. In 1937, Captain Heming was selected for postgraduate work in Naval Engineering and spent two years at the Naval Postgraduate School on the grounds of the Naval Academy.

Although completing qualifications in submarines, Captain Heming's engineering services were needed in the surface fleet. He served on the precommissioning crews of two destroyers, the USS Stack (DD 406) and USS Emmons (DD 457) where he served as Engineer and Executive Officers, respectively. Shortly after the attack on Pearly Harbor, Captain Heming served in the North Atlantic protecting convoys from German U-boats. In 1943, he returned to the building ways and served as Engineer during the building of the USS Bataan (CVL 29) and later as she saw service in the Pacific, including Guam, Iwo Jima and Kwajalein.

As the tide was turning in both the Atlantic and Pacific theaters, Captain Heming was transferred back to the Naval Academy as Third Battalion Officer. There he rejoined Captain Colbert, serving as the Academy's Supply Officer. Captain Heming later became USNA's First Lieutenant during a major renovation and expansion of Bancroft Hall (wings 5/6).

As a senior officer, Captain Heming then embarked on a number of staff and command tours. He was Commander Destroyer Division 22, homeported in Newport, RI, and operating in the Mediterranean. He served as Commander Underway Training Unit, Yokosuka, Japan, for a brief one year tour until serving on the staff of the Naval War College in Newport. He then took command of the USS Fremont (APA 44), homeported in Newport and operating in the Mediterranean. He then commanded Naval Beach Group Two in Norfolk, VA. His final afloat command tour took him back to Newport as Commander Destroyer Squadron 12 and as the senior destroyer officer in Sixth Fleet.

Captain Heming completed his 30 year active career in June 1960 after completing a tour as Director of the Naval Postgraduate School's Engineering School in Monterey, CA. After his

\* *Courtesy of his son, Captain David M. Heming, USNR (Ret.)  
(U.S. Naval Academy, Class of 1969).*

retirement, he settled down briefly in the Pebble Beach area. He later moved to Walnut Creek, CA, and served on the extension staff of the University of California at Berkeley until 1965. During his retirement, he supported the community serving with the Concord chapter of Cerebral Palsy and Guide Dogs for the Blind. He was also very active in the reunions and seeking a new USS Stack and USS Emmons.

After the death of Wanda in 1979, Captain Heming moved to Southern California to be closer to his daughter and son-in-law, Pat and Bill Hiner. Pat provided much appreciated assistance to Dad through a variety of minor and major illnesses.

Captain Heming is survived by all three of his children: Bill in Staten Island, NY, Dave in Gales Ferry, CT and Pat in Fullerton, CA. He also has 7 grand children and 2 great grand children.

The funeral was held on 16 January with full military honors and attended by all of his immediate family and a number of Navy shipmates and friends. He was interred in Arlington National Cemetery next to Wanda and less than 100 yards away from Captain Colbert and his wife, Mae.

Psalm 107:23-24

*U.S.S. Emmons (DD-457/DMS-22)*

*Obituary for Rear Admiral Edward Baxter Billingsley, USN (Ret.)\*  
1910-1997*

*Commanding Officer: 4 July 1943 to 30 November 1944*

## Funeral Notice

### BILLINGSLEY

Edward Baxter Billingsley, RAdm. (Ret.) USN — Admiral Billingsley died in Tampa on September 3.

A graduate of the U.S. Naval Academy in 1932, his first sea duty was aboard the USS NEVADA. He served on the China station aboard the gunboat SACRAMENTO, the last coal

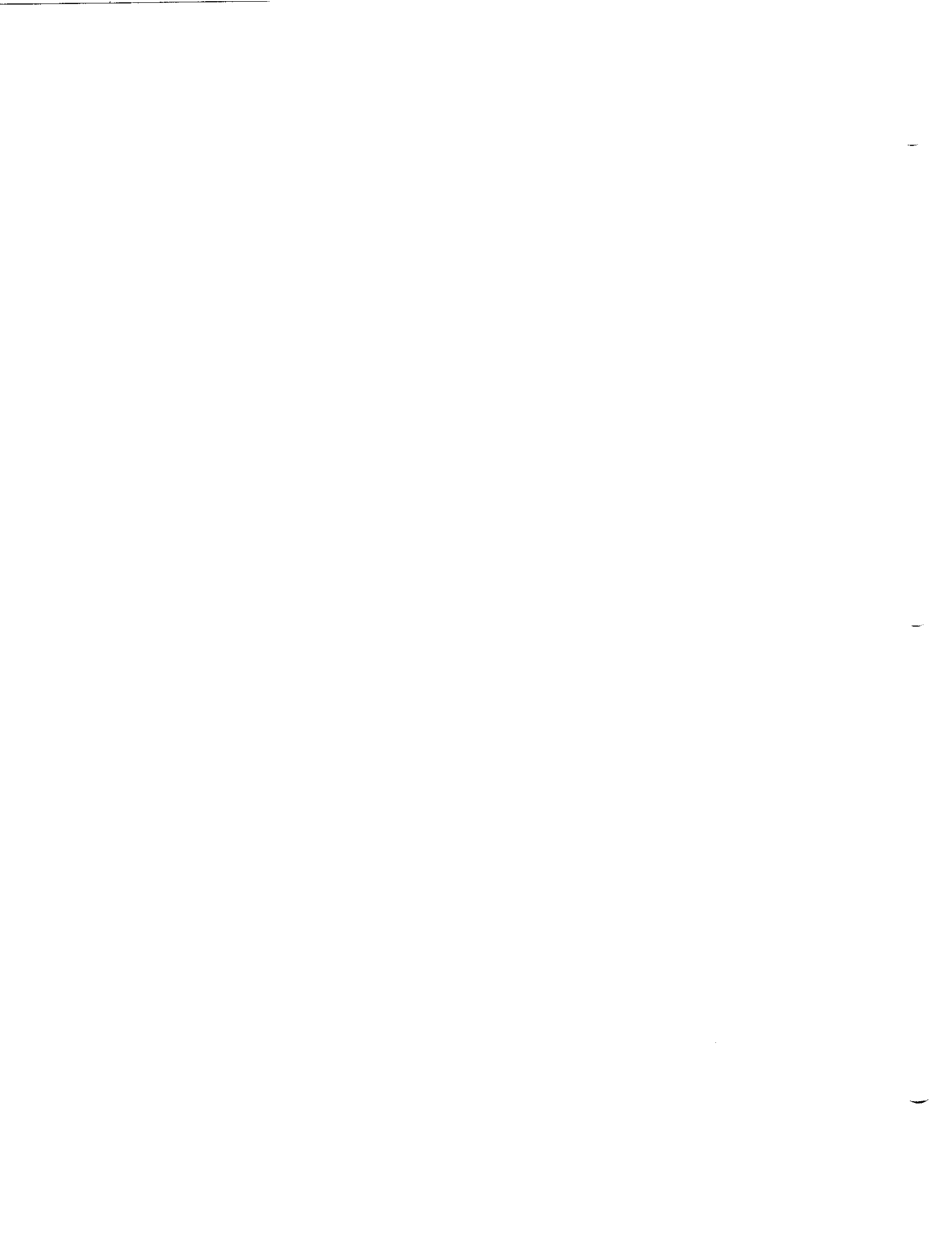


burning ship in the navy. He then spent two years on the cruiser CHICAGO as Assistant Engineer Officer, followed by two years at the Naval Training Station, Norfolk, Virginia. In August 1941 he was assigned to USS EMMONS, which, after commissioning in December, engaged in patrol and convoy work in the North Atlantic until the summer of 1942 when she operated with British Home Fleet at Scapa Flow. EMMONS was one of five British and American Destroyers which accompanied the cruiser TUSCALOOSA to Murmansk to bring out survivors of the ill-fated Convoy PQ-17 and to deliver supplies to the Soviet forces. He assumed command of the EMMONS in July 1943. On 6 June 1944 his ship was engaged in the invasion of Normandy at Omaha Beach. In August 1944 the EMMONS participated in the

invasion of southern France. Billingsley was awarded the Silver Star for his work at the invasion of Normandy, and the Bronze Star for that in southern France. After the fall of Germany the EMMONS was converted to a minesweeper, and lost to kamakazi action in Okinawa in 1945. Meanwhile, Billingsley had assumed command of the destroyer BOLE, where he remained on duty in Western Pacific waters until 1946. Following the war he received an MA at Northwestern University, then spent two years with the Bureau of Naval Personnel. After assignment as Executive Officer of the USS COLUMBUS, he spent two years as Operations Officer at Pearl Harbor. He then assumed command of the USS MONTROSE, which operated in the western Pacific. After that duty he was Commanding Officer at Subic Bay Naval Station in the Philippines, then Commanding Officer of the Naval Reserve Training Center at Indianapolis. After retiring from active naval duty in November 1959 as Rear Admiral (Ret.), he attended the Goethe Institute in Germany and the University of North Carolina. Following the completion of his doctorate, he taught Latin American history at the University of South Florida for 12 years. He was the author of *In Defense of Neutral Rights: The United States Navy and the Wars of Independence in Chile and Peru*, and *The Emmons Saga*. Admiral Billingsley is survived by his wife of 57 years, Patricia Malloy Billingsley.

MARK III FUNERAL HOME

\* Obituary courtesy of his widow, Patricia M. Billingsley, and Winifred B. Fass.



*U.S.S. Emmons (DD-457/DMS-22)*

*Obituary for Captain Eugene N. Foss, II, USNR (Ret.)\*  
1912-1995*

*Commanding Officer: 30 November 1944 to 6 April 1945*

Eugene Noble Foss, 2nd, 83, of Ridge Farm, Franconia, passed away peacefully on November 14th after a brief illness. Named for his grandfather, a three-term governor of Massachusetts, he is survived by his wife of 57 years, Mary Winifred Brown, three sons: George of Sugar Hill, Paul of Franconia, and Lyman of Manchester, Vt., and two sisters, Dora (Foss) Mann of Dedham, Mass. and Barbara (Foss) Garrison of Lincoln, Mass. There are five grandchildren: Eleanor Drinkwater Foss, Charlotte Merrill Foss, Gardner Noble Foss, John Wheeler Foss and Alexander Sturtevant Foss.

Mr. Foss was a veteran of World War II where he was a plank owner of the USS Emmons, DDS 457, DMS 22. He entered the Navy Reserve as an Ensign in 1934, was activated in 1940, and rose to command in late 1944. The vessel was lost to Kamikazes in the invasion of Okinawa on April 6, 1945, with a substantial loss of life. Mr. Foss, however, was blown overboard and was later saved, having spent several hours in burning oil. He spent nearly a year in burn recovery and was retired from the Navy as a Captain in 1946 with a Purple Heart and Silver and Bronze Stars. The USS Emmons holds a biennial reunion and Capt. Foss was a very active member of the association.

Mr. Foss was educated at Noble and Greenough School in Dedham, Ma., class of 1930, and Harvard College, class of 1934 where he received a bachelors degree in Mechanical Engineering. For many years, he was associated with the B.F. Sturtevant Co. of Hyde Park, Ma., which later became the Sturtevant Division of Westinghouse, specializing in all forms of heating, cooling and moving of air. He was also the Director of Research at Hersey-Sparling Meter Company in Dedham, Ma., until he chose to retire to Sugar Hill in 1961.

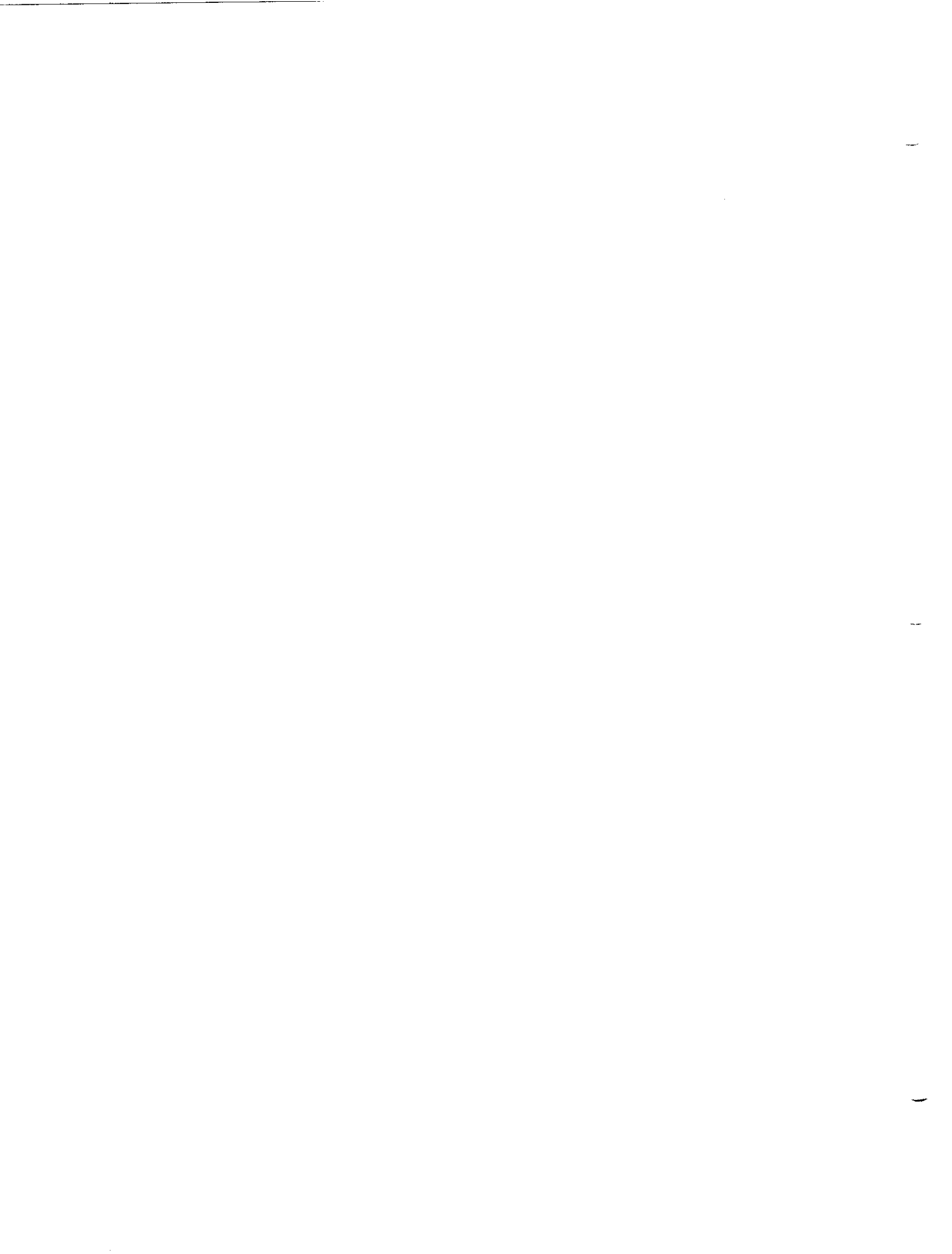
His local activities included serving as Chairman of the Sugar Hill Planning Board. As the town was formed in 1962, Mr. Foss played a role in the run-up to a successful vote on local zoning in the late 1960's. Mr. Foss also served one term (1966-68) in the New Hampshire legislature where he was a member of the Liquor Laws Committee. In 1984, the Fosses sold the home they had renovated on Pearl Lake Road in Sugar Hill and moved to Franconia.

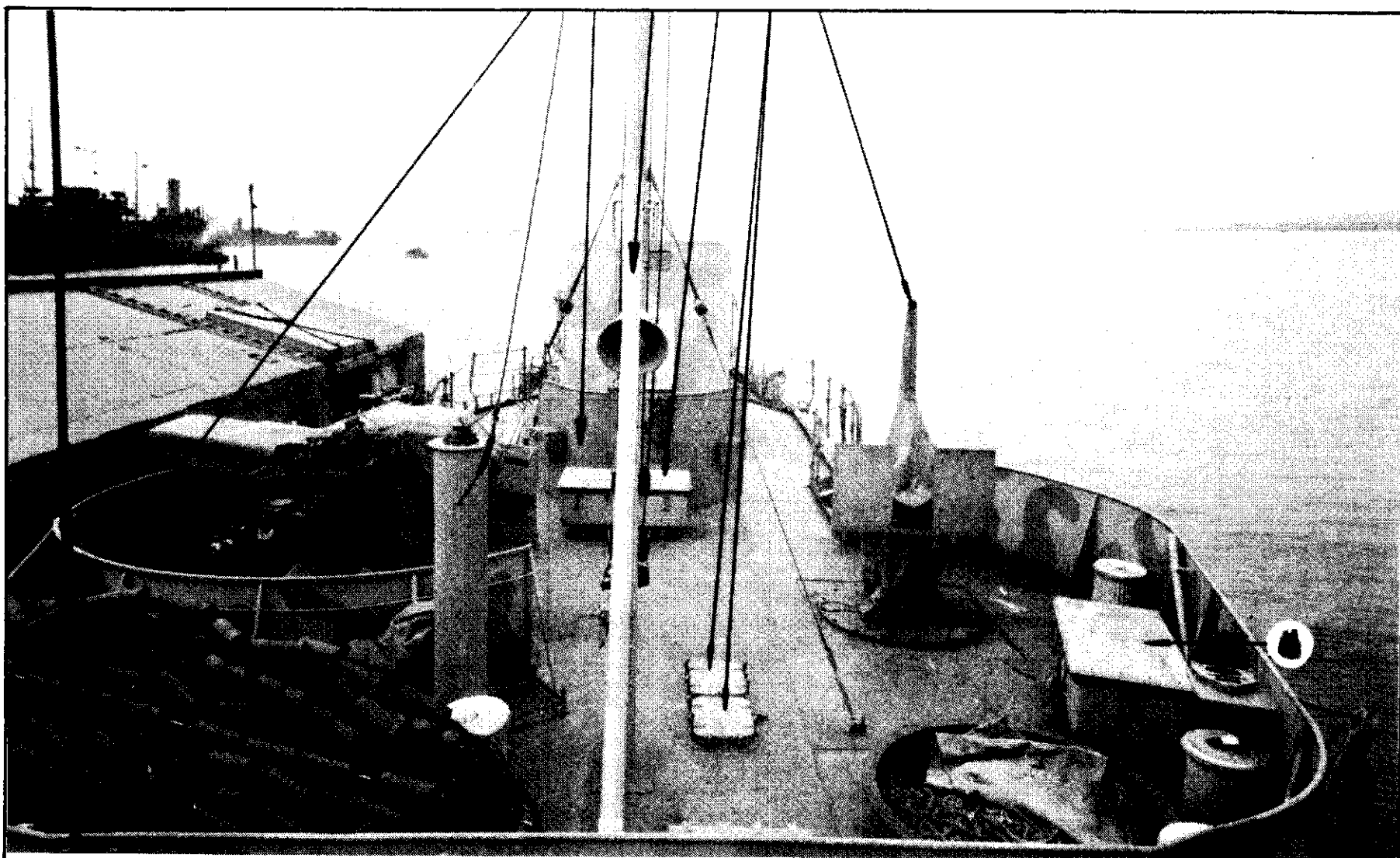
For a number of years, Mr. and Mrs. Foss took annual vacations by motor boat from Burlington, Vt., to varied places such as Chicago, Ill., and Corpus Christi, Texas. Their visits also took them to Sarasota, Fla., where they owned briefly, and most recently to Jacksonville, Fla., where they are members of Fleet Landing.

Arrangements are being handled by Pillsbury. In lieu of flowers, the family wishes donations to be made to diabetes research.

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*\* Obituary courtesy of his widow, Winifred B. Foss.*

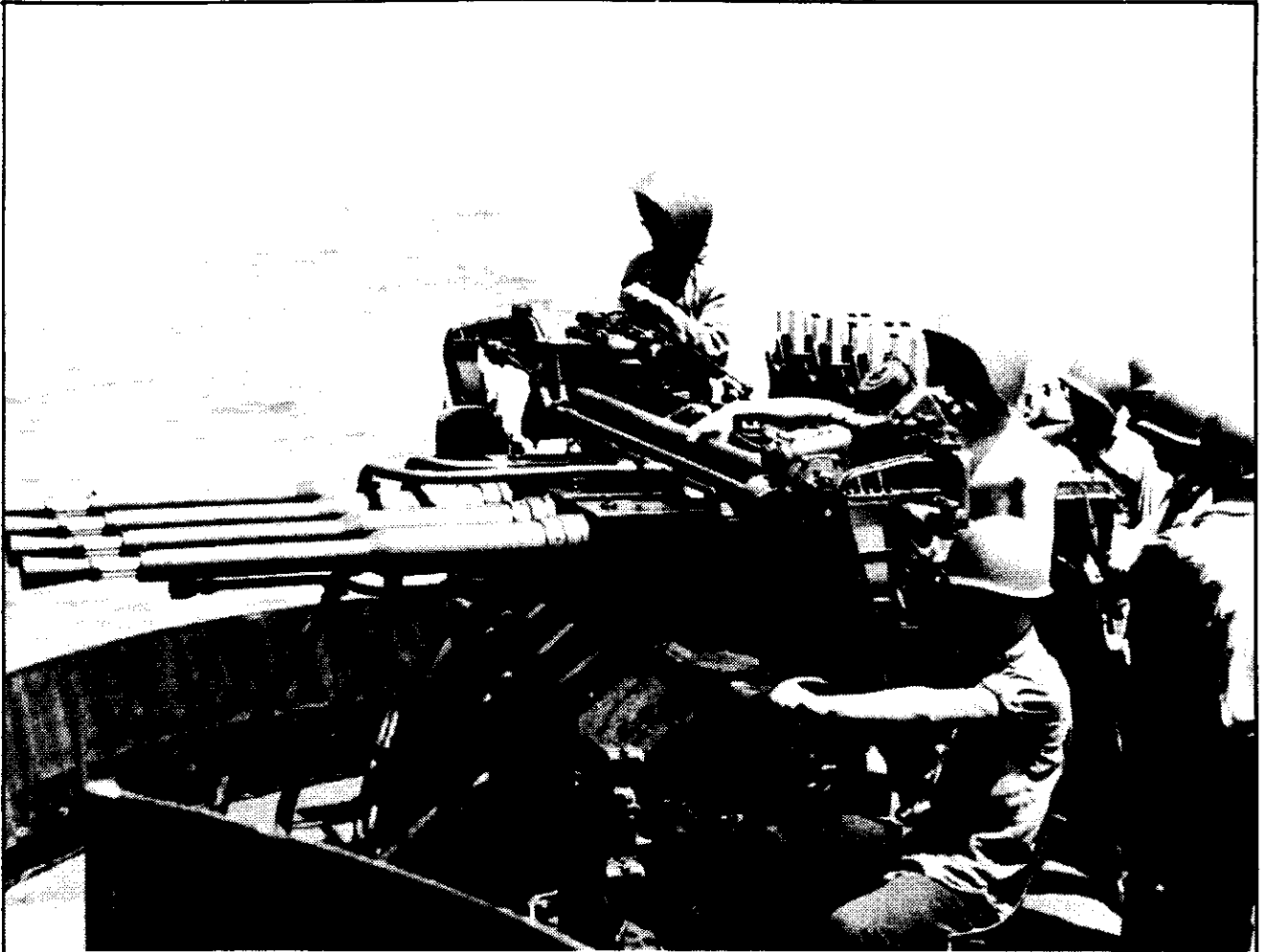




Looking aft at the after gun platform of another 4-gun Benson/Livermore-class destroyer, the U.S.S. Aaron Ward (DD-483). This is how the Emmons looked when she was commissioned in December 1941. A quad 1.1-in. machine gun/cannon was mounted to starboard (at left) along with a 20-mm. short-range antiaircraft gun to port. Centerlined, aft of the mainmast, is the curved windshield for the Secondary Conn station. These weapons were replaced with two twin 40-mm. gun mounts during an availability at the New York Navy Yard in January-February, 1943. (Official U.S. Navy Photograph.)

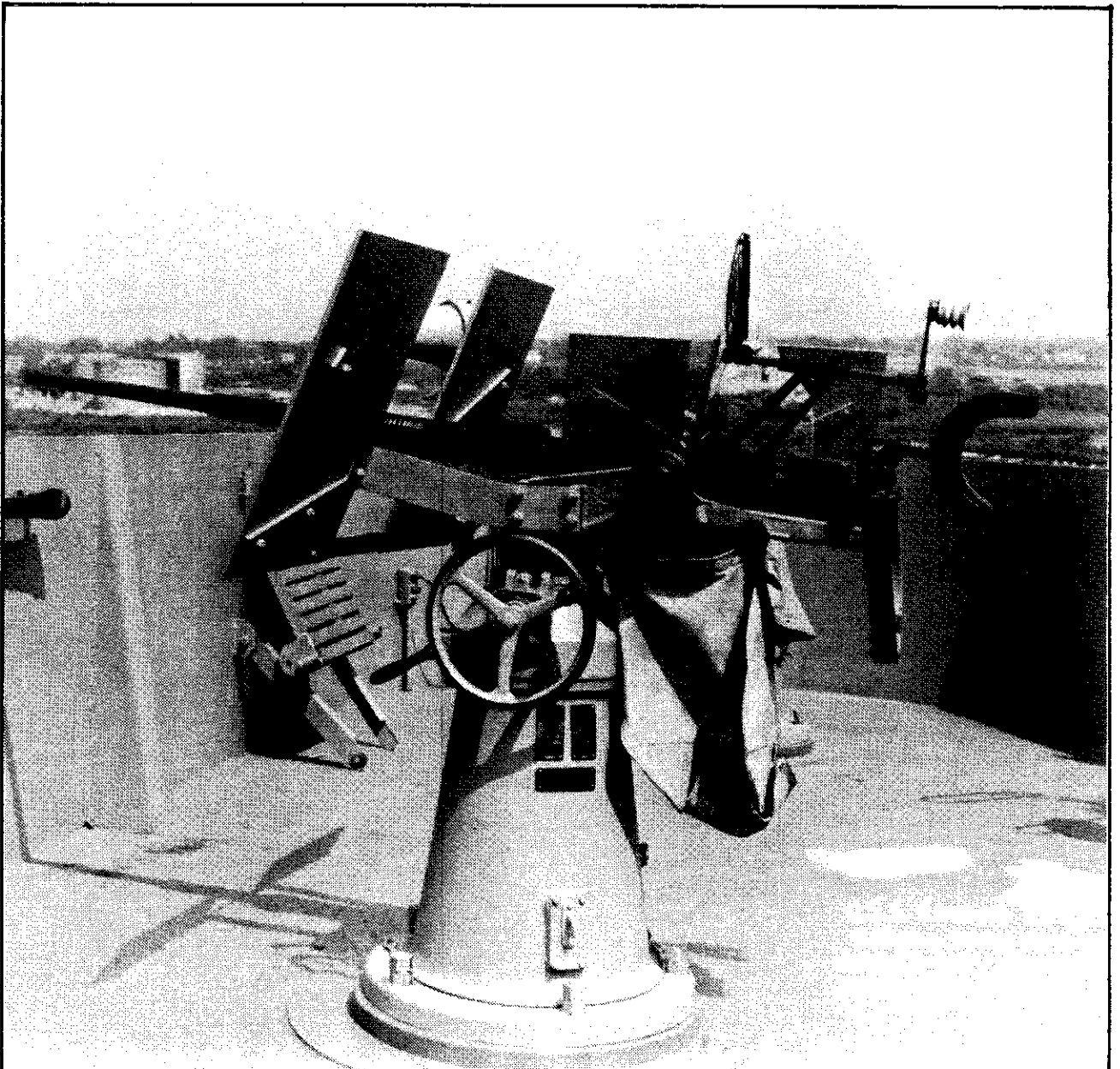




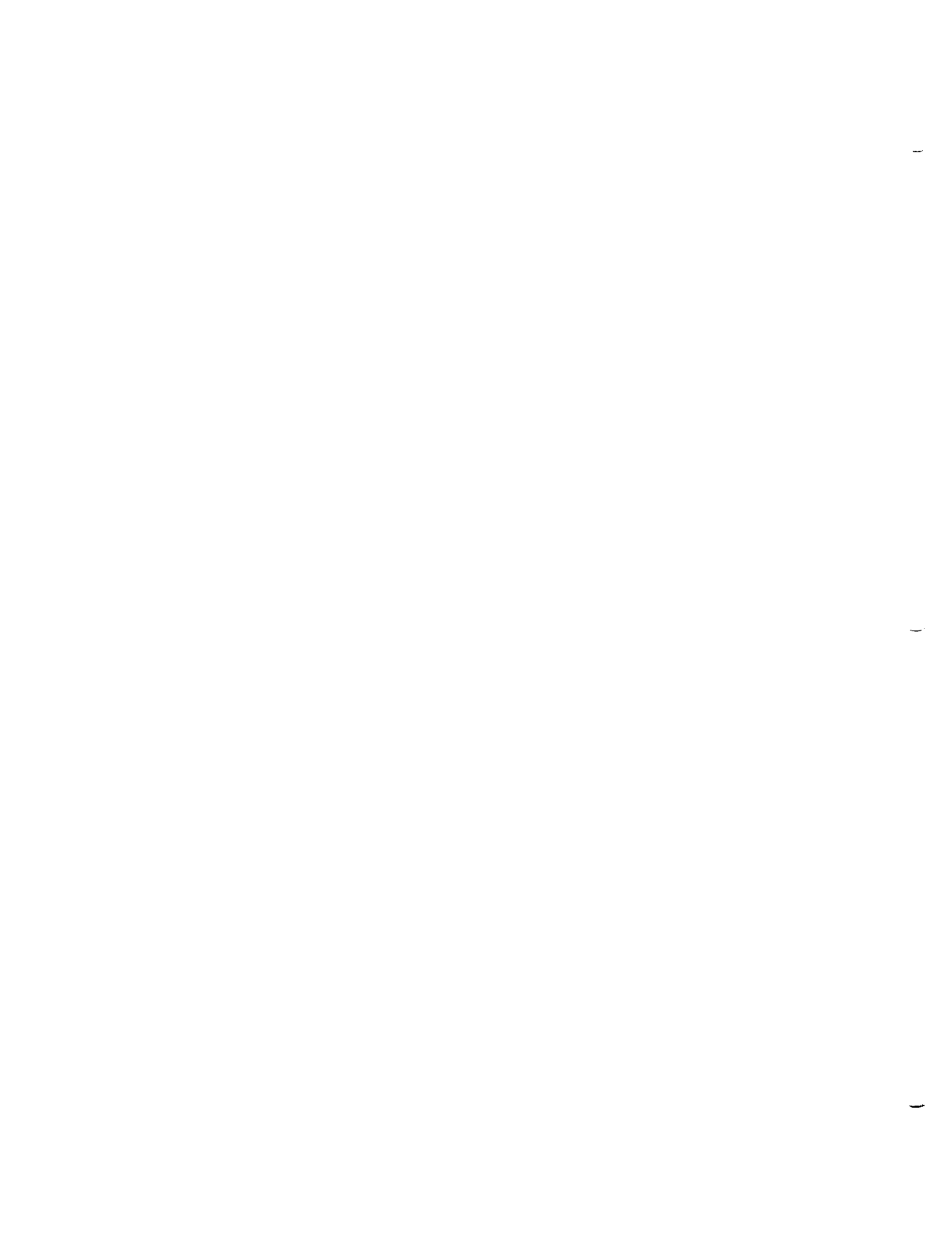


*This view of a quad 1.1-inch/75 machine gun/cannon on a destroyer escort shows what the mount on the starboard side of the Emmons's after gun platform looked like. (It was balanced there by a 20-mm Oerlikon machine gun/cannon to port.) Dubbed as the "Chicago Piano" for the way it fired, this medium-range anti-aircraft weapon was replaced on U.S. destroyers in 1942-43 with the much more effective 40-mm Bofors automatic gun, in single, twin and quadruple mounts. The "one point ones" could fire 150 one-pound high explosive shells per minute per barrel. Ammunition in 8-round clips was passed up from below through two rectangular scuttles in the deck called "slots." Although this weapon was difficult to maintain and unreliable in use, around 1,000 of them were built before production ended in 1943, and some remained in use aboard older ships and auxiliaries until the war ended in 1945. (Official U.S. Navy photograph.)*



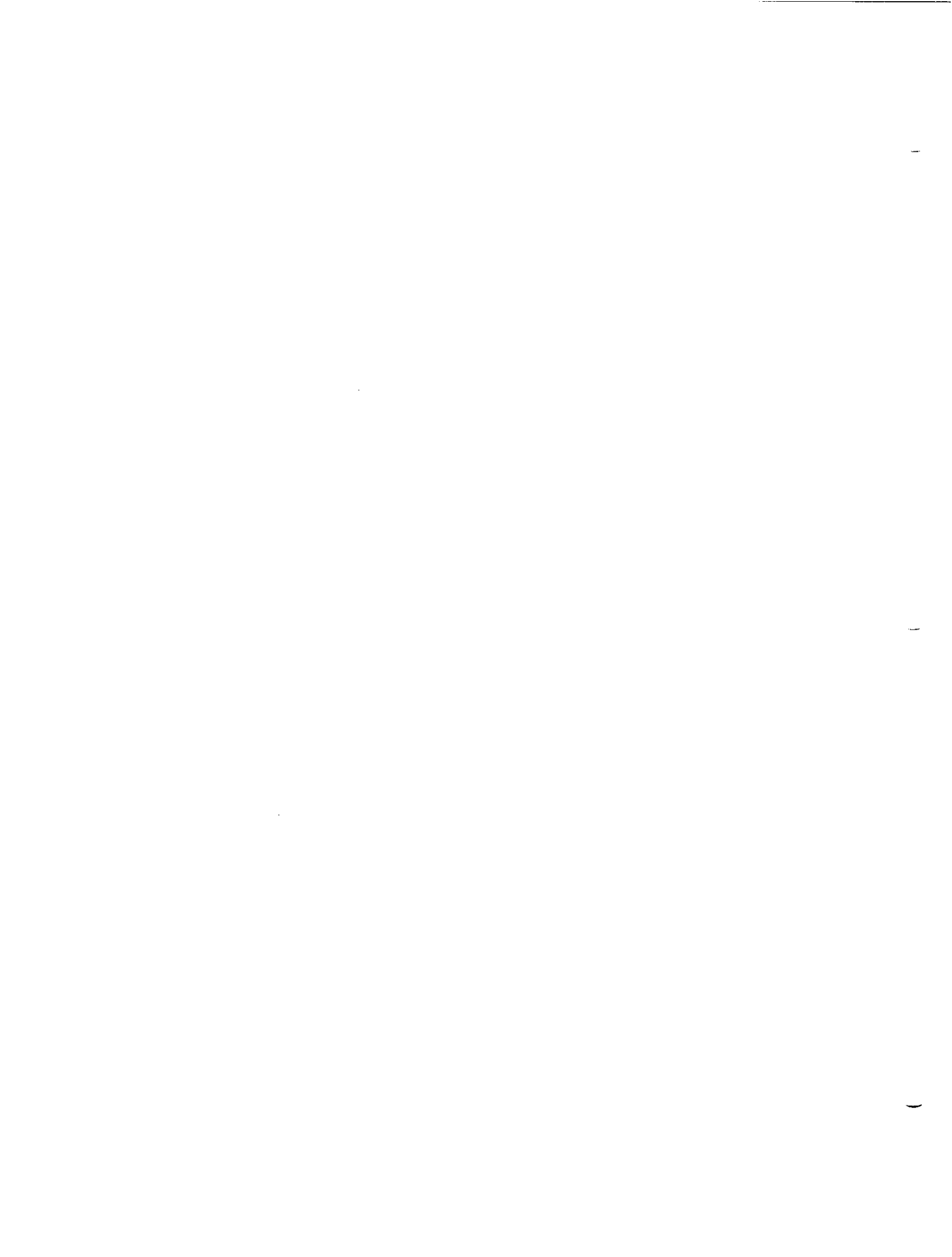


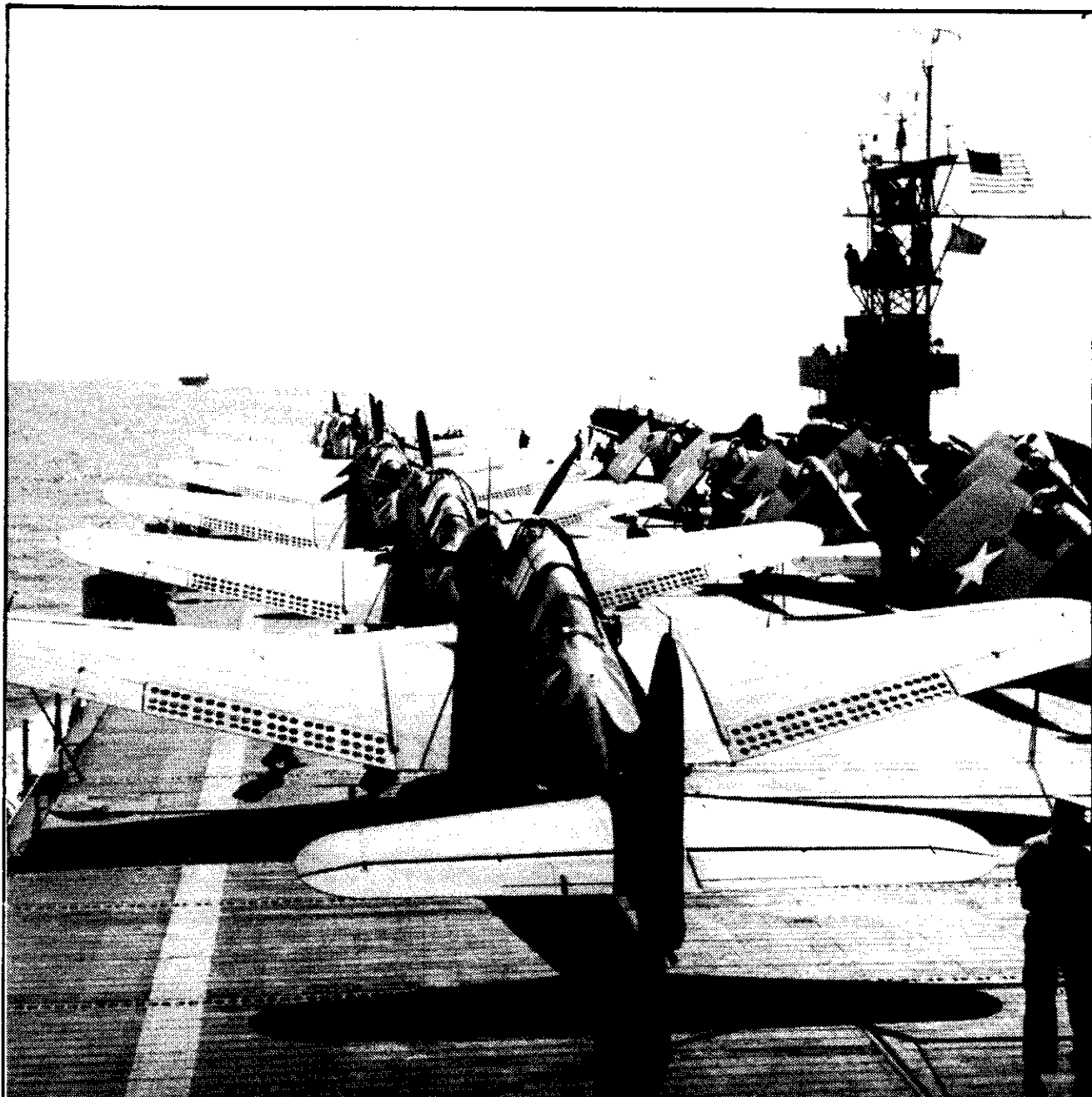
*In 1941 the 20-mm Oerlikon air-cooled machine gun began to replace the .50-cal. water-cooled machine gun as the Navy's standard light antiaircraft weapon. (It was also called a machine cannon because it fired explosive shells.) This early Mark 4 version with an open-ring sight required a four-man crew: the gunner, a trunnion operator (to adjust the height of the gun carriage) and two loaders. When fitted with the Mark 14 gyroscopic sight, introduced in 1943, a range setter was also required to enter range data. The Oerlikon had an effective range of 1,600 yards and fired at a rate of 450 rounds/minute. (Official USN Photo.)*





*The U.S.S. Emmons (DD-457) (Lt. Comdr. Harold M. Heming) pulling alongside the escort carrier U.S.S. Santee (CVE-29) to refuel in early November, 1942, while en route Bermuda to French Morocco to participate in the invasion of North Africa, Operation "Torch". In the foreground is one of the carrier's twin 40-mm Bofors anti-aircraft gun mounts. (Official U.S. Navy photograph.)*

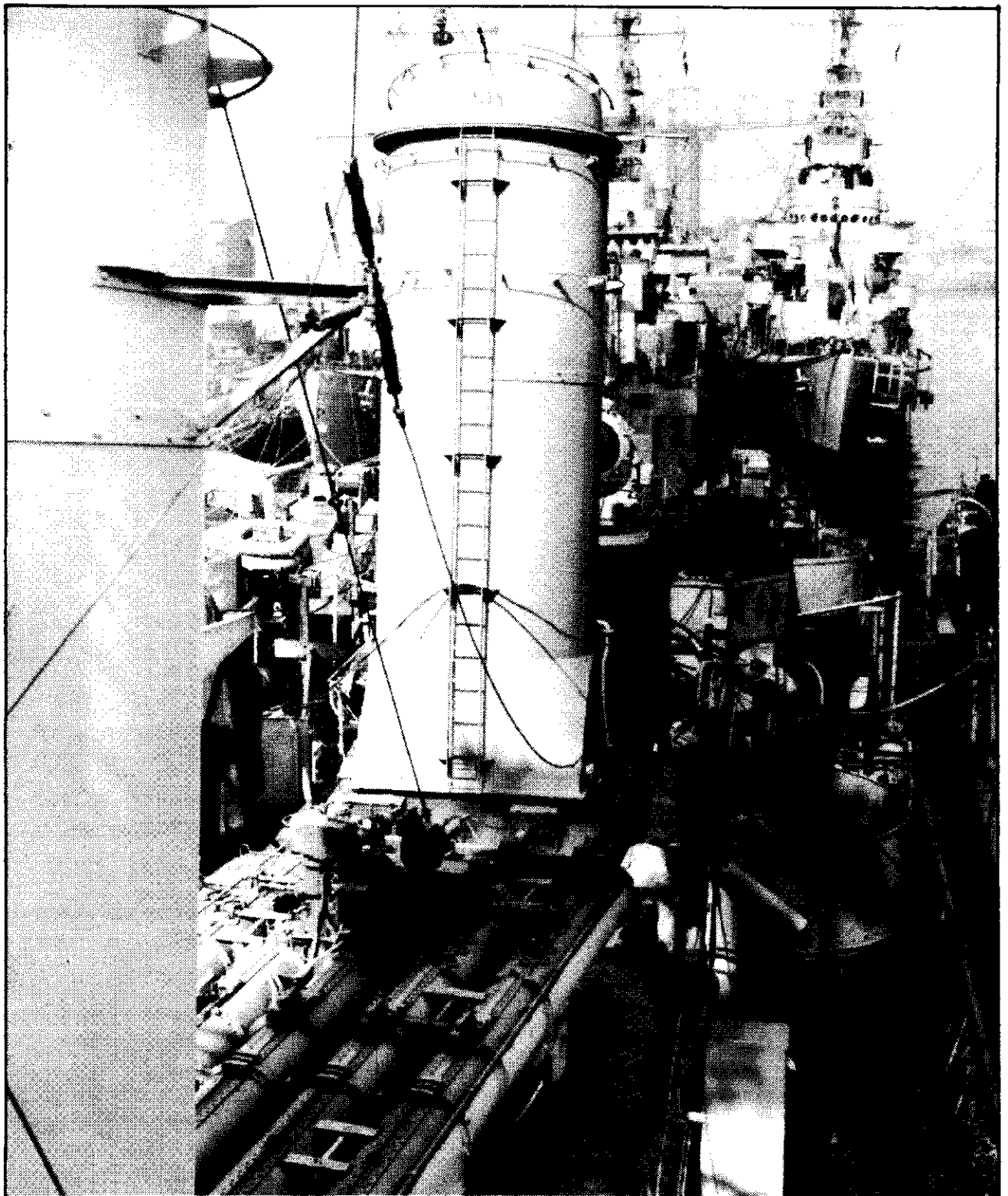




*"Dauntless" SBD dive bombers (lined up, center) and "Wildcat" F4F fighters (at right) on the flight deck of the escort carrier U.S.S. Santee (CVE-29) in early November, 1942, while the ship was en route to participate in the invasion of North Africa. A former fleet oiler, the 11,400-ton Santee was one of the larger escort carriers in World War II. She was 553 feet long, and she could carry about 30 planes. (Official U.S. Navy photograph.)*

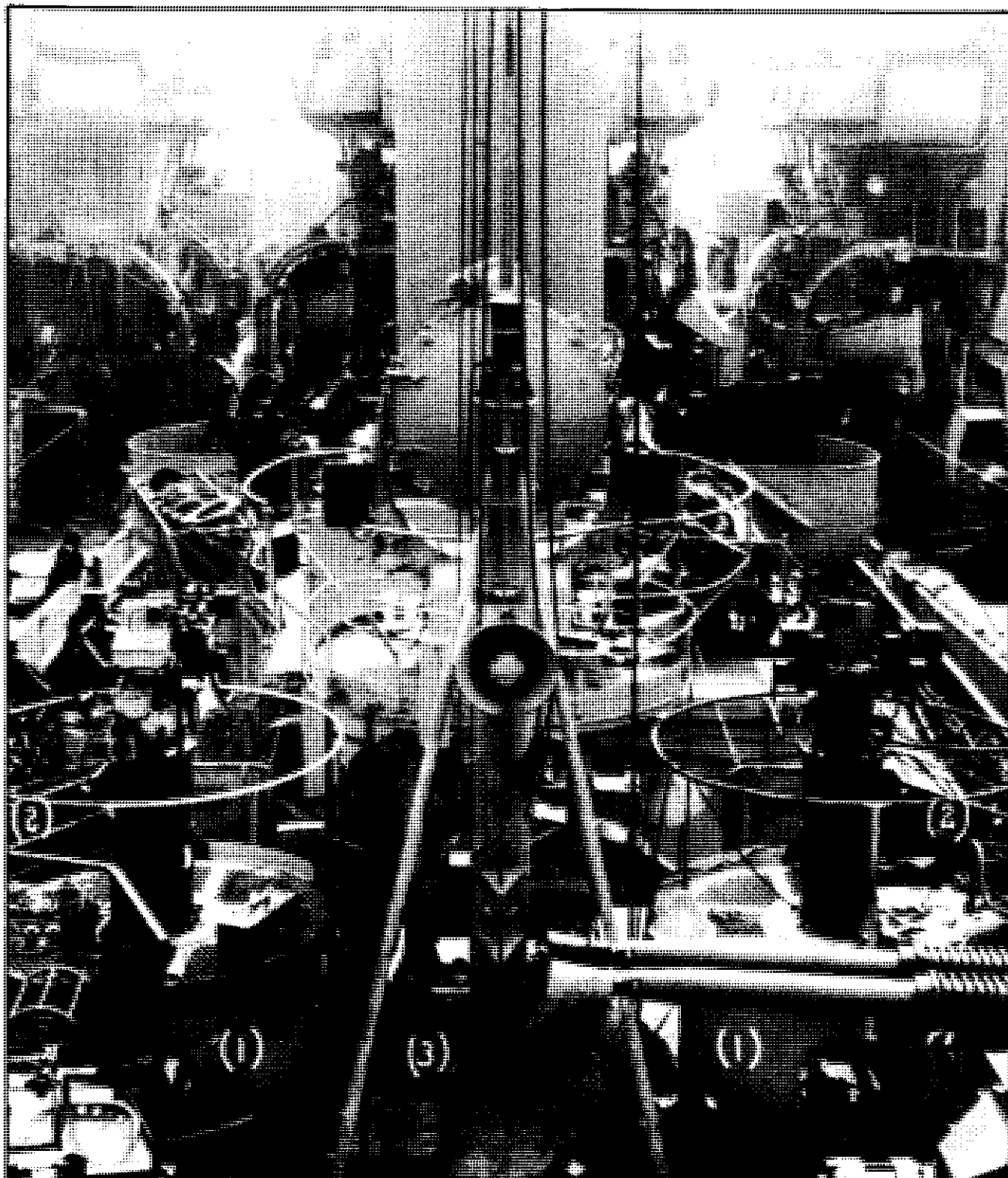




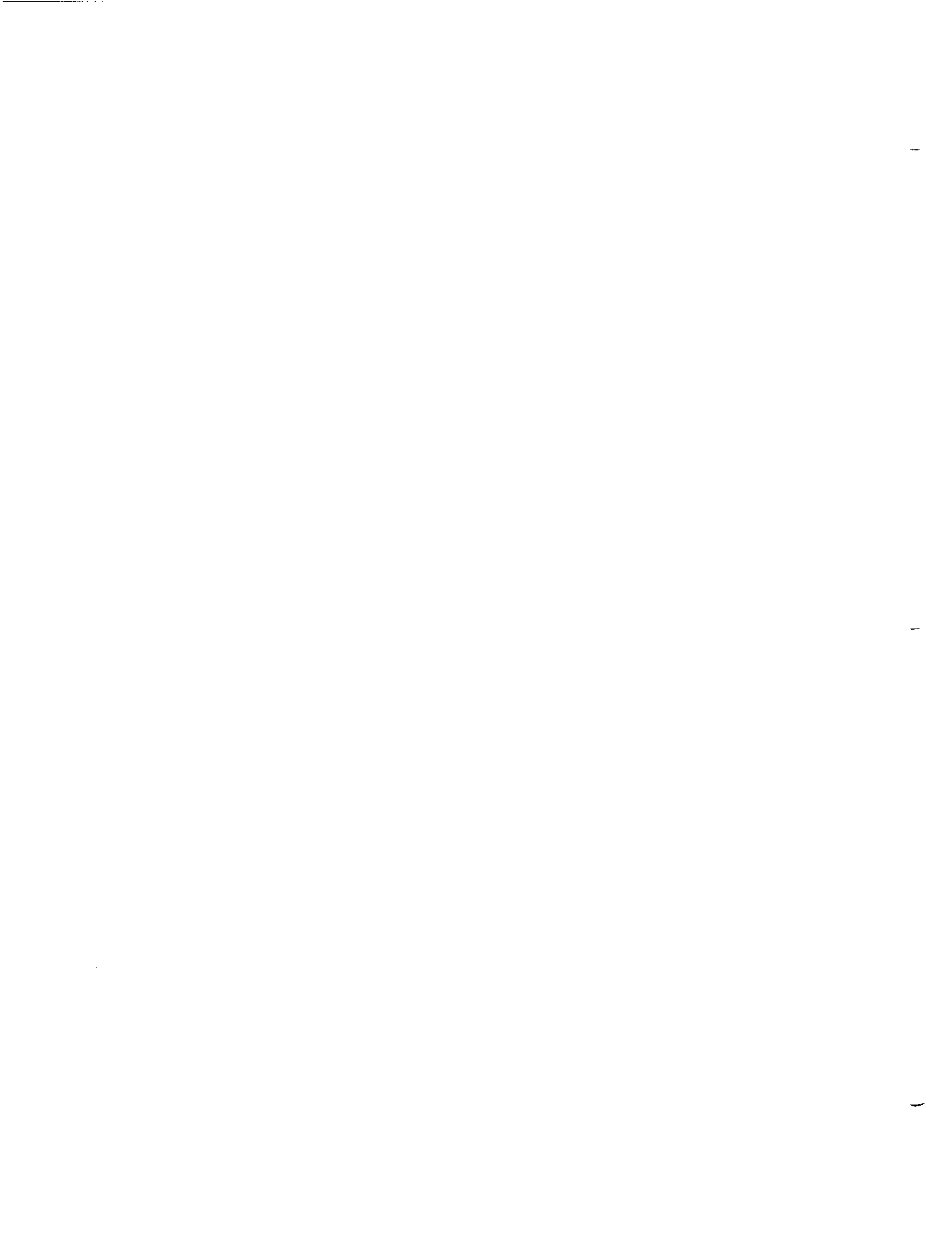


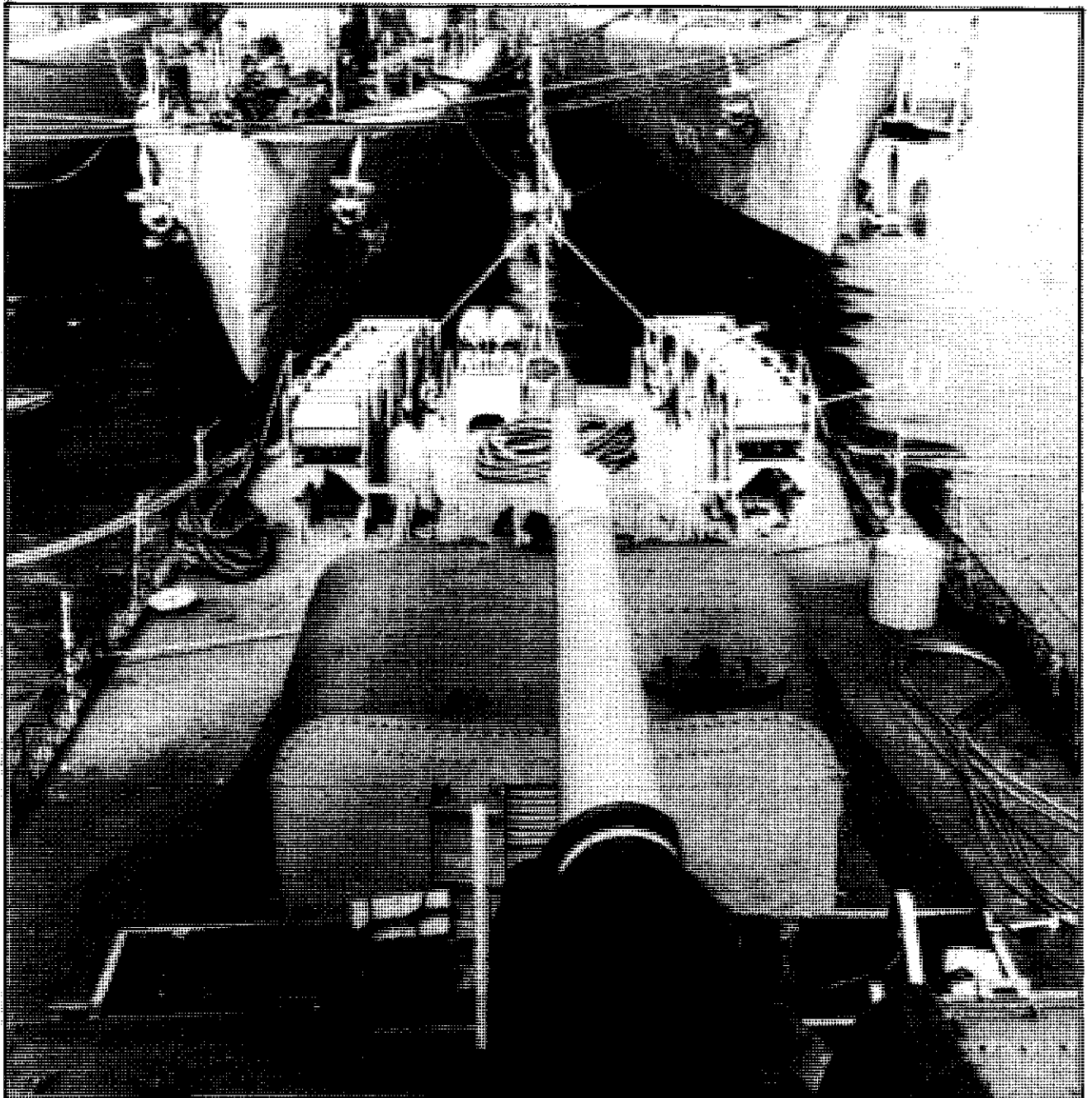
The U.S.S. *Emmons* (DD-457) (Lt. Comdr. Harold M. Heming, USN) during an availability at the New York Navy Yard, 1/26-2/3/43. This view, looking aft, shows the ship's quintuple torpedo-tube mount, located between the stacks. The U.S. Navy's standard 21-inch torpedo in World War II carried an 825-lb. warhead and had a range of 6,000 to 15,000 yards, depending on the speed setting (26.5, 33 or 45 knots). (Official U.S. Navy Photograph.)



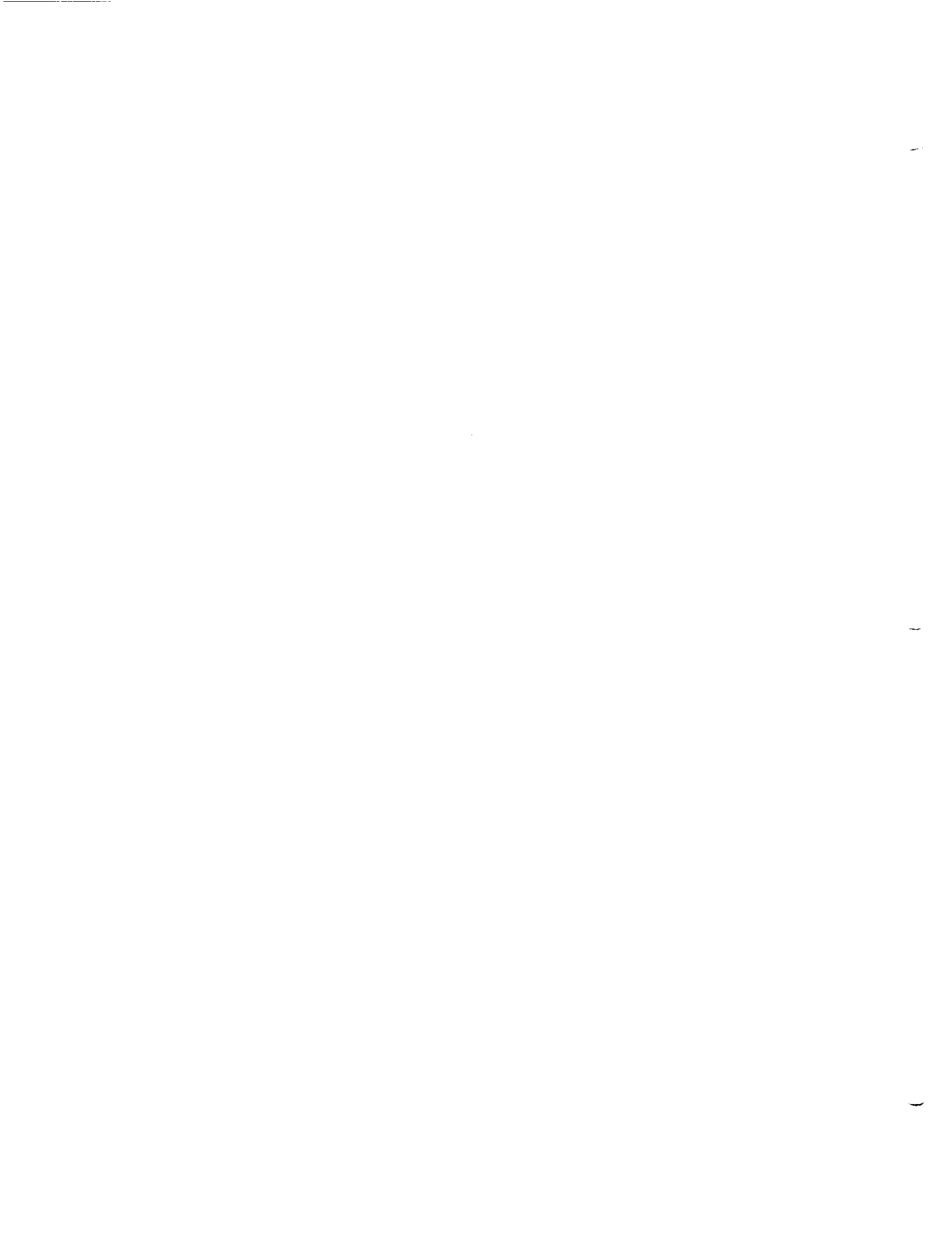


1/26-2/3/42: Midships on the Emmons, looking forward towards the stacks and the bridge. Portions of the two twin 40-mm gun mounts installed during this availability (replacing the 1.1-inch quadruple and 20-mm mounts on the after gun platform) can be seen at the bottom. The 20-mm's on the bridge wings at the top were added in December, 1942. (Official U.S. Navy Photograph.)





1/25-2/3/43, Looking aft on the Emmons, showing her after 5-inch gun mounts (Nos. 3 & 4) and her stern depth-charge racks. Each of these Mark 7 charges (called "cans" due to their shape) contained 500 lbs. of TNT. The cluster of four tanks between the racks is a smoke generator, used to lay down a screen of white chemical smoke, really a sort of artificial fog, intended to conceal friendly ships from the enemy. Earlier, the Emmons had two of these generators, but one was lost in December, 1942. (U.S. Navy Photograph)





The U.S.S. Emmons (DD-457) (Lt. Comdr. Harold M. Heming, USN) in New York Harbor after her availability at the Navy Yard there from 26 January to 3 February 1943. Note the twin 40-mm. Bofors gun mount on the port side of her after gun platform, just forward of Mount No. 3. The Emmons was armed at this time with seven Oerlikon 20-mm. antiaircraft guns; three forward of the bridge in a bilevel arrangement, two on the bridge wings and two abreast the after funnel. (Official U.S. Navy Photograph.)





Excerpt from Destroyers in Action  
by Richard A. Shafter.\*

"A Lovely Ship"

*Destroyers!* Mention the word and the layman's mind will conjure up a picture of a little ship steaming death-defying, head-on into the fire from an enemy battlewagon's heavy guns. In the heavy seaway the little ship is tossing like a cork, with the white water breaking high over her bows. Then suddenly she swerves hard to starboard. There are a couple of splashes on her portside and a moment later appear the bubbling wakes of the tin fish she has sent on their voyage of destruction. And a short while later there is a terrific crash. The enemy's sides and decks are clothed in sheets of smoke and flame from the explosions that tear her inwards apart. And another naval battle is won.

It is an inspiring picture that has adorned many a calendar sent by solicitous ship's chandlers and seed stores to their customers, to be remembered by for the rest of the year. The practice looks different. Whether it's even more romantic than the calendar artist envisioned, or just a drab, humdrum existence, depends very largely on the point of view of the individual man who crews a "tincan." One thing, however, can be said for it: it's most versatile. If Kipling's crack about the liner has of late found an officially sanctioned variation to describe the glamour girl of the Navy, "The Carrier, she's a Lady," then it can safely be varied once again: "The destroyer, she's a workhorse."

Pulling binder, hay rig, threshing machine or the "democrat" for the family on its way to church, it's all one to a farmer's workhorse. A Navy workhorse may be on antisubmarine patrol today: dropping depth charges in their prescribed pattern all over the spot where the cooperating Navy flier believes he has seen the underwater raider; tomorrow, she may be riding herd on a convoy of merchantmen: running breathlessly and tongue-lolling around her flock, shooin' stragglers into line, and then tackling, in the manner of good and faithful sheepdogs anywhere, all enemies regardless of size and number, whether aircraft, surface squadron, or wolf pack. Or they might install a pair of steel ovaries on her decks and give her a load of ugly horned eggs to drop in waters the enemy's fleet is certain to traverse. Then again, they might give her a

pair of paravanes to tow and send her out to sweep the channels leading to a new invasion beach clear of the mines which the enemy himself has sown there, and then the next day convert her into a fast transport and send her in with a deckload of Marine Raiders who are to establish the first beachhead foothold. And while weird landing craft are yet on their way with reinforcements, supplies, tanks and artillery, the destroyer that has landed them will stand by to give the Leathernecks who are digging themselves in on the narrow coral strip whatever fire support her 4- or 5-inch guns are capable of.

Then again, on duty with a task force, the destroyer is in the van and on the flanks of the capital ships, scouting, protecting, running interference and when the actual engagement begins, throwing a smoke screen around the carrier or battlewagon to spoil the enemy's gunnery. When disaster comes, when carrier, battleship or cruiser has received the deadly wound that causes the decks to buckle and burst with the explosion of magazines and fuel tanks, it's the destroyer that rushes in close, though the heat may blister what patches of paint are still left on her sea-bitten plates, and takes off the men still left alive after the unsuccessful battle to save their doomed ship. As the hull of the big capital ship slowly drifts down with the tide, a roaring inferno, yet still floating, it is the destroyer's job to come in and send the once proud craft to the bottom with a torpedo, to save her from the last ignominy of having her dead body defiled by the enemy's hands.

Rescue missions generally are hardly more than mere routine assignments among the manifold jobs that are a destroyer's lot. Many a flier, shot down by ack-ack, or forced down in a gale, later got back in the fight simply because some indefatigable DD would not give up the search. A quart of whiskey for her skipper and ten gallons of ice cream for her wardroom became the traditional price that any carrier gladly paid to a DD for each of its fliers delivered back aboard or safely landed in port.

"Let the DD's do it!" has almost become axiomatic with the Navy whenever there is a particularly unpleasant or difficult job under discussion. Their speed, their maneuverability, their relatively high firepower

for their size, and their comparatively low building price, have made destroyers not merely the most versatile, but ton for ton the most efficient, naval craft ever devised. They are the Navy's true "expendables."

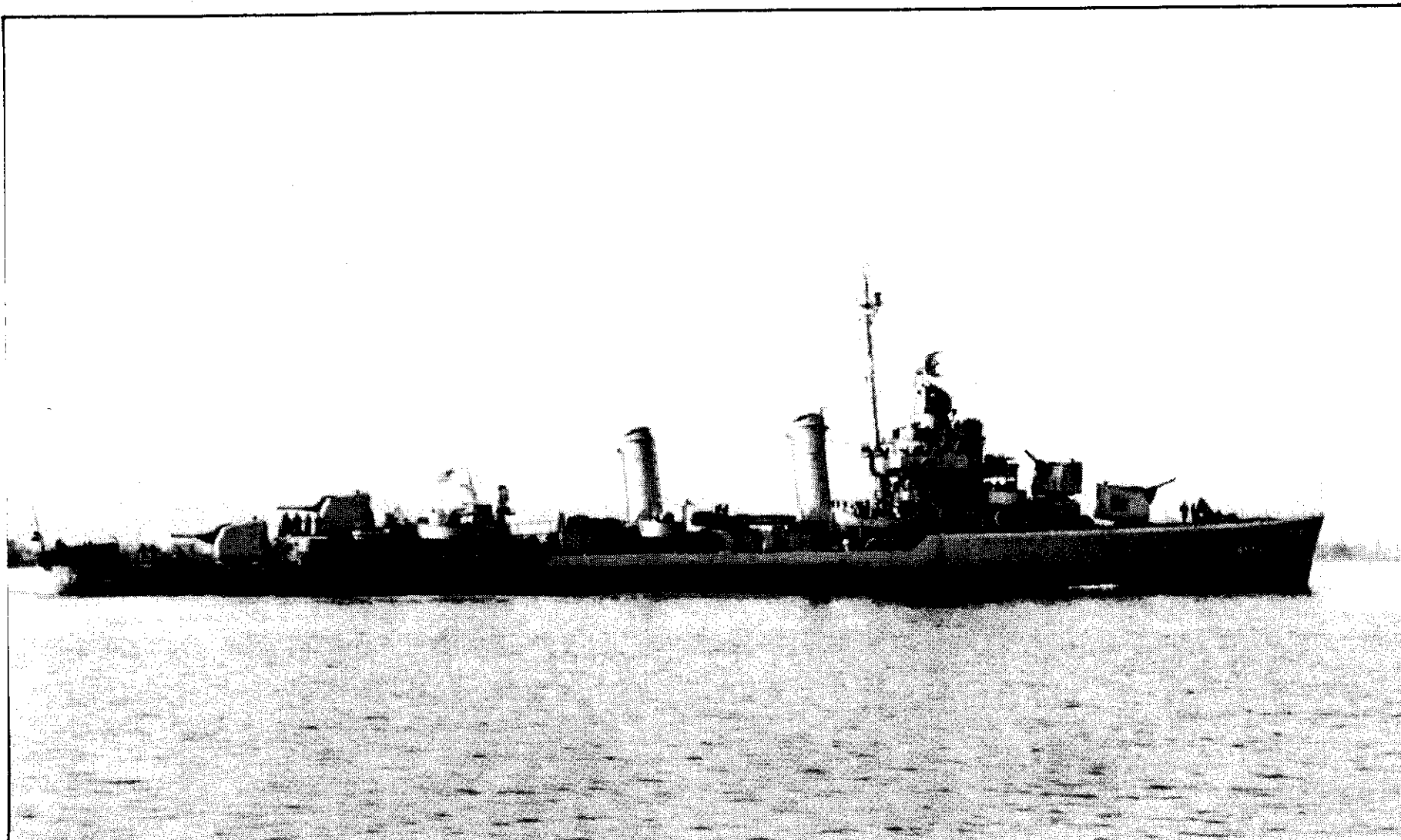
The spirit of the little ships reflects itself in that of their crews. Destroyermen are a bit apart from the rest of our man-of-war men. On their small ships they have to do without many of the comforts the crews of carriers, battleships or even cruisers enjoy. They live in cramped quarters. There is no canteen or ship's service booth where a man might get a coke, an ice cream or western story pulp magazine. Yet the destroyer man, though he beefs about it all and swears it's a dog's life, in his innermost heart glories in the hardships his particular trade imposes upon him. He's inclined to look down on the men from the big ships as "softies." His walk is a "destroyer roll." His hat sits precariously on one eyebrow. He is the bane of the Shore Patrol.

He'll abuse his ship roundly as the most uncomfortable, leakingest, buckingest crate that ever went to sea. But let somebody else pass unfavorable comment on her and he's up in arms. Asked why he wasn't applying for a transfer after he had given a lengthy and extremely critical recital of his ship's famed action, a survivor of the *Borie* put it all in a nutshell. "Me? No, thanks! There's too much red tape on a big ship for me. On a destroyer you know everybody with their good sides and their faults. And everybody knows you. You can't sham on a DD. You gotta be a sailor, mister."

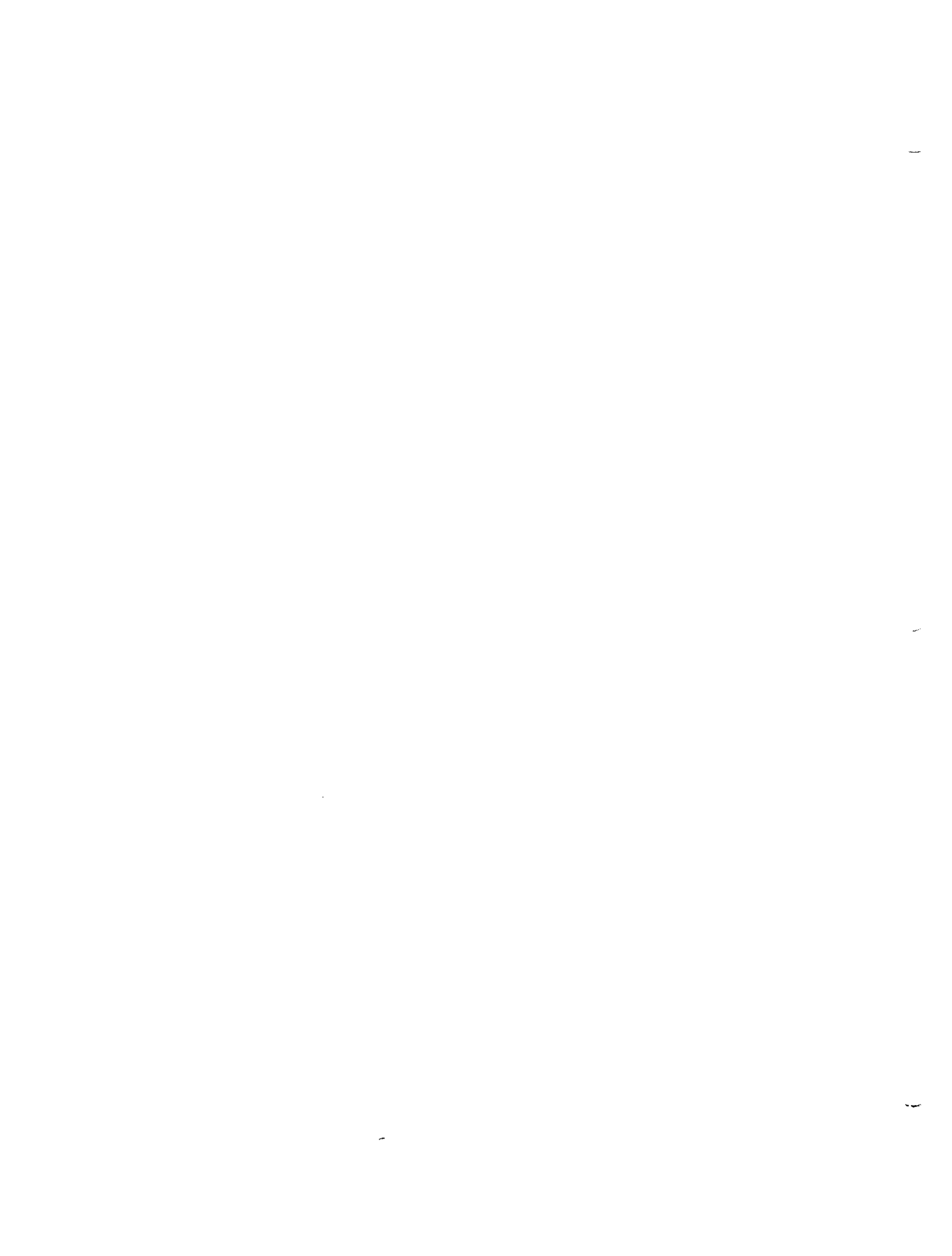
Destroyers get into the blood not merely of the men that serve in them, but of anybody who has been given a chance to get acquainted with them. Even a master of the hard-boiled school of writing like John Steinbeck can wax dithyrambic over a little ship. After spending part of his correspondent's tour of duty aboard a DD he wrote:

"A destroyer is a lovely ship, probably the nicest fighting ship of all. Battleships are a little like steel cities or great factories of destruction. Aircraft carriers are floating flying fields.

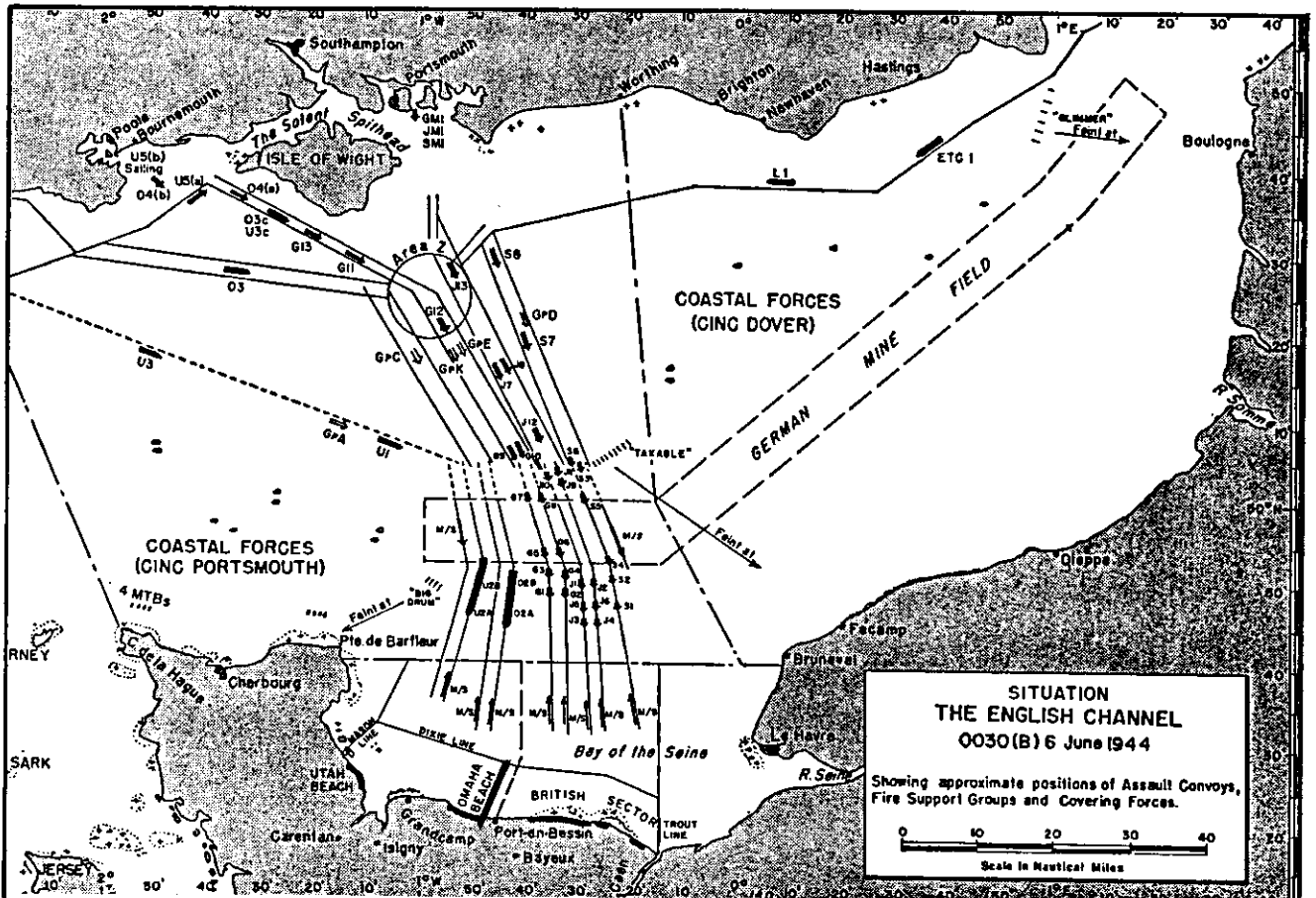
"Even cruisers are big pieces of machinery, but a destroyer is all boat. In the beautiful clean lines of her, in her speed and roughness, in her curious gallantry."



The U.S.S. Emmons (DD-457) (Comdr. E. B. Billingsley, USN) under way at Norfolk, Virginia, on 1 November 1943. This full-length view shows the four 5-inch/38 dual-purpose guns she used so effectively when she provided close-in gunfire support for the U.S. troops on "OMAHA" Beach, Normandy Beachhead, France, on 6 June ("D-day") 1944. Each of these guns could fire 15-20 rounds/minute. Two days after this photograph was taken the Emmons sailed from Norfolk to join the advance scouting line for the battleship U.S.S. Iowa (BB-61), carrying President Franklin D. Roosevelt to the Teheran Conference. At this time the Emmons had Measure 22 camouflage; lower hull in Navy Blue and all above in Haze Gray. (U.S. Navy Photograph.)



U.S.S. Emmons (DD-457)



"Operation Neptune" was the code-name for the amphibious landing phase of "Operation Overlord," the invasion of Europe. On June 6, 1944, an armada of 2,727 Allied ships and small craft crossed the English Channel to land troops on the coast of Normandy, France, about 80 miles south of the English Channel ports of Portsmouth and Southampton. After escorting a Mine Sweeper Flotilla to the Bay of the Seine, the Emmons joined the Fire Support Group which provided close-in gunfire support to the American forces at the eastern end of the "Omaha Beach" Sector. (Morison, Vol. XI)



UNITED STATES SHIP

EMMONS (DD-157)

Tuesday  
(Day)

6  
(Date)

June  
(Month)

1944

0 to 4

Steaming on course 192°(t&pgc) 190°(psc) in company with USS DOYLE as escorts to mine sweeper squadron 31, of H. M. C. N. Steaming at 10 knots keeping station on right flank of rear most mine sweeper with USS DOYLE 600 yards astern of this vessel. Ship in condition of readiness "one". All hands at battle stations. 0039 changed course to 119°(t&pgc) 121°(psc). 0205 changed course to 125°(t&pgc) 131°(psc). 0231 changed course to 210°(t&pgc) 217°(psc). 0245 changed course to 190°(t&pgc) 198°(psc). 0359 stopped all engines, lying to off French Coast in Bay of Seine, having completed assignment as escorts to mine sweeper squadron 31, awaiting "H" hour in compliance with orders for operation "Neptune".

*O. R. Fisher*

O. R. FISHER, Ensign, U. S. Navy.

4 to 8

Lying to as before. 0500 maneuvering to take up shore bombardment station. 0537 enemy battery to east of Port en Bessin opened fire on this ship and other ships of force. Fire returned, expending 16 rounds 5"/38cal, no casualties. 0550 opened fire on target T-47 Colleville area, for scheduled shore bombardment phase. 0625 ceased firing, 258 rounds 5"/38cal expended, no casualties. 0630 commenced harassing fire behind beaches as scheduled. 0649 ceased fire, 41 rounds 5"/38cal expended, no casualties. 0650 maneuvering at various courses and at various speeds close inshore searching for targets of opportunity. 0719 put over "Dan" buoy in position 00°46.6'W 49°22.3'N. 0759 returned fire with main and secondary battery on enemy battery to eastward and westward of Port en Bessin, France.

*O. R. Fisher*

O. R. FISHER, Ensign, U. S. Navy.

8 to 12

Steaming as before, firing on targets of opportunity. 0836 ceased firing, expended 56 rounds 5"/38cal and 100 rounds 40MM, no casualties. 1023 returned fire of enemy shore battery west of Port en Bessin, destroyed target with 82 rounds 5"/38cal, no casualties. 1151 commenced firing at enemy strong points in Port en Bessin. 1158 ceased firing, expended 28 rounds 5"/38cal and 450 rounds 40MM, no casualties.

*O. R. Fisher*

O. R. FISHER, Ensign, U. S. Navy.

12 to 16

Steaming as before. 1200 sighted U. S. Army Duck with personnel adrift. 1215 rescued personnel, took Duck in tow. 1249 commenced firing upon enemy occupied area. 1252 completed firing 20 rounds expended, no casualties. 1320 transferred U. S. Army Duck and personnel to the USS CTO 26 retained BOURGEOIS, J., U. S. Army on board for medical treatment. 1537 commenced firing upon enemy position. 1543 ceased firing, 44 rounds expended, no casualties.

*G. R. Kennedy*

G. R. KENNEDY, Lieutenant (jg), U. S. N. R.

16 to 20

Steaming as before. 1600 sent gig to recover wounded men in the USS LCI 93 which is receiving enemy fire on shore off "Fox Green" beach. 1633 gig returned with 6 wounded men. Received 18 men aboard from other small craft. Following named men are aboard from the USS LCI 93: TREGONING, W. A. Chief Machinist, USN; McCULLOUGH, R. F., CGM, 527 532, USCG; MILLER, W. M., 617 838, S1c, USCG; PAGNINI, F., 602 958, USCG; WILCOX, F., 3040 006, CBM, USCG; WADE, A., 510 722, CCS, USCG; AZWELL, H. E., 612 967, SC3c, USCG; BARRETT, R., 502 722, CM3c, USCG; LMOFF, 251 683, MoMM2c, USCG; WOLF, A., 526 606, CGM, USCG; TEMPLETON, A., 613 131, CM3c, USCG; FOLEY, J., 619 515, RM3c, USCG; RAGER, N., 589 876, CM2c, USCG; McGRARY, R., 613 029, S1c, USCG; POUNDS, J., 559 748, F1c, USCG; FEREBEE, H., 564 672, S2c, USCG; NICHOLS, G., 591 762, BM2c, USCG. The following named men from the US LCI 487: ELLGEN C., 859 21 03, MoMM2c, USNR; SCHWARTZVALDER, R., 800 39 57, S2c, USNR; STONEBACH, L., 249 73 28, S2c, USN. 1815 commenced firing on enemy position with main battery. 1830 ceased firing, 66 rounds expended.

*G. R. Kennedy*

G. R. KENNEDY, Lieutenant (jg), U. S. N. R.

20 to 24

Steaming as before. 2100 commenced firing on enemy battery which is returning our fire. 2130 ceased firing, 222 rounds expended, no casualties. 2148 commenced firing on supposed enemy position. 2151 ceased firing, 8 rounds expended, no casualties. 2220 fired depth charge at half sunken Rhino attempting to sink same. Depth charge failed to explode. 2237 fired starboard charge at the Rhino, Rhino left in sinking condition. 2300 commenced maneuvering on various courses and speeds remaining approximately 3000 yards off Port en Bessin, France.

*G. R. Kennedy*

G. R. KENNEDY, Lieutenant (jg), U. S. N. R.

APPROVED:

EXAMINED:

*E. B. Billingsley*

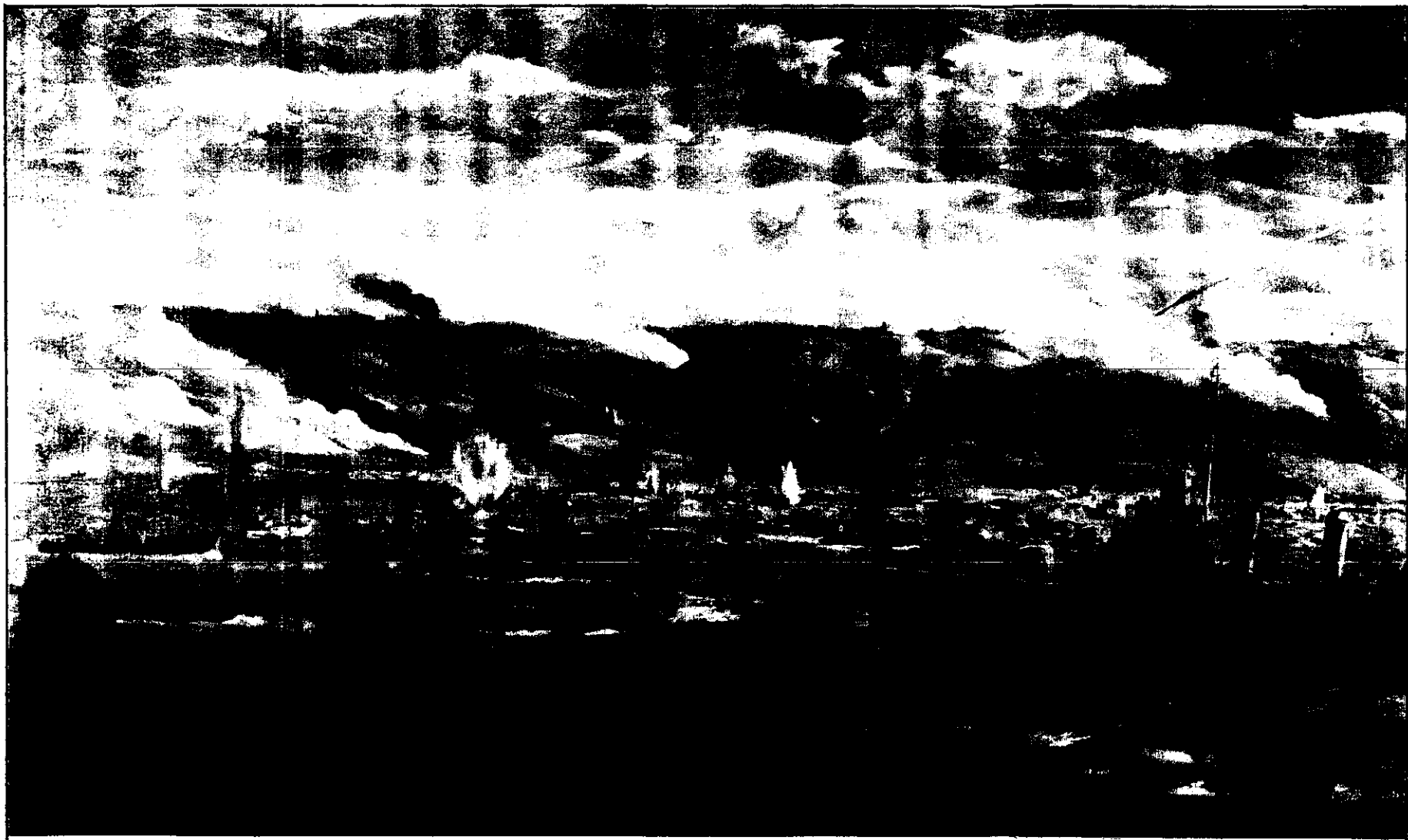
E. B. BILLINGSLEY, Comdr., U. S. N. COMMANDING.

*E. N. Foss*

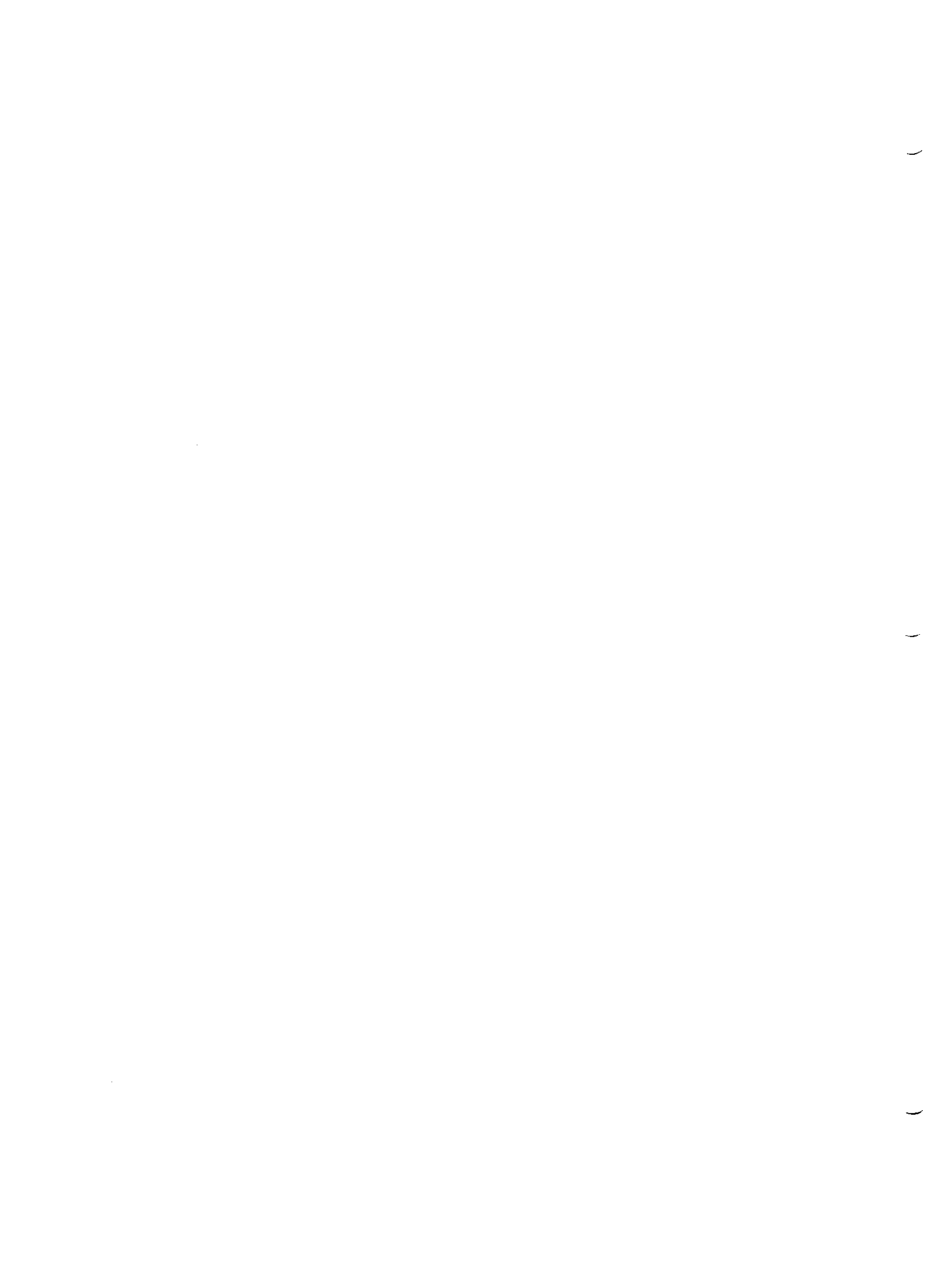
E. N. FOSS, 2nd., Lt. Comdr., U. S. N. R. NAVIGATOR







*"The Battle for Fox Green Beach," a watercolor by combat artist Lt. Dwight Shepler, USNR, showing the U.S.S. Emmons (DD-457) (Cdr. Edward B. Billingsley, USN) bombarding enemy positions in support of the landings at Omaha Beach, Normandy, on June 6 (D-Day), 1944. After firing on assigned targets the Emmons closed to within 1,500 yards of the beach to engage enemy shore batteries and fire at targets of opportunity such as mortar posts and enemy personnel. (National Archives)*



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ACTION REPORT

USS EMMONS

DD 457

SERIAL 003

22 JUNE 1944

REPORT AND NARRATIVE OF OPERATIONS OF U. S. S. EMMONS,  
(DD457) DURING OPERATION NEPTUNE FROM 5 JUNE 1944  
TO 17 JUNE 1944.

[UNIT OF BOMBARDMENT GROUP, SUPPORTING LANDINGS  
IN OMAHA AREA, BAIE DE LA SEINE, NORMANDY  
WHILE OPERATING IN TASK GROUP 124.9]

76941

OFFICE OF NAVAL RECORDS AND LIBRARY



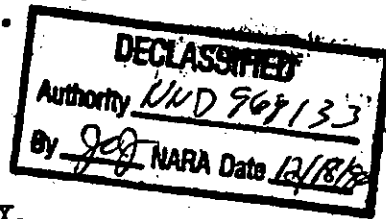
DD457/A16-3

Serial 003

~~SECRET~~

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EMMONS (DD457)  
Care of Fleet Post Office,  
New York, New York,  
22 June 1944.



From: Commanding Officer, U. S. S. EMMONS.  
To: Commander In Chief, U. S. Fleet.  
Via: (1) Commander Destroyer Division THIRTY-SIX.  
(2) Commander Task Group 124.7 (Escort Group).  
(3) Commander Task Group 124.9 (Bombardment Group).  
(4) Commander Task Force 124 (Assault Force "O").  
(5) Naval Commander, Western Task Force.  
(6) Commander In Chief, U. S. Atlantic Fleet.

Subject: Report and Narrative of Operations of U.S.S. EMMONS  
(DD457) during operation "Neptune" from 5 June 1944  
to 17 June 1944.

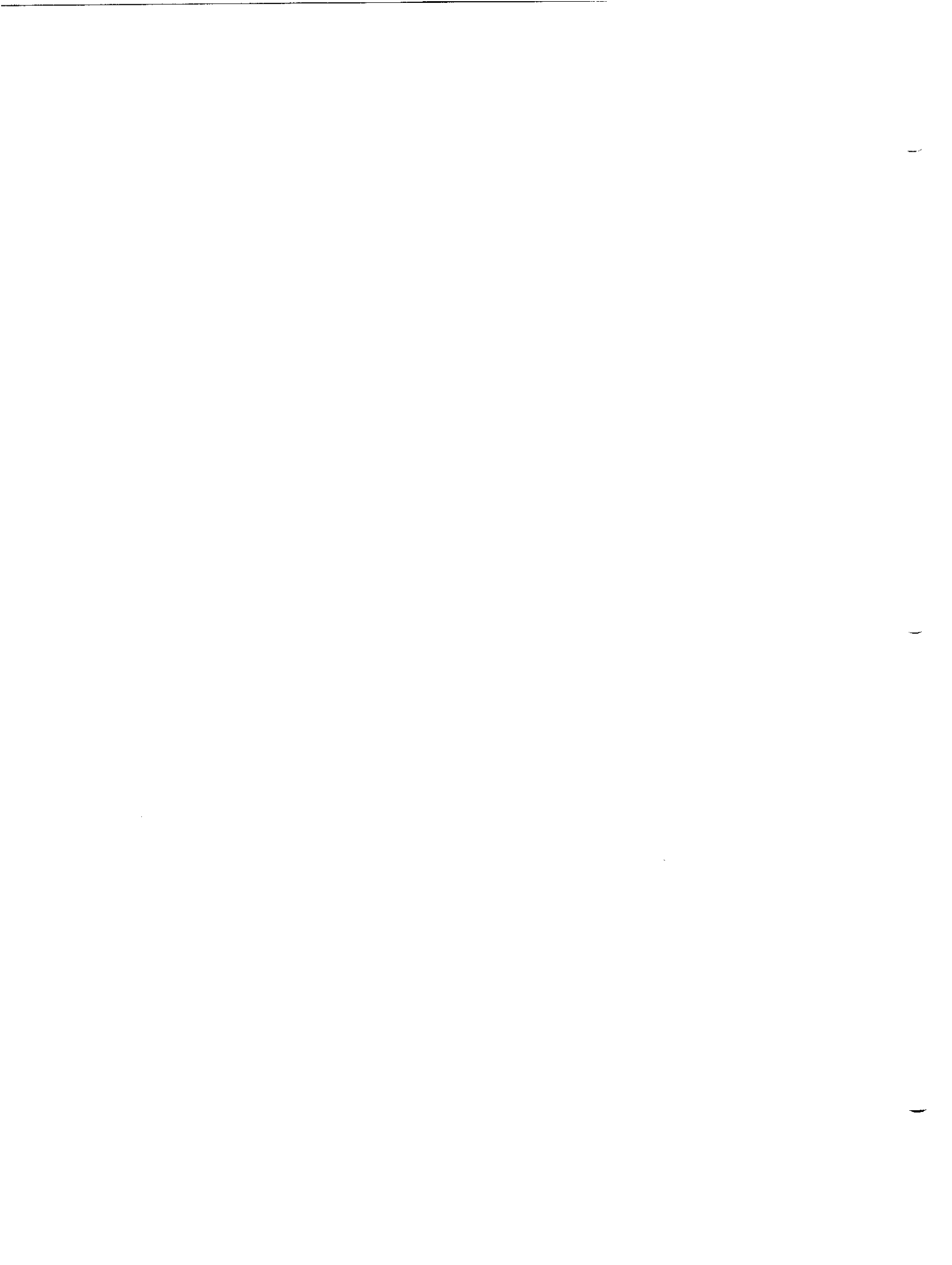
Reference: (a) Articles 712, 874(6), U.S. Navy Regulations, 1920.  
(b) Paragraph IIB of Annex "L" to Commander Assault  
Force "O" Operation Order BB-44 of 20 May 1944  
Serial 00681.  
(c) Operation "Neptune" of Allied Naval Commander  
Expeditionary Force. (on one)  
(d) Operation "Neptune" of Naval Commander, Western  
Task Force. (on west two)

Enclosure: (A) Subject report.

1. In accordance with reference (a) and (b), subject  
report is submitted as enclosure (A).

*E. B. Billingsley*  
E. B. BILLINGSLEY.

cc:  
CDS 10 (with enclosure)  
ComDesLant, U.S. Fleet (with enclosure)  
Cominch (advance copy)



22 June 1944.

REPORT AND NARRATIVE OF OPERATIONS OF U.S.S. EMMONS (DD457) DURING OPERATION NEPTUNE FROM 5 JUNE TO 17 JUNE 1944.

1. After a false start on 4 June, cancelled and postponed one day according to the Postponement Plan, this vessel, accompanied by U.S.S. DOYLE, sailed at 1300 B 5 June from Weymouth Roads, England, to rendezvous with the 31st Mine Sweeper Flotilla as defensive escort. Rendezvous was effected without difficulty about 1800 B in Lat. 50-05N, Long. 00-47.5W, and sweeping of assault force channel #4 through the German mine barrier was commenced. Station was taken about 1500 yards astern of leading MS, DOYLE in column 600 yards astern. Station keeping was difficult as MS used for formations and maneuvering British flag and light signals whose meanings were unknown.

2. Sweeping of channel #4 was completed without incident about 0030 B/6th. Sweeping of Omaha transport area and Omaha Fire Support Channel #3 was completed, also without incident, about 0330 B, at which time 31st MSF withdrew to seaward and EMMONS and DOYLE lay to about 3000 yards off Port en Bessin awaiting time to commence shore bombardment, and covering approach of heavy bombarding ships. Shore bombardment was scheduled to begin at H-40 minutes (0550 B).

3. At 0537 an enemy shore battery on the bluff just east of Port en Bessin opened fire on us. Battery was estimated as 3" to 4", and approximately 10 rounds were fired, obtaining no hits but several very near misses and straddles. Fire was vigorously returned, expending 16 rounds of 5"/38 Shell, and the battery was silenced for several hours. This is believed to be the first naval counterbattery fire, in the Omaha area at least, of the operation. Range was between 2500 and 3000 yards.

4. At 0545, five minutes early, shore bombardment of assigned targets on Fox beach was commenced. General firing by all bombarding ships was also started at this time, and heavy bombing of the beaches by aircraft was underway. EMMONS had moved westward from Port en Bessin area, but in order to avoid line of fire of U.S.S. ARKANSAS, FFS GEORGES LEGUES, and FFS MONTCALM, a position had to be taken that required a true target bearing of about 240° and range about 5500 yards, although ship was only 2000 yards off the shore. 258 rounds of 5"/38, 2/3 AA Common and 1/3 Common, were fired with two casualties - hydraulic line to rammer in Gun #2 split after second round and the same casualty in Gun #1 occurred after 60 rounds. Both lines were promptly brazed during a later lull and gave no further trouble. TOSTANOSKI, E.N., 608 27 72, Cox, USNR, rammed 35 rounds by hand in Gun #2 during this phase and the gun missed no salvos. Fire was lifted at H-5 minutes as scheduled, and the first boat wave hit the beach about on time.

5. Spotting during this neutralization phase was extremely difficult, EMMONS and BALDWIN were both firing at same target area, and ARKANSAS and MONTCALM were firing at adjacent ones. Heavy air bombing, plus concentrated fire from several LCG'S, LCF'S and LCT(R)'S, was also in progress, and the beach areas were shrouded in dust and smoke. Navigational position was maintained by SG radar ranges and bearings on Port en Bessin breakwater, the only prominent landmark showing on the scope, and gun range, bearing and elevation of the target were passed to Control by phone. Sea was slightly choppy, swells about 1 foot high, wind force 3 from SW, visibility 5 miles, tide running Eastward about 1.9 knots. The ship





REPORT AND NARRATIVE OF OPERATIONS OF U.S.S. EMMONS (DD-157) DURING OPERATION NEPTUNE FROM 5 JUNE TO 17 JUNE 1944. (Cont'd)

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could be maintained in reasonably close position by twisting, and kicking ahead on one engine. A dan buoy was dropped later to maintain an accurate position for fire support.

6. From H to H + 20 minutes, 41 rounds 5"/38 AA Common were fired at designated target areas behind beach Fox using air burst to deny enemy reinforcement of beach defenses. Target areas were still obscured and results could not be observed.

7. Shore Fire Control Party #9 assigned to us was scheduled to land at H + 30 minutes but evidently did not make it, as no communications were established all day until 1930. At that time a test transmission on CW auxiliary frequency was heard and acknowledged and EMMONS was told to "Standby-wait". No further word was ever received either on CW or on the two FM voice frequencies provided, although we made frequent calls for two more days. It is not known what happened to this party, and their failure to make contact was most disappointing. As a result we had no knowledge of locations of our own forces, and we fired on targets of opportunity only with reluctance, and after considerable delay attempting to confirm their enemy character. Commander Task Group ONE TWENTY-FOUR point NINE was of great assistance in designating targets over TBS.

8. The Port en Bessin area was technically a British sector, but as no British forces were present and the strongpoints in the vicinity were still troublesome, they were taken under fire at intervals from 0800 to 1500, firing a total of 186 rounds 5"/38 and 550 rounds 40MM. The ARKANSAS was also coached on by TBS to complete the destruction of an emplaced gun to eastward of the town, using 12" AP projectiles. Enemy personnel were strafed with 40MM fire, and a small German naval craft behind the breakwater was shelled using air burst as she could not be hit directly. During this period EMMONS lay to approximately 1500 yards off shore and good observation could be had of shore activity in the area.

9. An enemy mortar post concealed in a hedgerow behind Fox beach was destroyed by 44 rounds of 5"/38 at 1537. This post had been actively opposing landings on the beach and was finally revealed by its puffs of smoke. At 1815, 66 rounds were expended in destroying the Colleville Church Steeple, whose use as an enemy observation post had been reported by CTG 124.9.

10. At 2100 while lying off shore west of Port en Bessin, an enemy battery believed to be 4 88MM guns, possibly carried by tanks, opened fire on us, dropping several very close straddles. This battery also fired on the DOYLE but registered no hits. The origin of the fire could not be determined, but the whole area of the bluff was heavily covered with 5" and 40MM fire from both ships. EMMONS expended 222 rounds 5"/38 and 464 rounds 40MM. The battery ceased fire and caused no further trouble, but it is not known whether it was destroyed.

11. Light air raids over the transport areas took place the night of D/D+1. No enemy planes approached close enough to take under fire. One German pilot was picked up from the water, but died within an hour of severe internal injuries.



REPORT AND NARRATIVE OF OPERATIONS OF U.S.S. EMMONS (DD-57) DURING OPERATION NEPTUNE FROM 5 JUNE TO 17 JUNE 1944. (Cont'd).

12. About 0900/7, short use was obtained of the SFCP assigned to the BALDWIN. Thirty rounds 5"/38 were fired at inland targets at Mosles (705035) under its direction - results reported successful.

13. Suspected mobile gun emplacements were taken under fire at 1000 along the cliffs west of Port en Bessin with 51 rounds 5"/38. Results were unobserved.

14. No further shore bombardment was undertaken as locations of own forces were unknown and contact could not be made with assigned SFCP. Ship subsequently reported for duty with area screen and later to CTF 129, after a trip to U.K. for replenishment.

DIFFICULTIES AND RECOMMENDATIONS:

1. Adequate liason with the mine sweeping group should have been provided. The mine sweeper's signals, flags, maneuvers, formations and sweeping methods were practically unknown and considerable difficulty in keeping defensive station on them was experienced. Only one short conference between Commanding Officers of EMMONS and DOYLE and Senior Officer 31st MSF was held as the MSF was not in the vicinity until just before operations started.

2. A week before D day, this ship was shifted from Destroyer Squadron TEN under Commander Task Force ONE TWENTY-TWO to Destroyer Squadron EIGHTEEN under Commander Task Force ONE TWENTY-FOUR to replace the ENDICOTT. The vast amount of operational material, orders, intelligence, etc. for force "O" had to be absorbed in too short a time. Operations with Desron 18 were unfamiliar but fortunately no misunderstandings or mistakes resulted. When the ship was returned to Desron 10 for duty, copies of Force "U" operation orders were not available and many communication difficulties were experienced. It is recommended that flagships carry additional copies of such operation orders and related material for issue to ships newly joining after operations are underway.

3. The ship's anchorage in Weymouth Roads, England, was too far (approximately 4 miles) from the flagship (ANCON) and the beach for efficient work, and the lack of boats was keenly felt, as this ship had only one motor whaleboat.

4. The ammunition supply facilities in Portland were considerably disorganized. It required a daily trip to the beach by an officer for four days to obtain transfer authority for 45 rounds of WP shells which were actually on a coaster not a mile away.

5. Voice radio discipline and security on TBS and TBL circuits were very poor. Information on topics such as ship movements, linking them with coded dispatches, were frequently given in plain language with the obvious result of jeopardizing our cryptographic systems.

6. Extensive liason with the Army prior to such an assault is a "must" item. In particular the shore fire control parties should become well acquainted with all ship personnel with whom they will have dealings, and arrange beforehand a comprehensive plan of action. To insure confidence in Naval gunfire support, all possible Army Officers in the unit to which the SFCP is attached should make



REPORT AND NARRATIVE OF OPERATIONS OF U.S.S. EMMONS (ED457) DURING OPERATION NEPTUNE FROM 5 JUNE TO 17 JUNE 1944. (Cont'd).

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a careful study of the ships ordnance equipment, and pass such information down the line in their own commands. The SFCP assigned the EMMONS visited the ship only 2 days before getting underway and brought with them 6 or 7 Army Captains and Lieutenants of the companies we were to support. These latter had never been aboard a destroyer or any other major warship, knew nothing of the ship's gunnery installations and fire control gear, and were greatly impressed at the advanced equipment and means for fire control. They admitted they had been dubious of our capacity to shoot accurately at land targets and had imagined we carried little more than the equivalent of several army field pieces. It is hoped we sent them away with a healthy respect for a ship's ability to support land troops.

7. A destroyer of this type could handle at least two SFCP'S. It was the general experience that a large proportion of the time the SFCP could not observe or was moving up with the troops, and another party located elsewhere in the vicinity in position to observe could have used the ship's gunfire support. Targets of opportunity are unsatisfactory at best, particularly if the locations of friendly forces are unknown. A large proportion of the time the ships were idle and their services could have been used if 2 or more SFCP's per ship had been assigned. Spare parties could have been assigned to ships such as the EMMONS whose regular party was either killed or captured.

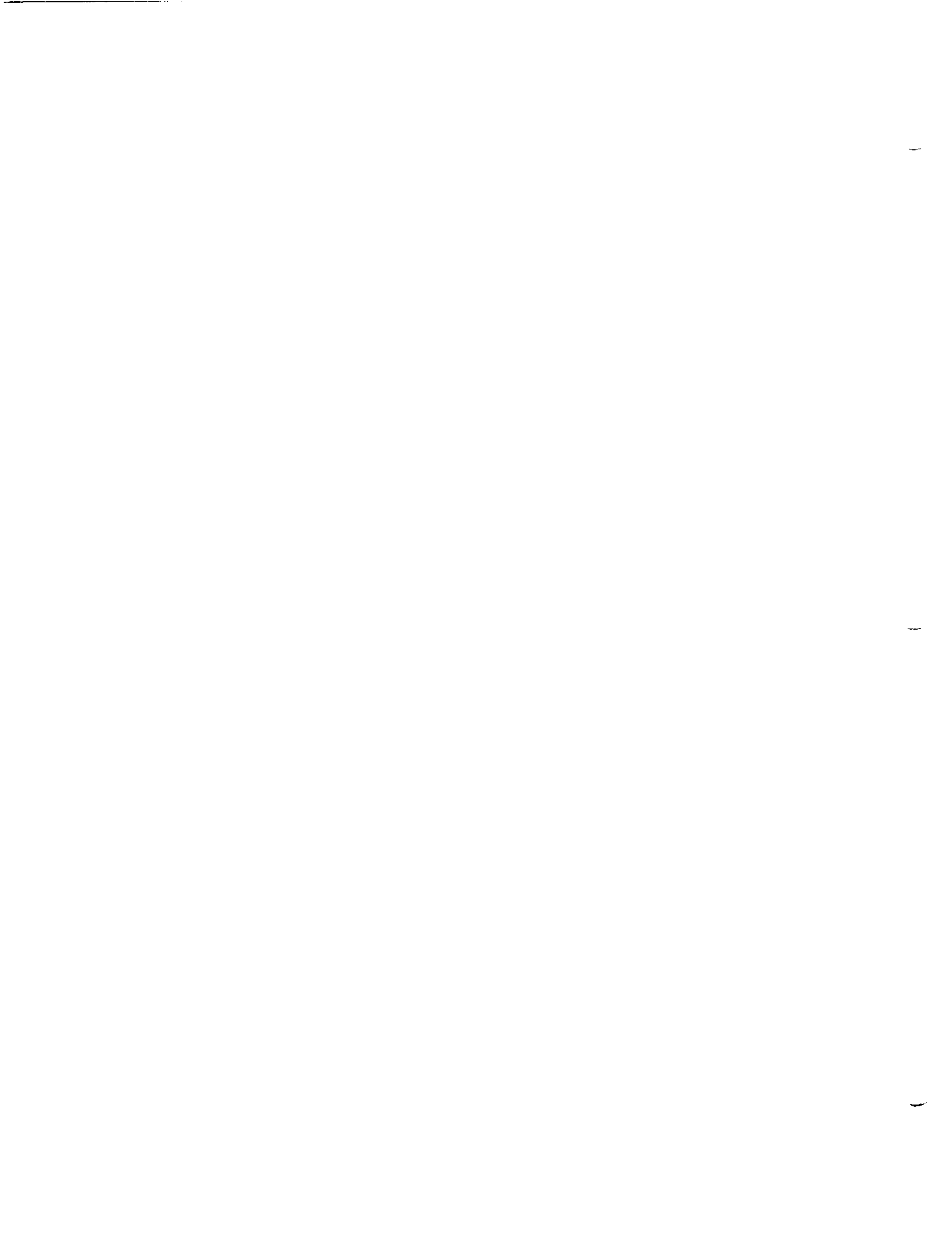
MATERIEL:

1. The SQ and SA-2 radars operated faultlessly. Gunfire shock caused no casualties, and it is considered that these delicate equipments were outstanding in their reliability.

2. The FD radar was not satisfactory. It is believed that the installed unit is at fault and not necessarily the design, as constant trouble with this set has been experienced, apparently beyond the capacity of even manufacturers engineers to correct more than temporarily. Further report is made in separate correspondence.

3. The battery performed highly satisfactorily. Only two minor casualties occurred - both to hydraulic lines to rammers - which were promptly repaired.

4. The special 1/50,000 chart maps with gridded overlays, the navigational information, and the intelligence photos, sketches, and monographs furnished were excellent and of inestimable value to understanding and carrying out our mission. The British Military Grid System is easy to use and caused no difficulties whatever.



# WESTERN SEA FRONTIER

FEDERAL OFFICE BUILDING



A16-3

SAN FRANCISCO, 2, CALIFORNIA

End-2 on EMMONS ltr. DD457/A16-3  
003 of 22 June 1944.

~~SECRET~~

18 November 1944

From: Commander Task Group 122.4 (Commander Destroyer Squadron 18).  
To: Commander in Chief, United States Fleet.  
Via: (1) Commander Task Group 124.9  
(2) Commander Twelfth Fleet.

Subj: Report and Narrative of Operations of U.S.S. EMMONS (DD457)  
during operation "Neptune" from 5 June 1944 to 17 June 1944.

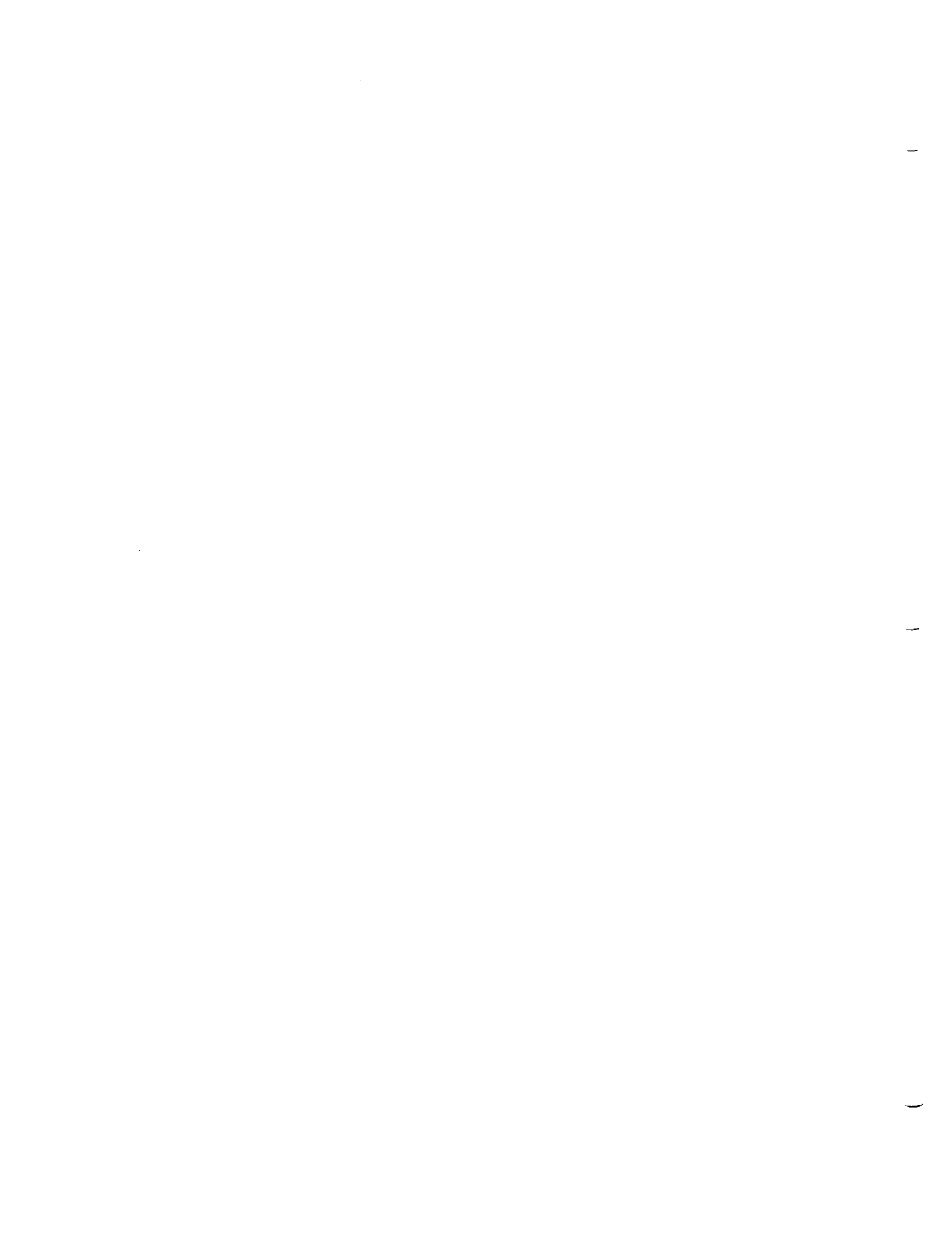
1. Forwarded, rerouted as indicated above.
2. The difficulties outlined in paragraph 2 under "Difficulties and Recommendations" were not, in my opinion, as great as the paragraph infers. Brief and specific operation orders and communication plans for the shore bombardment and for the Area Screen were issued by me to obviate the necessity to cover in detail the "vast amount" of other instructions. It is noted that EMMONS, despite the unfamiliarity of operations with another squadron, operated with no misunderstandings or mistakes. As to the lack of Force "U" orders when EMMONS was returned to DesRonTen, I doubt the need for such orders at that time.
3. I also do not concur with paragraph 5 as to the "very poor" discipline and security on TBS and TBL circuits. Considering the large number of commands and ships on the various circuits and the urgency of tactical communications in the many fast-moving situations, discipline was very good or at least much better than in two other amphibious assaults I have participated in. As to security there were some few violations and also some warning by responsible officers.
4. EMMONS' performance of duty both as a unit of the Omaha destroyer bombardment group and in the Area Screen was excellent.
5. Transmission by Registered Guard Mail or U.S. registered mail is authorized in accordance with Article 76(15)(e) and (f), U.S. Navy Regulations.

CC:

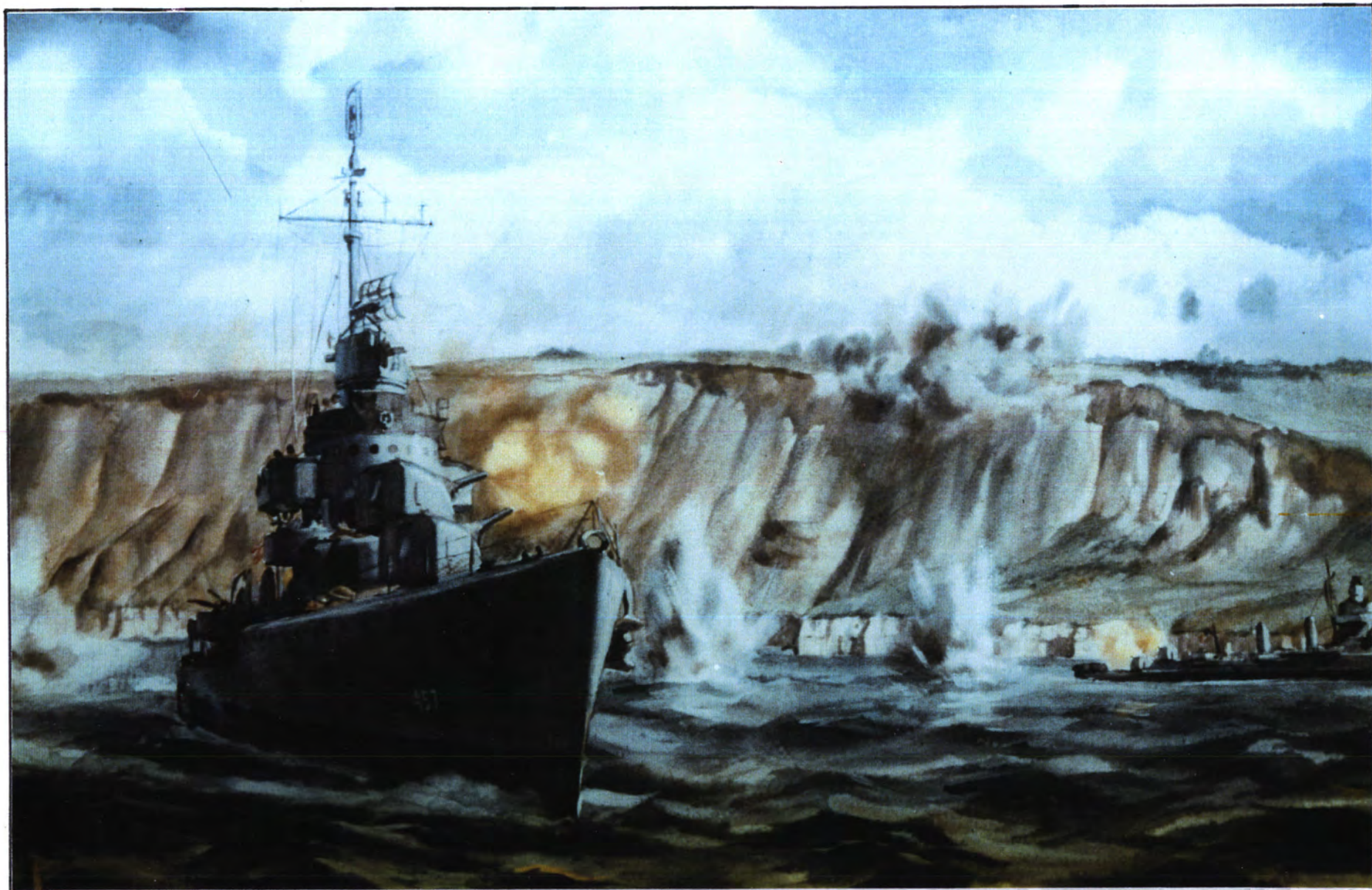
CominCh  
ComEleventhFib  
ComDesLant  
ComDesRonTen  
ComDesDivThirtySix  
ComDesRonEighteen

*Harry Sanders*  
HARRY SANDERS.

RECEIVED  
11 AM NOV 21 1944  
COMMANDER-IN-CHIEF

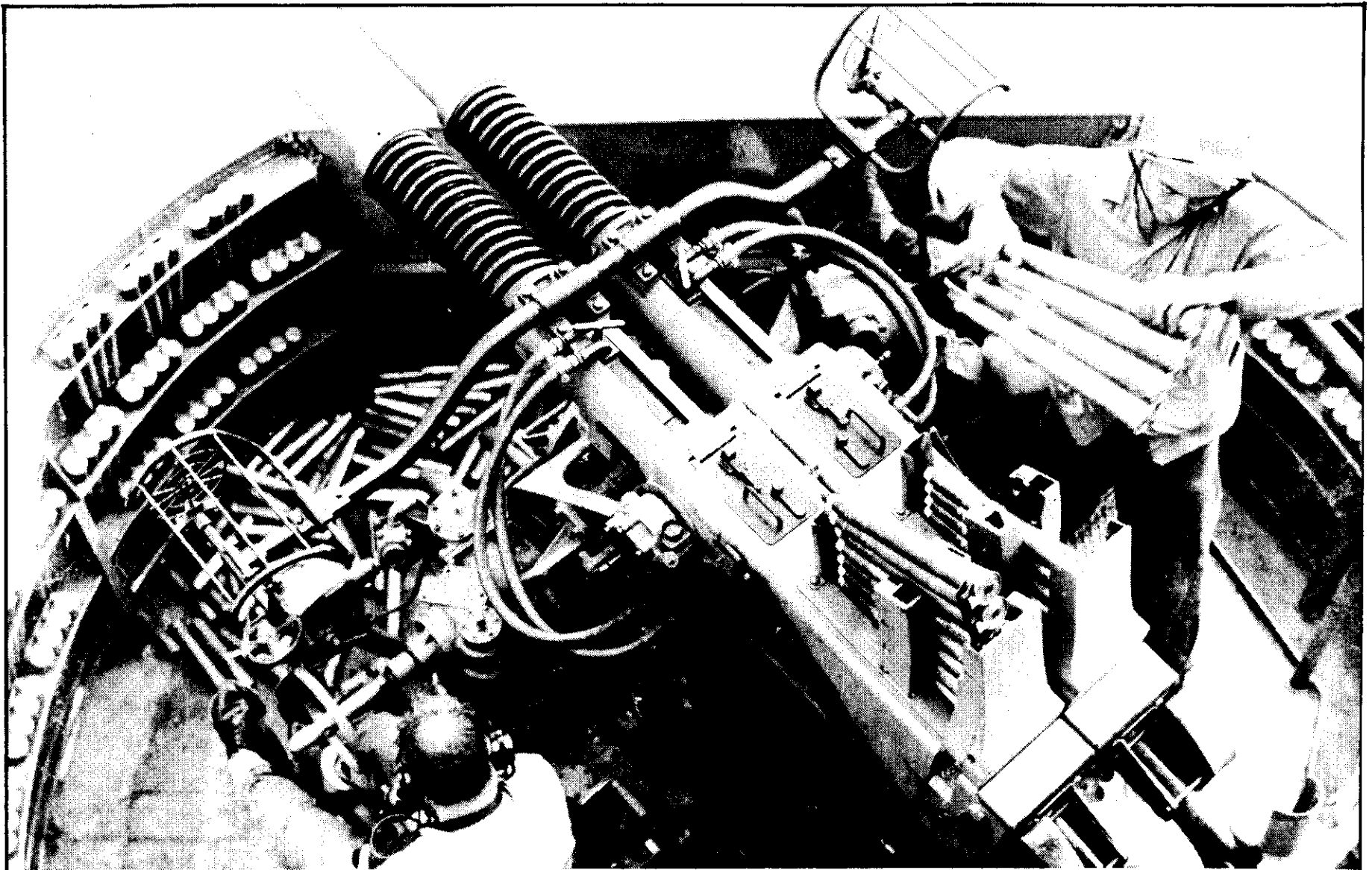






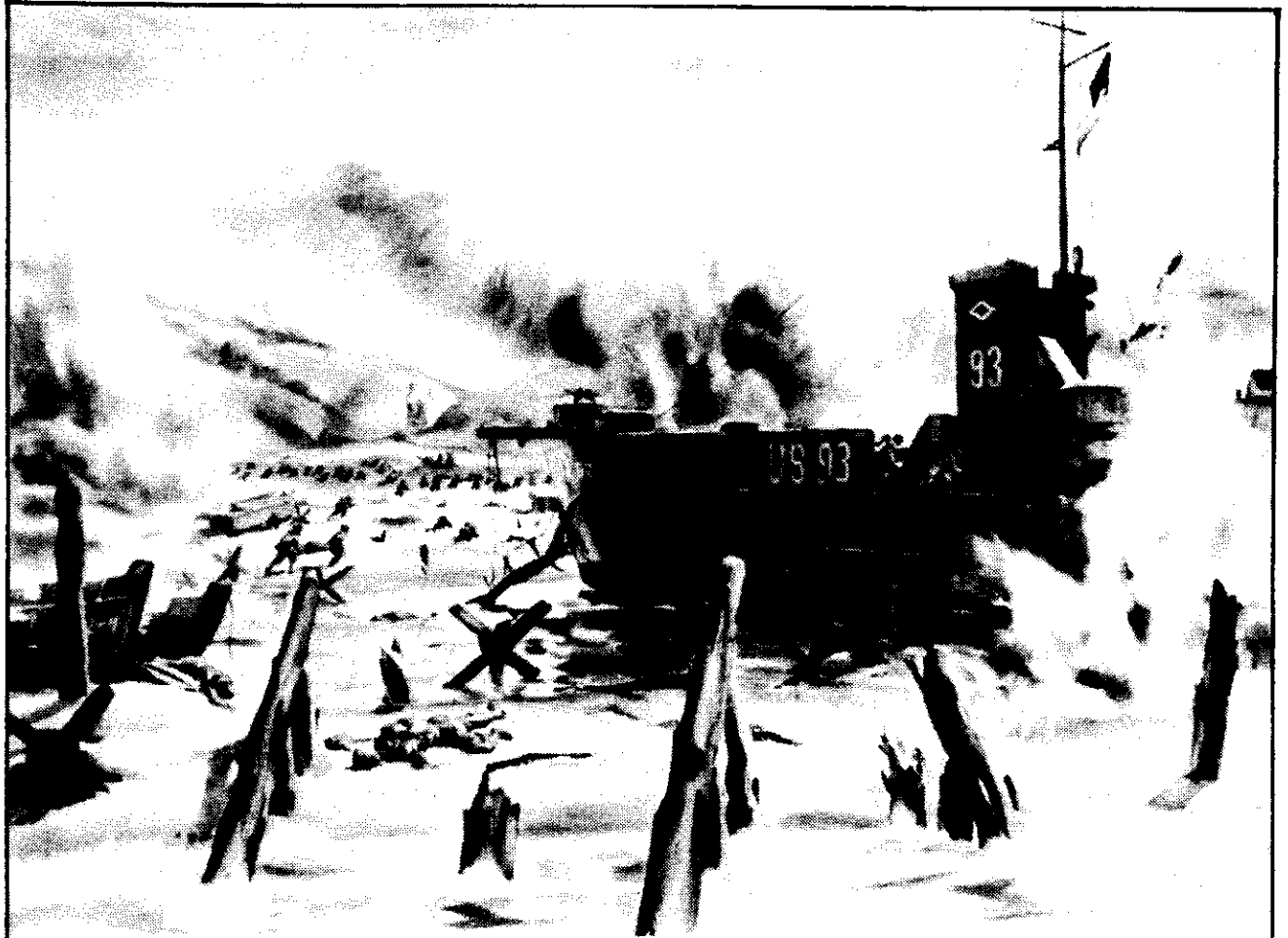
"Target of Opportunity," a watercolor by Dwight Shepler, shows the U.S.S. Emmons (DD-457) (Cdr. E. B. Billingsley) dueling with a battery of German 88-mm guns on the Normandy cliffs, near Port-en-Bessin, on D-Day, June 6, 1944. Salvos from the enemy's guns straddled the United States destroyer but did not register any hits. The Emmons and her sister ship, the U.S.S. Doyle (DD-494), then opened up with rapid fire from their 5-inch and 40-mm guns, completely covering the bluff and silencing the enemy battery. (National Archives.)



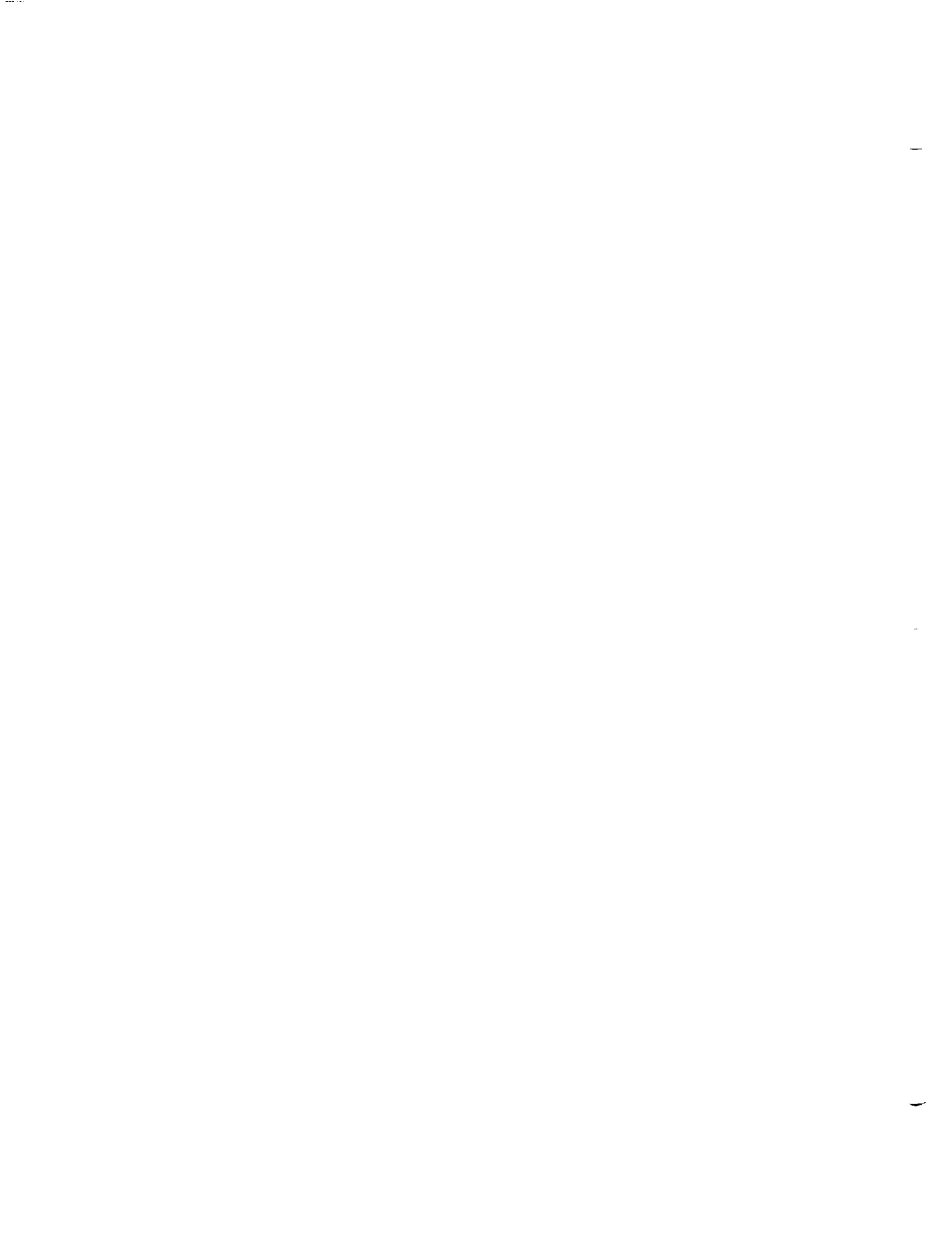


The 40-mm Bofors gun fired two-pound explosive shells with an effective range of about 2,800 yards. It was primarily an anti-aircraft weapon, but the Emmons used these guns with good effect against German troops and enemy strongpoints at Omaha Beach, Normandy, on June 6, 1944. There were seven men in the gun crew for one of these twin mounts: pointer, trainer, gun captain and four loaders (two for each barrel). The Bofors was capable of firing approximately 160 rounds/barrel/minute, but the actual number of rounds fired depended on the ability of the loaders to provide an uninterrupted supply of ammunition. (Official U.S.N. photograph.)





*"The Tough Beach," a watercolor by combat artist Dwight Shepler, shows enemy artillery fire hitting U.S. forces at "Omaha" Beach, Normandy, on the 6th of June 1944. The Emmons sent in her gig to recover wounded men from LCI(L)-93 (Landing Craft, Infantry, Large), shown here aground and holed, and with the assistance of other small craft she was able to log on board 17 of her crewmembers. (National Archives.)*



U.S.S. Emmons (DD-457)

Decorations awarded for service during the amphibious assaults on Normandy, France, in June, 1944, and on Southern France in August, 1944;<sup>1</sup>

Commander Edward B. Billingsley, USN

SILVER STAR MEDAL

"For meritorious performance of duty as Commanding Officer of the USS EMMONS during the amphibious assault on Normandy, France, and the bombardment of enemy defenses at Cherbourg, France, in June 1944. Commander Billingsley maneuvered his ship through heavily mined waters and under heavy and accurately controlled gunfire from enemy shore batteries. During the period from June 6 to June 25, 1944, his ship delivered accurate gunfire on enemy fortifications and gun emplacements, screened heavy ships and protected them from enemy surface forces and submarines. The professional ability and devotion to duty exhibited by Commander Billingsley on this occasion were in keeping with the highest traditions of the United States Naval Service."

\* \* \* \* \*

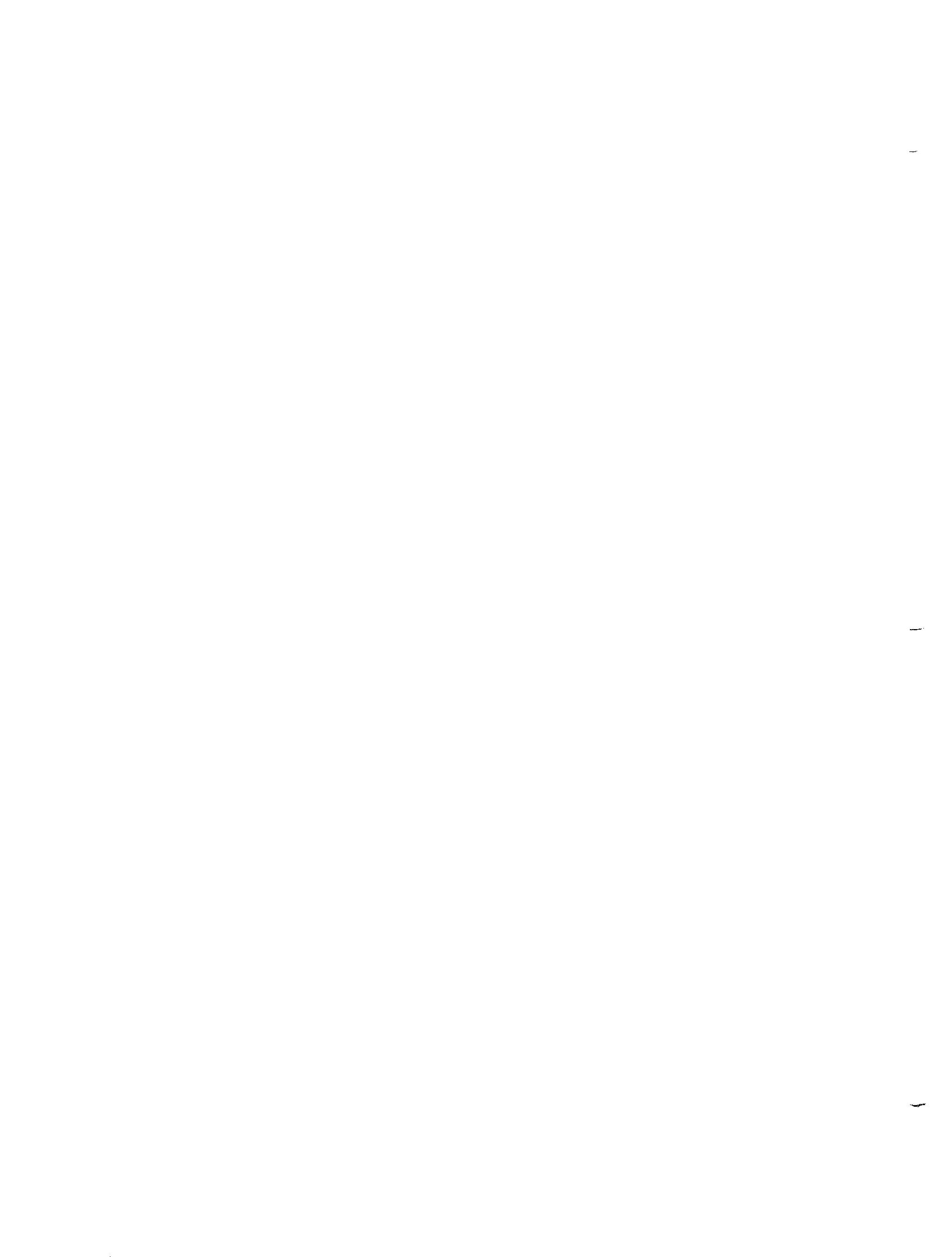
Commander Edward B. Billingsley, USN

BRONZE STAR MEDAL

"For distinguishing himself by meritorious achievement as Commanding Officer of the USS EMMONS prior to and during the amphibious invasion of Southern France in August 1944. Commander Billingsley displayed exceptional skill and resourcefulness in directing the thorough training of his crew and in bringing his ship to a high state of material readiness in preparation for the assault. During the execution phase of the operation, he daringly and aggressively led his ship through dangerous and restricted waters in close proximity to known enemy minefields and within easy range of hostile shore artillery, and delivered such concentrated and accurate bombardment against enemy shore installations prior to the initial landings that all hostile strong points in the area were silenced before effective counterfire could be returned. By his initiative and fearless leadership, he was in large measure responsible for the success of the pre-assault bombardments in weakening enemy resistance on the beaches, and thereby contributed materially to the early and successful establishment of the Allied beachheads and to the overall success of the invasion. The exceptional ability, calm and determined action and outstanding devotion to duty displayed by Commander Billingsley reflected credit upon himself and the Naval Service."

\* \* \* \* \*

<sup>1</sup> Typed from draft citations on index cards at the Naval Historical Center/Operational Archives, Washington Navy Yard. The formal citations were probably reworded, and all of the Bronze Star awards apparently qualified for the Combat "V" device.





Lieutenant Commander Eugene N. Foss, USNR

BRONZE STAR MEDAL

"For extraordinary performance of duty as Executive Officer and Navigator of the USS EMMONS during the assault on the coast of France on 6 June 1944. Lieutenant Commander Foss successfully and precisely navigated the ship during the opening phases of the assault when it acted as close support for the British during the sweeping of an approach channel and the transport area. On the night of G-1/D Lieutenant Commander Foss safely navigated the ship close inshore during the bombardment period under varying tidal conditions and at times under fire from hostile shore batteries. He was also in charge of the Combat Information Center during the fire support mission period and directed operations of that organization. By his zeal and attention to duty he contributed materially to the success of the mission."

\* \* \* \* \*

Lieutenant (junior grade) John J. Griffin, Jr., USNR

BRONZE STAR MEDAL

"For maintaining the gunnery department in a state of alertness and readiness for over three days during the assault on Normandy, France, with only fragments of rest for himself and his gun crews. His battery fired 920 rounds of 5-in./38 caliber in bombardment and counter-battery fire without major mishap. He helped to spot and eliminate enemy batteries which were shelling our landing beaches; one a 75-mm gun on the point east of Port-en-Bessin, and one a mortar in a field back of Fox Green Beach. He engaged an enemy battery of four mortars or tanks which were firing at the ship, seriously endangering her, and temporarily silenced their fire."

\* \* \* \* \*

George T. Kennedy, Pharmacist's Mate 3rd Class, USNR

LETTER OF COMMENDATION (RIBBON)

Your performance of duty while serving as a member of the crew of the U.S.S. EMMONS on the afternoon of June 6, 1944, has been brought to my attention. When an urgent visual message was received from an LCI which was stranded on the beach and being shelled by enemy mortars, requesting that a boat be sent to remove the crew, you volunteered to help man the whaleboat and at great personal risk proceeded to the LCI. Because of low water and barriers on the beach the boat could not be brought alongside the LCI, but six members of the crew, four of whom were wounded and required medical attention, were rescued from the water and evacuated to the ship. For your cool courage and decisive actions you are hereby commended.

\* \* \* \* \*



~~CONFIDENTIAL~~

ACTION REPORT

USS EMMONS

DD 457

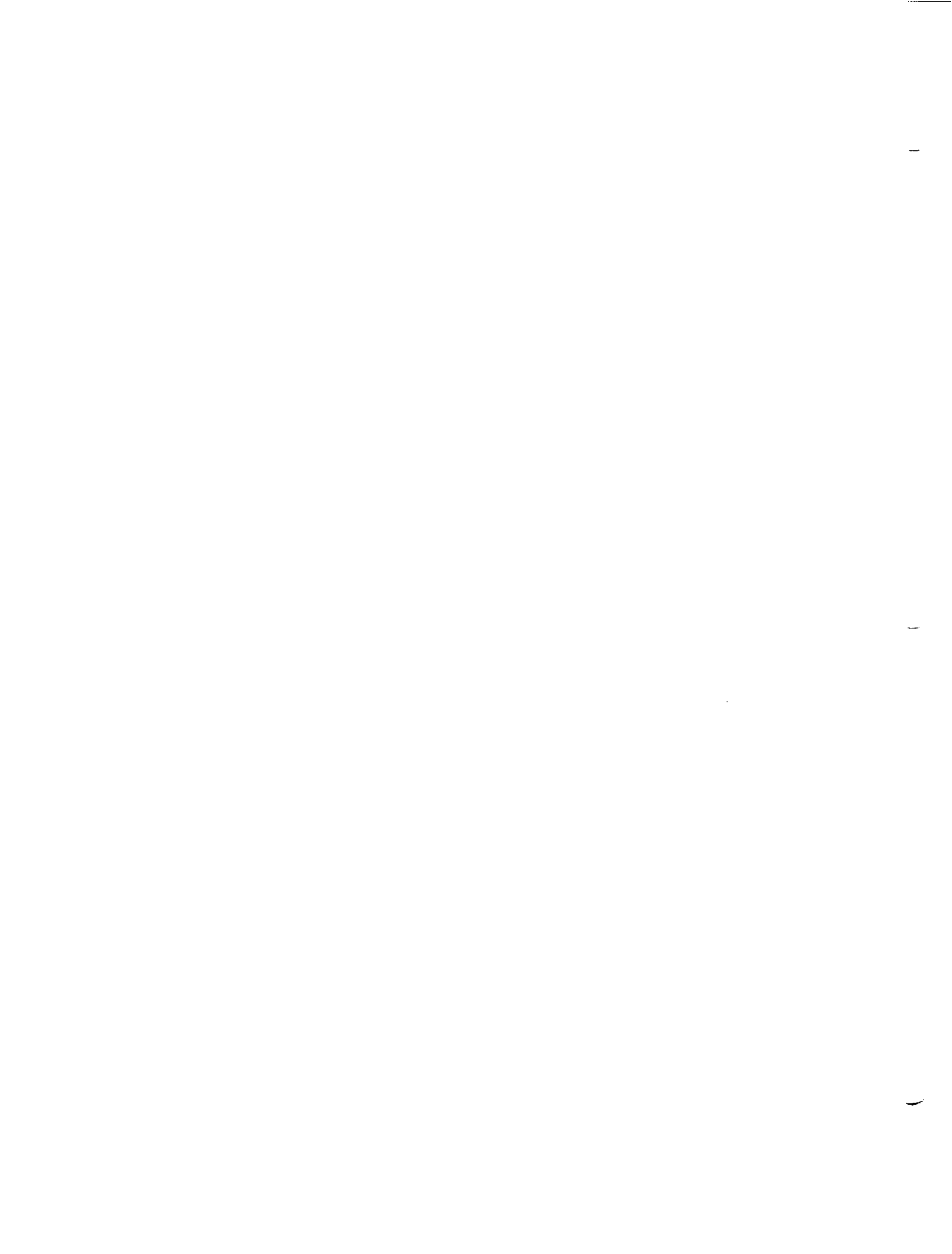
SERIAL 004

26 JUNE 1944

NARRATIVE ACTION REPORT OF BOMBARDMENT OF CHERBOURG,  
NORMANDY, FRANCE, 25 JUNE 1944 WITH TASK FORCE 129.

{ COVERS BOMBARDING SHORE BATTERIES IN CHERBOURG  
AREA IN SUPPORT OF U.S. FIRST ARMY ASSAULT ON  
THAT CITY. TASK GROUP 129.1. }

OFFICE OF NAVAL RECORDS AND LIBRARY



DDI 57/A16-3  
Serial 004

U. S. S. EAGONS (DDI 57),  
Care of Fleet Post Office,  
New York, New York,  
26 June 1944.

~~CONFIDENTIAL~~

From: Commanding Officer, U. S. S. EAGONS.  
To: Commander in Chief, U. S. Fleet.  
Via: (1) Commander Task Group 129.3 (Commander Destroyers,  
Support Force).  
(2) Commander Task Force 129 (Commander Support Force).  
(3) Naval Commander Western Task Force.  
(4) Allied Naval Commander Expeditionary Force.  
(5) Supreme Headquarters Allied Expeditionary Force.

Subject: Narrative Action Report of Bombardment of Cherbourg,  
Normandy, France, 25 June 1944, with Task Force 129.

References: (a) Articles 712, 874(6), U. S. Navy Regulations, 1920.  
(b) Commander Support Force OP-Plan 7-44.  
(c) Map Charts F1013, F1014, with Lambert Military Grid  
Super-imposed.  
(d) Commander Destroyer Squadron TEN despatch 241855 of  
June, 1944.

Enclosure: (A) Copy of subject named report.

1. In accordance with reference (a) the enclosed report of  
action during the bombardment of Cherbourg, France, with Task Force ONE  
TWENTY-NINE, is forwarded herewith as enclosure (A).

~~CONFIDENTIAL~~

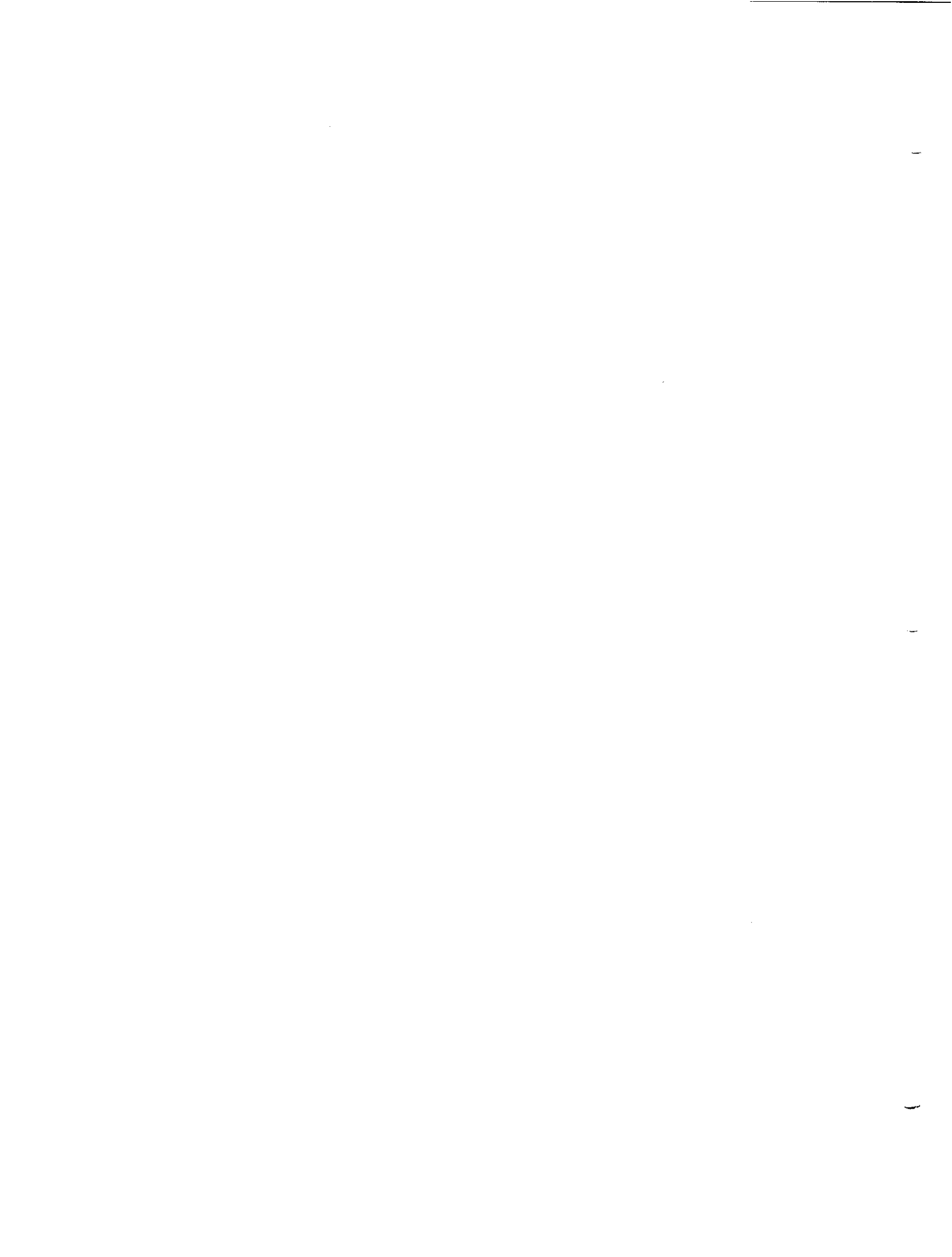
CLASSIFICATION OF THIS CORRESPONDENCE  
CHANGED TO...  
AUTHORITY...  
DATE...  
K. D. HILLINGSLEY  
*Conf*  
*F. Hill*  
*7-5-44*  
*DH*

cc:  
ComDesLant (with enclosure)  
Cinclant (via ComDesLant)

DECLASSIFIED  
Authority NDP 968133  
By BS NARA Date 10/18/96

1944 JUL 4 14 44

COMMANDER-IN-CHIEF  
FLAG OFFICE  
RECEIVED



~~CONFIDENTIAL~~

Care of Fleet Post Office,  
New York, New York,  
26 June 1944.

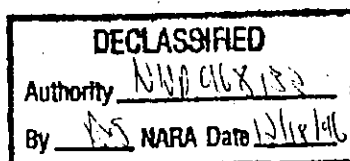
NARRATIVE ACTION REPORT OF BOMBARDMENT OF CHERBOURG, NORMANDY, FRANCE, 25 JUNE 1944, WITH TASK FORCE ONE TWENTY-NINE.

1. On 25 June 1944, the EMMONS, as part of Task Group 129.1 took part in the bombardment of the defenses of Cherbourg with Task Force 129. In compliance with references the following narrative report chronologically arranged is submitted.

- 0406 25 June - Underway from Portland Harbor, Portland, England in company with Task Group 129.1
- 0548 Took station in screen on port beam of fourth heavy ship, distance 400 to 500 yards, conforming to channel. Order of ships in column, U. S. S. TUSCALOOSA, U.S.S NEVADA, U.S.S. QUINCY, HMS GLASGOW, H.M.S. ENTERPRISE. The crossing of the English Channel was uneventful.
- 0810 Entered approach channel No. 1, previously swept by Task Unit 129.3.1.
- 1018 Entered Fire Support Area Number One and began patrolling northern and western sides of area at various speeds while cruisers and battleship established communications with shore fire-control parties and plane-spotting parties. No action occurred during this phase.
- 1158 Followed U.S.S. QUINCY down approach channel No. 3 to Fire Support Area No. 3.
- 1210 Shore batteries opened fire on mine sweepers sweeping lower part of Fire Support Area No. 3. Motor launches started laying smoke screen for mine sweepers obscuring all views of the beach.
- 1212 Cruisers began returning fire on enemy batteries. EMMONS changed course to eastward and started to take station in eastern part of fire Support Area No. 4 in accordance with ComDesRon 10 despatch 241855. While moving eastward had to come hard right to avoid collision with U.S.S. GHERARDI in smoke screen, GHERARDI backed hard to avoid. Proceeded to point north of Cap Ievi and reversed course to westward looking for targets of opportunity, maintaining general westerly heading at about 16,000 yards from the beach at storageway.
- 1258 Opened fire on small fort at eastern end of breakwater from which flashes of gunfire were observed. Target identified as Fort de l'Est (Coordinates O-160267 on Lambert Grid). First four salvos were indirect fire using ranges and bearings from Combat, opening range 16,000 yards, closed to 15,000, remaining salvos were direct fire, point of aim, using stereo ranges.

- 1 -

ENCLOSURE (A)





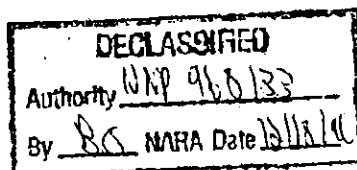


~~CONFIDENTIAL~~

U. S. S. EMMONS (DD457),  
26 June 1944.

NARRATIVE ACTION REPORT OF BOMBARDMENT OF CHERBOURG, NORMANDY, FRANCE, 25 JUNE 1944, WITH TASK FORCE ONE TWENTY-NINE. (Cont'd).

- 
- Target was crossed by first four salvos and on target on fifth and remaining salvos. Visibility was poor. On third salvo firing lead to gun four failed, necessitating "kicking out" the projectile from that gun. Casualty was restored after "cease firing" by renewing firing lock. No other casualties were experienced. About 1308 unknown shore battery opened fire on us and salvos began to come uncomfortably close although all were short. Retired to northward behind smoke from smoke pots dropped by U.S.S. RODMAN.
- 1313 Ceased firing at Fort de l'Est, having expended 64 rounds (32 rounds AA Common and 32 rounds Common). Many hits were obtained on target but effects are unknown. Target was not observed firing after we engaged.
- 1315 Heading on generally northwestern and western course at various speeds.
- 1345 Started laying smoke screen to landward of H.M.S. GLASGOW, and U.S.S. QUINCY who were being engaged by heavy shore batteries, using F.S. and funnel smoke, zigzagging on a southwesterly and westerly course. As we passed to west of QUINCY, battery which had been firing at her shifted to us, firing several two gun salvos. Two salvos were close misses off the port quarter.
- 1402 Ceased making smoke and retired to northward, various courses and speeds.
- 1427 Sighted mine dead ahead in approximate position 49°51.0'N, 01°39.2'W. During maneuvering to avoid mine drifted to eastward in heavy current and lost sight of it. Began search at steerageway for mine in order to destroy it.
- 1505 Received orders to form on main body and retire.
- 1509 Sighted mine again dead ahead about 600 yards. Maneuvered to close it and sank it with 20 MM and/or rifle fire. It did not explode. 20 MM seemed to bounce off it without effect.
- 1525 Rejoined main body retiring up swept channel and formed screen on port side.
- 1537 Secured from general quarters proceeding to Portland with Task Group 129.1.
- 2000 Arrived Portland without further incident.





~~CONFIDENTIAL~~

U. S. S. BACCHUS (DDG-57),  
26 June 1944.

RELATIVE ACTION REPORT OF BATTALMENT OF CHERBOURG, NORMANDY, FRANCE, 25 JUNE  
1944, WITH TASK FORCE ONE THIRTY-NINE. (Cont'd).

2. GENERAL COMMENTS:

(a) Extremely heavy tidal currents made navigation difficult. DEK was of no value but prominent coast line lent itself admirably to navigation by S.G. radar ranges and bearings.

(b) Enemy fire seemed much less effective when smoke was employed. Conditions for laying smoke were good and a combination of white (F.S.) and black (funnel) smoke appeared to be particularly effective.

(c) Attempts to sink a mine by 20 MM gun fire were ineffective. 20 MM slugs were seen to bounce from the mine case.

(d) Targets were observed at the following points but not engaged because of poor visibility, extreme range, or were already under fire:

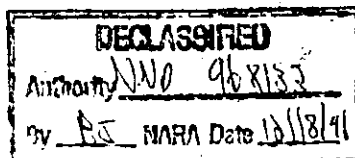
Target No.	Coordinates
308	081262
310	080263
-	006292
316	157242
322	149239

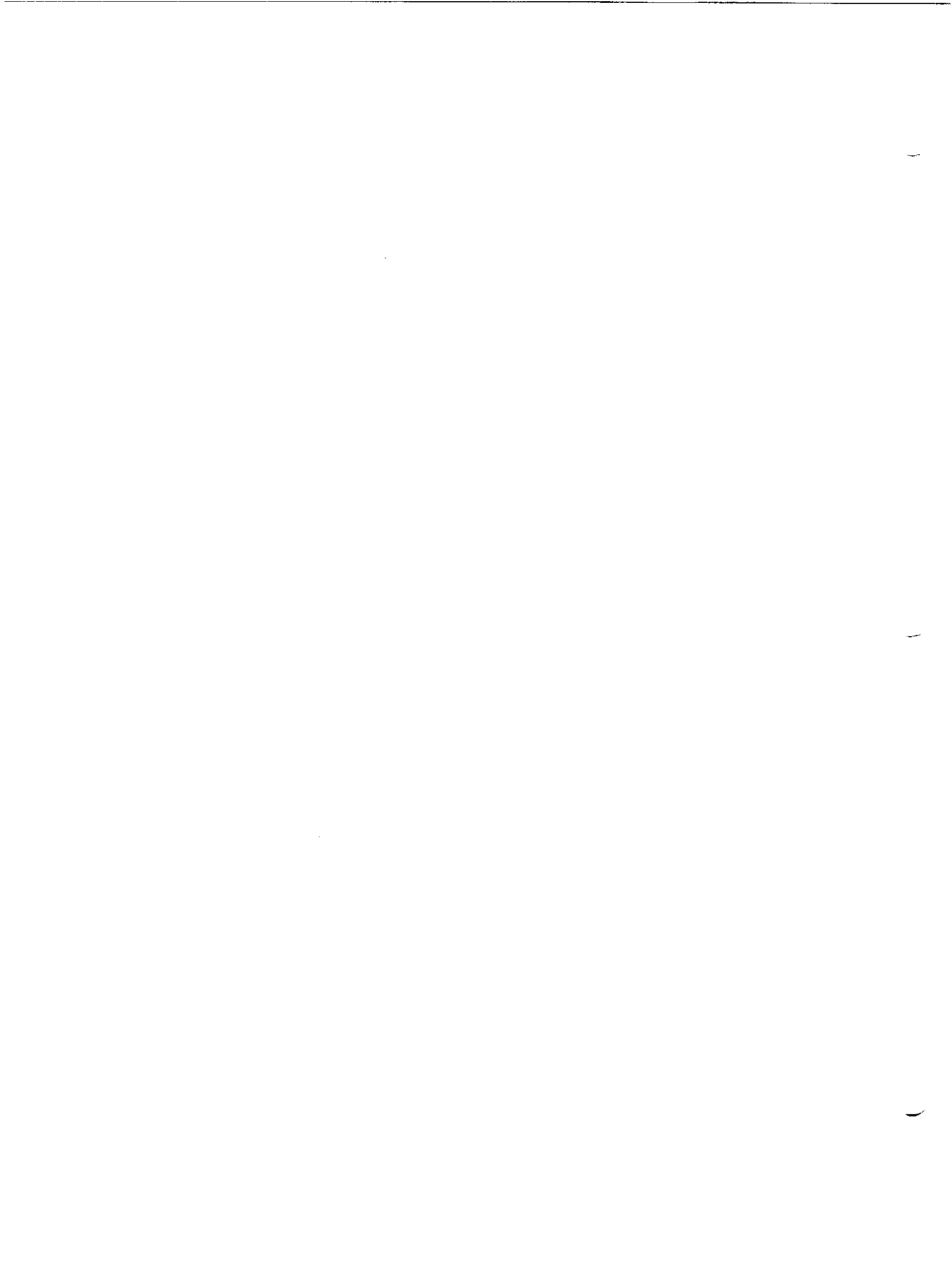
(e) No shore fire-control parties or air-spotting parties were assigned to this ship.

(f) Because of poor visibility and heavy enemy fire encountered the beach was not closed to effective reconnaissance range, except during smoke-laying operations. This is in marked contrast to the operations of D-day off the landing beaches where major batteries had been previously neutralized and destroyers could close the beach as close as their draft permitted to deliver effective counter-battery fire against medium and minor caliber shore installations.

- 3 -

ENCLOSURE (A)





ADDITIONAL SHEET

U. S. S. EDMONS (ED457)

Date 30 June, 1944

BILLINGSLEY, E. B., Commander - Mrs. Patricia M. Billingsley, (wife), 25 Prospect Place, New York New York.

FOSS, E. N., 2nd., Lieutenant Commander - Mrs. Winifred B. Foss, (wife), 134 Middlesex Road, Chestnut Hill, Mass.

BLAKE, E. C., Jr., Lieut (jg) - Mr. E. C. Blake, Sr., (father), 2234 State St., New Orleans, La.

WARNER, W. J., Jr., Lieut (jg) - Mr. William J. Warner, (father), 165 West Saint Joseph Street, Easton, Pa.

FRANCIS, H. K., Lieut (jg) - Mrs. Mary J. Francis, (wife), 3 Reid St., South River, N. J.

GRIFFIN, J. J., Jr., Lieut (jg) - Mrs. John J. Griffin, (mother), 148-15, 87th Road, Jamaica, Long Island, N. Y.

KENNEDY, G. R., Lieut (jg) - Mrs. Marial M. Kennedy, (wife), 558 Lafayette Ave., Brooklyn, N. Y.

MENAUGH, T. H., Lieut (jg) - Mrs. Maryln H. Menaugh, (wife), 1437 Estes Avenue, Chicago, Ill.

HORWITZ, D., Lieut (jg) - Mrs. Lena Horwitz, (mother), 362 Euclid Ave., Elmira, N. Y.

GILLIGAN, J. J., Ensign - Mr. Harry J. Gilligan, (father), 2812 Ambleside, Cincinnati, Ohio.

MERRILL, R. F., Ensign - Mrs. Betty Jane Merrill, (wife), 211 South Catherine St., Mobile, Ala.

SMITH, H. B., Jr., Ensign - Mrs. Suzanna K. Smith, (mother), 570 Fort Washington Ave. New York, N.Y.

SWEENEY, K. F., Ensign - Mrs. Emma L. Sweeney, (mother), 65 Hicks Lane, Great Neck, N. Y.

TAYLOR, B. W., Ensign - Mrs. Virginia W. Taylor, (wife), 3334 N. E. 59th Avenue, Portland, Oregon.

JONES, J. V., Ensign - Mrs. Ellanor Seymour Jones, (mother), 1106 El Camino Real, Burlingame, Calif.

STEADMAN, A. W., Ensign - Mrs. Frederick W. Steadman, (mother), 108 South St., Northampton, Mass.

SHEERAN, J. J., Ensign - Miss Kathleen Sheeran, (sister), Poughquag, N. Y.

FISHER, O. R., Ensign - Mrs. Edith Fisher, (wife), 49 Grove St., New York, N. Y.

DAVIS, G. R., Machinist - Mrs. Edith Ruth Davis, (wife), 2933 W. 25th St., Brooklyn, N. Y.

ELLIOTT, R. T., Jr., Ensign - Mrs. Helen Josephine Elliott, (mother), 402 Fulton St., Riverton, N.J.

NELSON, H. F., Ensign - Mrs. Harriet Duncan Nelson, (wife), 1100 Harvard Ave., Claremont, Calif.

WILLIAMSON, C. R., Lieut (jg) - Mrs. Anne M. Williamson, (wife), 39 Grove Hill Park, Newtonville, Mass.

\*On board for temporary duty.

Approved:

E. B. BILLINGSLEY, Comdr., USN,  
Commanding.

Examined:

*E. N. Foss*  
E. N. FOSS, 2nd., Lt. Comdr., U. S. N. Navigator.



U.S.S. Emmons (DD-457)

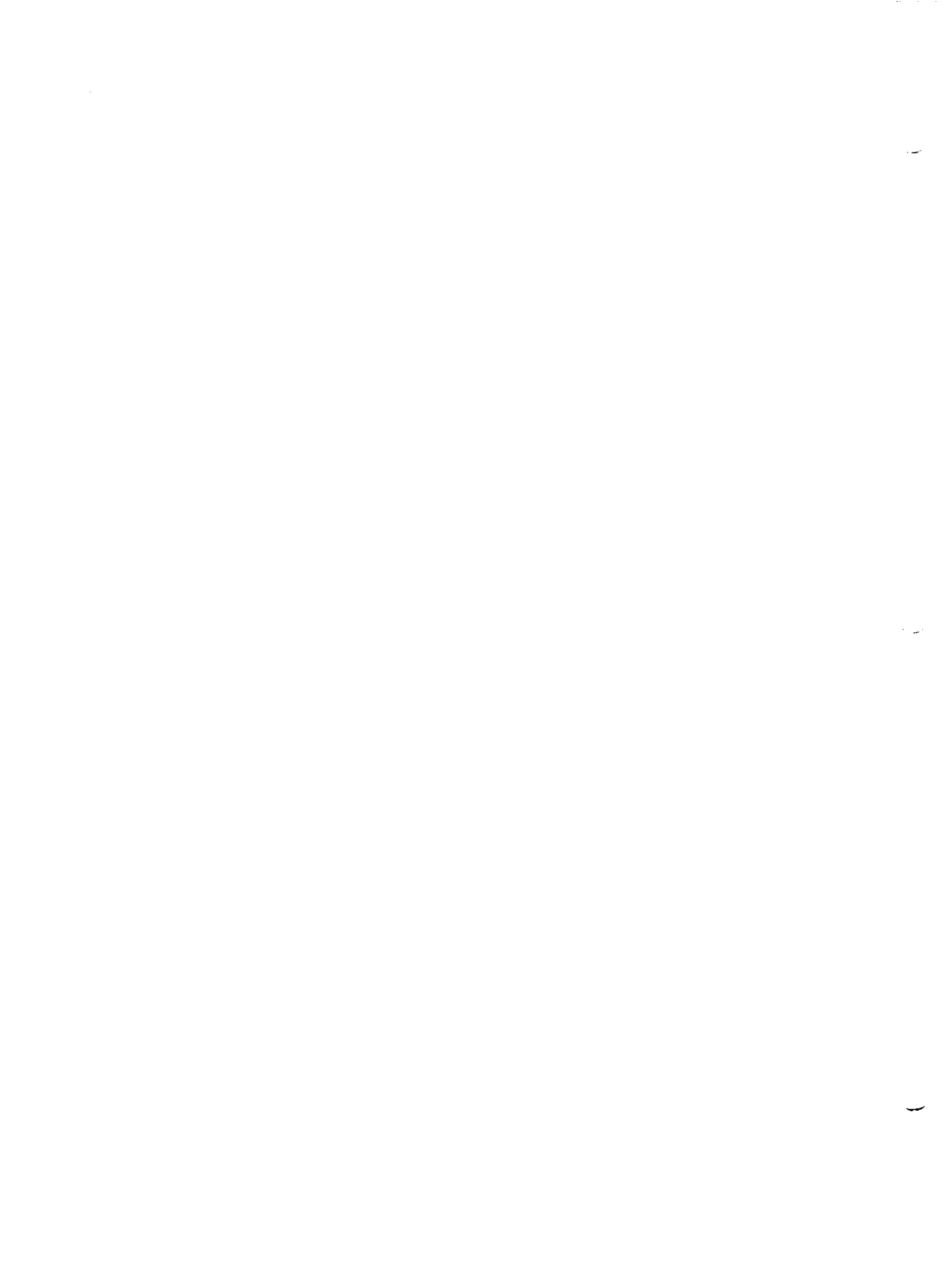
Muster Roll of the Crew, 30 June 1944<sup>1</sup>

ABERNETHY, Ralph A., Jr.	Y2c	CULKIN, Edward T.	MM2c
AKERS, Eugene C.	F1c	CURRY, Donald B.	RM2c
ALLBAUGH, Edward D.	S1c	DAVIS, William E.	CPHm
ALLEN, Carl C.	GM1c	DAY, Robert L.	RM3c
ANDREWS, Charles E.	S2c	DEANS, Bartley (n)	S2c
ANTHONY, James A.	GM1c	DEESE, Billy R.	S2c
AYER, Donald W.	BM2c	DELVE, Paul H.	MoMM2c
BASILE, Frank J.	S2c	D'ENTREMONT, Stanley J.	F2c
BATES, Rupert E.	WT3c	DEVALENTINO, Nacey J.	S2c
BECK, Clifford W.	SC2c	DEVERELL, Roy I.	FC2c
BENFORD, Michael W.	S1c	DEVERS, John H.	RdM1c
BILGER, Frederick A.	F2c	DIEHL, Raymond M.	FC1c
BLAIR, Walter D.	S1c	DIRUBBIO, Anthony (n)	MM2c
BLOOM, Monroe H.	S1c	DODD, Paul F.	WT2c
BLUME, Paul F.	S2c	DODZIK, Andrew J.	SoM2c
BLUMER, Arthur L.	S1c	DOLASKY, William E.	SoM2c
BOETTCHER, Herman M.	S1c	DONALDSON, John L.	S2c
BORDER, George C.	F1c	DOWD, Charles W.	CRM
BORELLI, John V.	S2c	DOWELL, Robert (n)	StM2c
BOWER, Harry T., Jr.	S1c	DOZIER, Jessie L.	S2c
BOYLE, William J.	S2c	DWYER, Harold B.	CTM
BOYSIEWICK, Walter (n)	S1c	EDELMAN, Jack (n)	S2c
BRAUM, Robert A.	MM3c	ELLSWORTH, Richard J.	MM1c
BRILL, David W.	S2c	ESPOSITO, Anthony S.	S1c
CAIRL, Frank R., Jr.	F2c	FECTEAU, Charles (n), Jr.	S2c
CALNAN, George F.	GM3c	FETTERHOFF, Charles B.	MM2c
CAMPBELL, Robert L.	F1c	FLANAGAN, John J.	BM2c
CARACCIOLA, Joseph P.	S1c	FLYNN, Patrick J.	S2c
CARNELL, Granklin E.	S2c	FONTANA, Gregory A.	WT1c
CARNER, Robert L.	F1c	FOUST, James D.	F1c
CARTER, George P.	S2c	FRANKLIN, Edison F.	S2c
CASSELL, Joseph A.	F2c	FRANSECKY, Donald G.	S2c
CAUDLE, Theodore F.	F2c	GANDY, Earl J.	FC2c
CHADSEY, William L.	RM3c	GLUTTING, Robert J.	WT2c
CHANTLIN, Clarence (n)	StM2c	GOCELLA, Joseph A.	S1c
CHARA, Paul J.	S1c	GRANA, Louis (n)	Bkr3c
CIELENSKI, Henry S.	S1c	GREENLAW, Edward E.	WT2c
COLE, Donald G.	SK3c	GRIBBINS, Phillip J.	MoMM3c
COLLIN, Charles R.	RdM3c	GRIECO, Julius R.	MM1c
COLWECK, Roy H.	S1c	GUTHRIE, Robert E.	CM1c
COMALANDER, John S., Jr.	S2c	HAIRSTON, Daniel W.	StM2c
COOPER, Russell F.	CWT	HANSHAW, Evertt A.	S1c
COPELAND, William D.	SM3c	HARDY, Charles W.	SM2c
COPPOLA, Arthur J.	S2c	HAUGHNEY, Luke J.	SC3c
CORDREY, Charles O.	GM3c	HAUS, Clarence (n)	CMM
CORNETTA, Edwin J.	F2c	HEATH, Harold J.	MM1c
CORTISS, Warren W.	S2c	HEBERT, Philip B.	S1c
COUGHENOWER, William E.	EM2c	HECK, Kenneth E.	S1c
COWLEY, Charles T.	S1c	HENWOOD, William E.	F1c
CRAWLEY, William F.	MM1c	HERLING, Edward H.	S2c
CREMEANS, Leonard L.	S1c	HERRON, George H., Jr.	GM1c
CRUZ, Sherwood A.	F2c	HOBART, Earl C.	S2c





HOFFMAN, Edwin L.	QM3c	McGEOGH, Archibald W.	EM3c
HOLLAND, Herbert F.	RM1c	McGlaughlin, Ira E.	TM2c
HORVATIN, Rudolph J.	S1c	McLAUGHLIN, Michael J.	MM3c
HOWE, Hudson G.	RM3c	McLEAN, Burl D.	S1c
HUBAL, Joseph P.	Bkr3c	McMICHAEL, Grover T.	SoM3c
HUDSON, Louis P.	FC3c	MEHLE, John C.	MM3c
HUNKELE, George E., Jr.	S1c	MELKUNAS, Charles P.	SF3c
HUNTER, Robert E.	S2c	MELLEY, Harry J., Jr.	S1c
IGOU, Frederick L.	S1c	MESCO, Emmett, F.	RT2c
INFANTO, O'Neil L.	S2c	MIERZWA, Stanley J.	CMM
IRISH, Vaughn L.	WT3c	MONTE, Joseph D.	S1c
IRONS, Earl J., Jr.	S2c	MOONEY, James A., Jr.	SK3c
JACOBY, Philip A.	GM2c	MOSLEY, Roosevelt (n)	CK3c
JENSEN, David (n)	GM2c	NEEL, Allen P.	GM2c
JESSEN, Jes R.	Y3c	NEMES, Frank (n)	F1c
JOHNSON, Arnold S.	EM3c	NEWMAN, Ralph W., Jr.	S1c
JOHNSON, Joseph E.	GM2c	NEWTON, Richard H.	S2c
JOLLY, Armand J.	GM3c	NICHOLS, Robert F.	SoM1c
KANARIAN, Paul (n)	MM2c	NICHOLS, Thomas H.	S1c
KELLER, Charles L.	SM3c	NIEBLING, James M.	S2c
KENNEDY, Chester H.	GM2c	NIX, William (n)	S1c
KENNEDY, George T.	PhM3c	NOLL, William F.	S2c
KESSLER, Jack L.	S2c	NUGENT, James L.	CWT
KICHLINE, John A.	WT1c	O'BRIEN, Roy W.	SC3c
KIDD, Richard E.	BM2c	O'LEARY, Patrick C.	F2c
KISER, Martin R.	RT1c	ORTON, Thomas D., Jr.	SK2c
KOHL, Cleo R.	SoM3c	OTTO, Warren P.	RdM3c
KORNEY, James (n)	WT3c	OULD, William R.	MM1c
KRAGTORP, Alvin O.	GM1c	PALICKI, Steven S.	S2c
KROM, Edwin J.	S2c	PANGBURN, Daniel H.	S1c
KUBANY, Milan J.	Y3c	PARMENTER, Charles F.	WT3c
LAJEUNESSE, Arsene L.	F2c	PARMENTER, Stanley A.	F1c
LAKIN, Louis E.	SoM2c	PARRINELLO, Frank (n)	S1c
LA ROCCA, Anthony M.	F2c	PARSLER, George	MM2c
LARSEN, Edward J.	F2c	PASQUALE, Michael J.	SC3c
LAWLOR, Frank J.	F2c	PATERNITI, Joseph P.	S2c
LAZZATI, John L.	S1c	PATERNO, Andrew P.	S2c
LEISTMAN, Harold R.	GM2c	PATTON, William R.	F1c
LETSON, Robert B.	EM3c	PAULIK, Andrew	S2c
LEWIS, Simeon C.	CCStd	PEASE, Maurice E.	S2c
LINKEWICZ, Peter A.	MM2c	PETERS, Horace Q.	WT3c
LONERGAN, John J.	S2c	PFEUFFER, Henry W.	S2c
LOVELESS, Donald R.	BM2c	PIETROBONO, Louis J.	MM1c
MADDEN, Howard C.	Ptr3c	PIRRELLO, Joseph S.	S2c
MALLOWAY, John S.	BM2c	PISZCZEK, Joseph A.	S2c
MALONEY, Richard W.	WT3c	POSEY, Eugene L.	S1c
MANNINEN, Robert P.	S1c	POWELL, Martin S.	StM2c
MANNING, John P.	MM3c	QUINN, Raymond F.	GM3c
MARTIN, Robert V.	S1c	QUINSEY, Joseph H.	WT2c
McCARTHY, John P.	GM3c	RANSOM, Earl R.	MM1c
McCOLLISTER, Donald A.	RM2c	REA, William J.	FC3c
McCONNELL, Thomas (n)	S1c	REGISTER, Bert (n)	SoM3c
McCONNELL, William J.	S1c	REID, Robert R.	MM2c
McDANIEL, Robert W.	CMM	REYNOLDS, Edward L., Jr.	RM3c



RHUE, Clyde R.	Y3c	TEODORCZYK, Sigismund S.	F1c
RICHARDS, Francis E.	RM3c	TER BOSS, Francis G.	RdM3c
RINGENBERG, James D.	S2c	TERENSKY, Joseph, Jr.	TM3c
RISKUS, Albert E.	QM2c	THOM, Albert (n)	SC1c
ROBBINS, James E.	StM2c	THOMAS, William J.	MM3c
ROBERTS, William J.	QM2c	THOMPSON, Henry O.	CQM
ROBINETTE, Shufford J.	S1c	THOMPSON, John B.	TM2c
ROBINSON, Quentin E.	RdM2c	TIERNEY, Raymond M.	RdM3c
RUSH, Kenneth E.	MM1c	TILLMAN, Eddie C.	EM3c
RYAN, Lawrence P.	WT2c	TINKOVICZ, Peter J.	TM2c
SACCO, Emil (n)	TM3c	TITKO, Edward (n)	MM2c
SCAMMACCA, Salvatore J.	SoM3c	TOMPKINS, Arthur O.	S1c
SCHRAFF, Robert P.	WT1c	TOOHEY, Richard H.	CM3c
SCHULTZ, Robert J.	FC1c	TOSTANOSKI, Edward N.	Cox
SEREW, George E.	S1c	TRIPODI, Vincent F.	RdM3c
SHEA, Robert A.	RM3c	ULMER, Thomas J.	RdM3c
SILVA, Manuel C., Jr.	S1c	ULRICH, Arthur G.	Cox
SIMONEAU, Edgar R.	S1c	VEAL, Clyde C.	WT2c
SIMONEAU, Gerard J. B.	CM3c	WHITSON, Leland A.	SF1c
SINCLAIR, Theodore E.	SC3c	WHYNOT, Harold W.	S1c
SMITH, Ralph D.	BM2c	WILCZNESKI, John P.	S1c
SOFRANKO, Joseph P.	Y1c	WILDER, Raymond L.	S1c
STANTON, James R.	StM2c	WOLF, Kenneth E.	GM2c
STEVENSON, Allen W.	CEM	WOODNICK, Joseph E., Jr.	GM3c
SURETTE, Leonard J.	Cox	WYNN, Harry W.	CSK
SYNOSKY, Steven (n)	M2c	YECKE, Donald L.	Bkr2c
TARTAR, Julius (n)	MM1c	YOUNG, Harold (n)	S1c
TAUBERT, Gustave A., Jr.	MM2c	ZACHA, James M.	EM2c
TENEROWICZ, Thaddeus T.	MM3c	ZERINGUE, James J.	FC1c

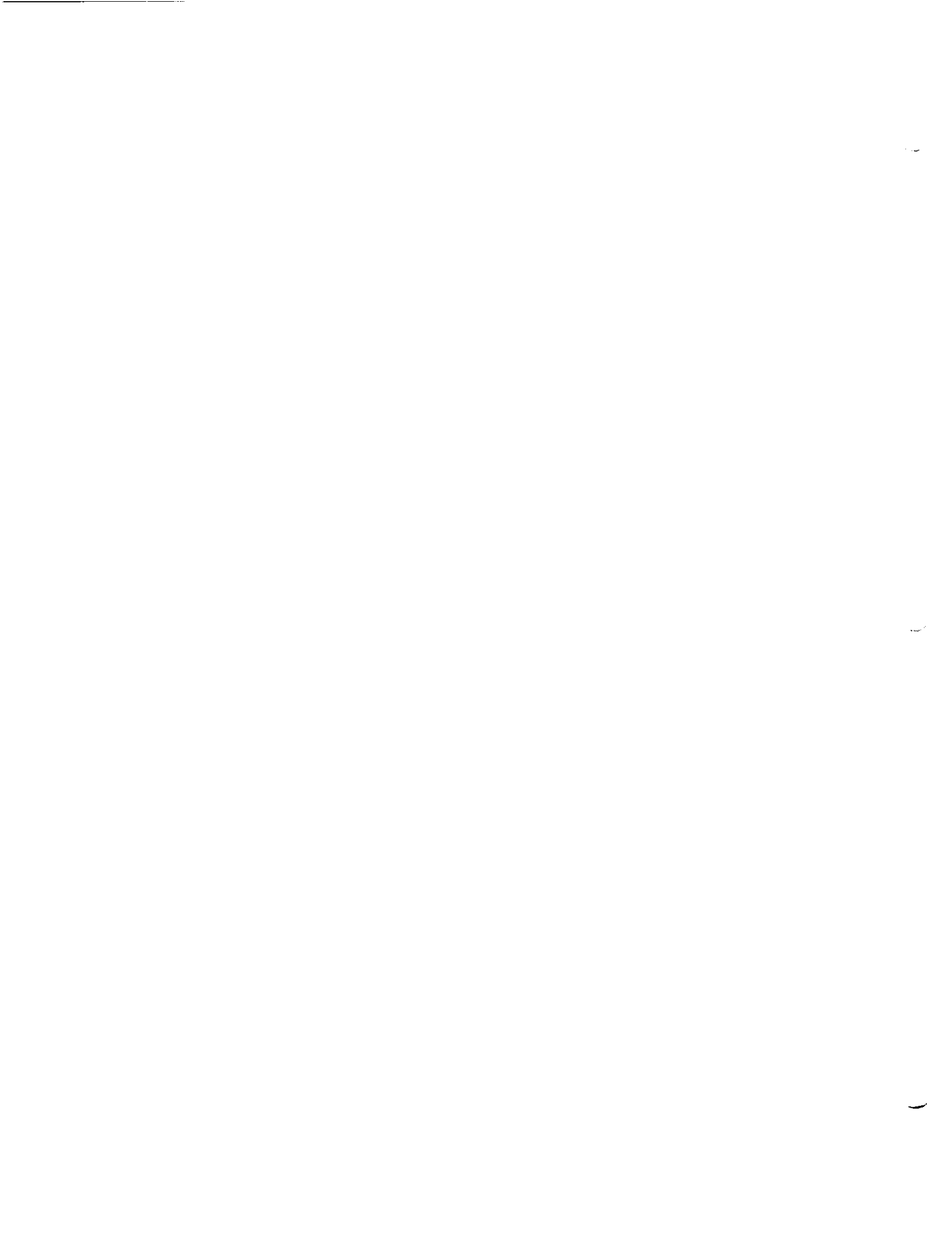
\* \* \* \* \*

Enlisted complement on 30 June 1944: 270

\* \* \* \* \*

1 On microfilm at the National Archives.

E. A. Wilde, Jr.  
August, 1997



**CONFIDENTIAL**

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**ACTION REPORT**

USS EMMONS

DD 457

SERIAL 034

17 AUGUST 1944

ACTION REPORT FOR U.S.S. EMMONS FOR PERIOD 11  
AUGUST THROUGH 16 AUGUST 1944.

PART OF TASK GROUP 85.12 STATIONED IN FIRE  
SUPPORT AREA SIX OF POINT SARDINEAU-CAPE SAN  
TROPEZ DELTA ASSAULT AREA

**OFFICE OF NAVAL RECORDS AND LIBRARY**



DDI 57/A16-3/jrj  
Serial 034

U. S. S. EMMONS (DDI 57),  
Care of Fleet Post Office,  
New York, New York,  
17 August 1944.

C-O-N-F-I-D-E-N-T-I-A-L

From: Commanding Officer.  
To: Commander in Chief, U. S. Fleet.  
Via: (1) Commander Task Group 85.12.  
(2) Commander Task Force 85.  
(3) Commander Task Force 81.  
(4) Commander Naval Forces Northwest African Waters.

Subject: Action report for U.S.S. EMMONS for period 11 August through 16 August 1944.

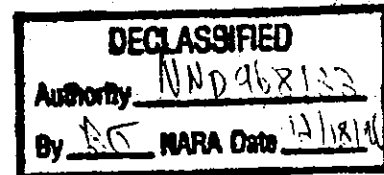
References: (a) Art. 712 U.S. Navy Regs. 1920.  
(b) Appendix 7 to Annex "T" to CTF 85 Operation Plan 3-44.

Enclosure: (A) Subject action report.

1. In accordance with references, enclosure (A) is forwarded. This report includes the report of the Executive Officer required by reference (a).

E. B. BILLINGSLEY.

cc: Advanced copy to ComInCh.  
CDS 10.

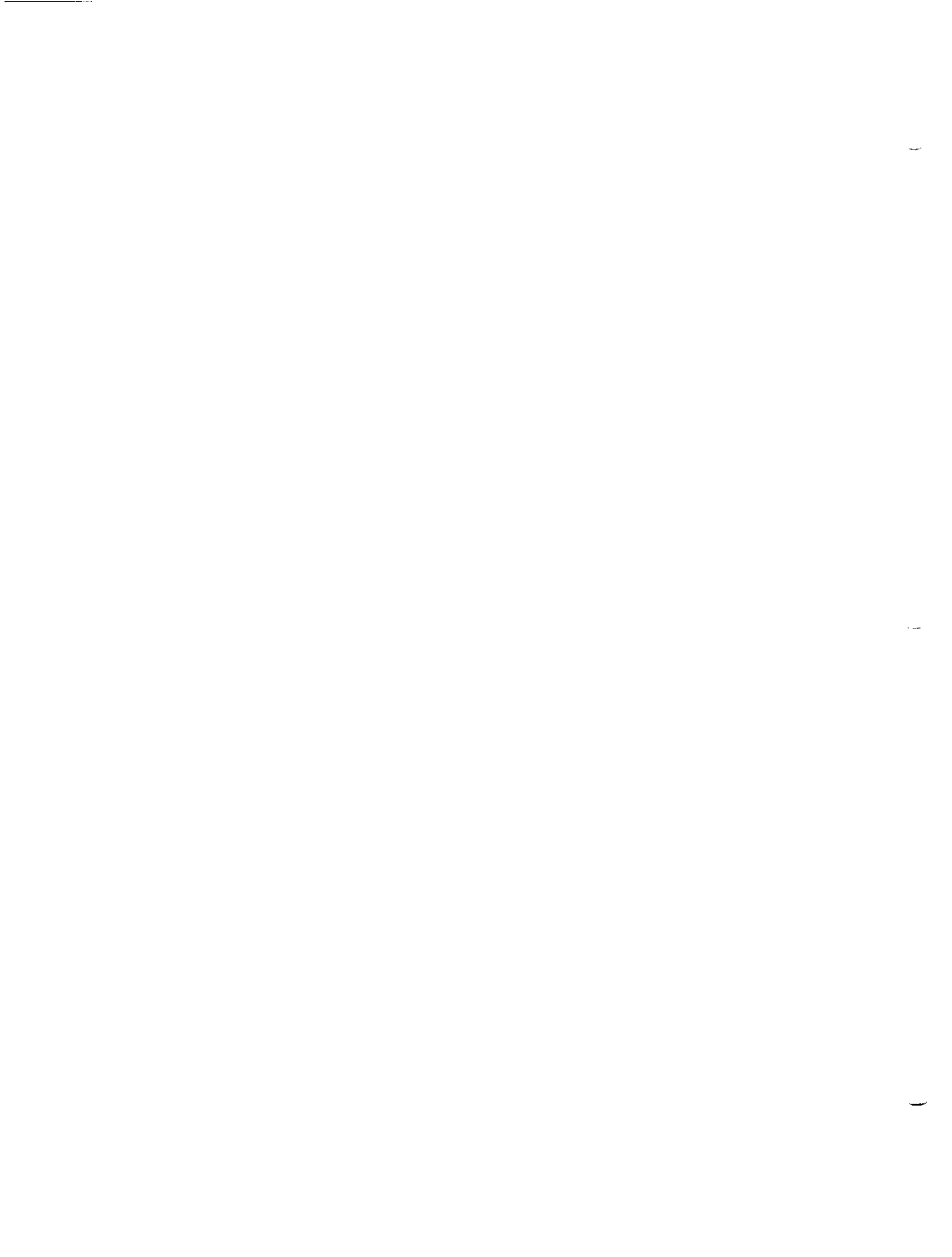






ACTION REPORT OF U. S. S. EMMONS DURING  
PERIOD 11 AUGUST, THROUGH 16 AUGUST 1944.

1. In company with units of Task Group 85.12 (less F.S. Le MALIN, Le FANTASQUE, Le TERRIBLE) U. S. S. EMMONS sailed from Taranto, Italy on 11 August, via route prescribed, and made rendezvous on 12 August off Bizerte with the three above mentioned French Destroyer Leaders. At 1800B, 14 August the Task Group joined assault convoy SF-1A northwest of Corsica as scheduled. Course was set for the central assault area.
2. At approximately 0500B, 15 August Task Group 85.12 (Gun Fire Support Group) was detached to take up fire support stations. At 0645 EMMONS was on station in fire support area six, approximately 3200 yards bearing 090° from Point Sardineau. At 0639 12 rounds 5"/38 were fired at target P-39 on Cape San Tropez on report that this target had opened fire. No evidence of activity from this target had been observed by us however. At 0650 scheduled shore bombardment commenced on beach area from Point Sardineau northward to southern limits of yellow beach. Bombardment was lifted at 0753 and the first boat wave landed on time at 0800.
3. Fire was by director control, master pointer key. Range varied from 3200 to 4500 yards. Visual cuts to establish ship's position were readily obtained. A total of 479 rounds 5"/38, comprising 380 rounds AA common and 99 rounds common, plus 350 rounds 40MM, were fired. No return fire whatever was encountered. As could be observed, the beach targets were well covered. The weather was clear with some ground haze, sea calm, wind force one from northeast, wave swells 6 inches, no observable current. Owing to restricted fire support area, the ship did not maneuver.
4. During shore bombardment phase, heavy air bombardment, plus concentrated fire from other bombarding vessels including LCC's, LCG's, LCT(R)'s and Woofuses was also in progress and observation in the beach area was difficult due to dust and smoke.
5. Shore Fire Control Party No. 25 landed with second wave, promptly established communications, and proceeded rapidly inland with their troops. At 1526, 32 rounds 5"/38 AA common were fired on call from this party at a suspected enemy OP in coordinates U472260, initial range 8200 yards. Target was reported destroyed. Thereafter the SFCP moved inland out of gun range and no further calls for fire support were received.
6. During the evening the gun fire support group retired to seaward and at 2100B a single JU-88 plane was taken under fire with 44 rounds 5"/38 and 48 rounds of 40MM with no observable damage. The Task Force returned to the assault area early on 16 August but no further calls for fire support were received from our SFCP. The Task Force was relieved on that date by CTF 85 and retired on Italian ports.

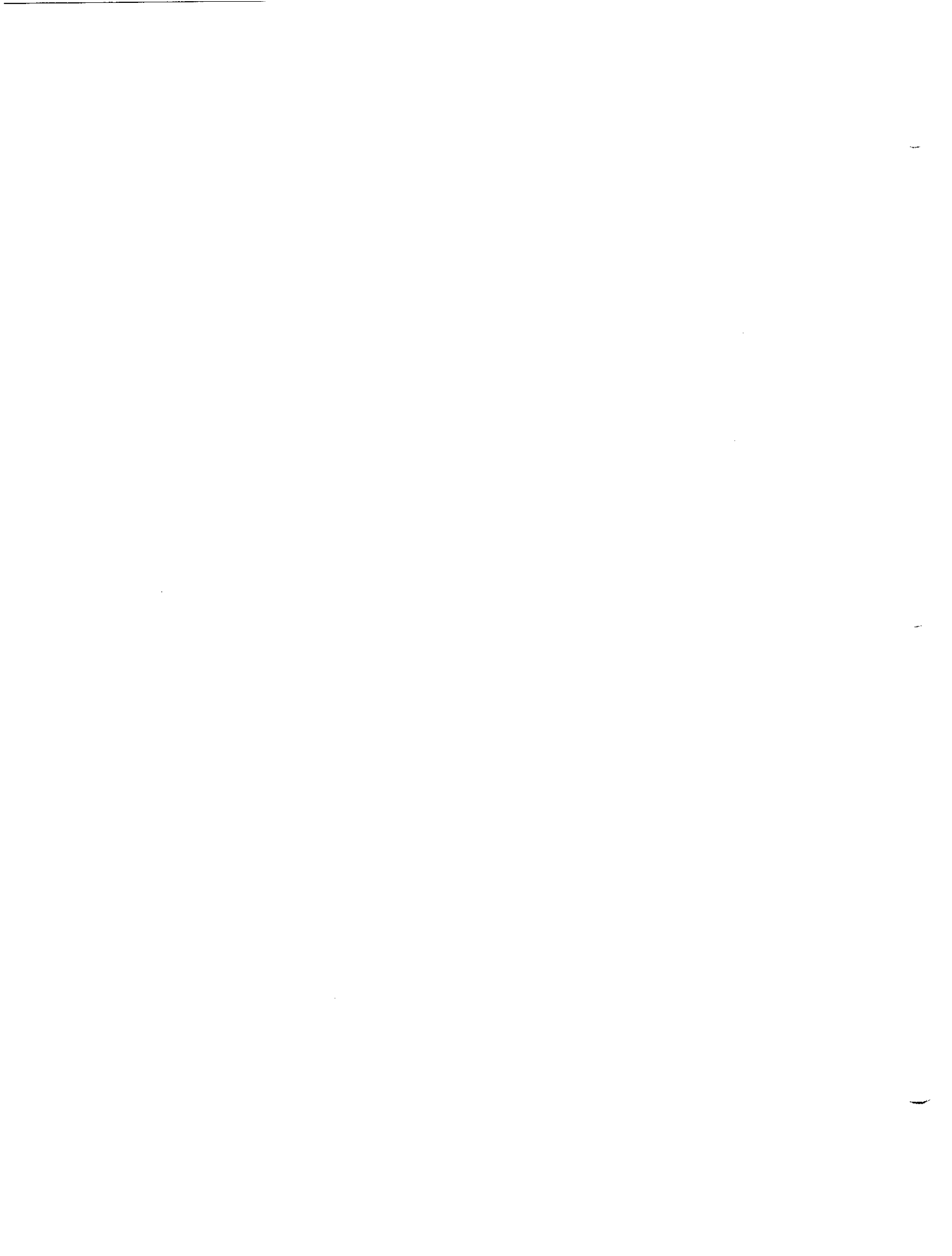


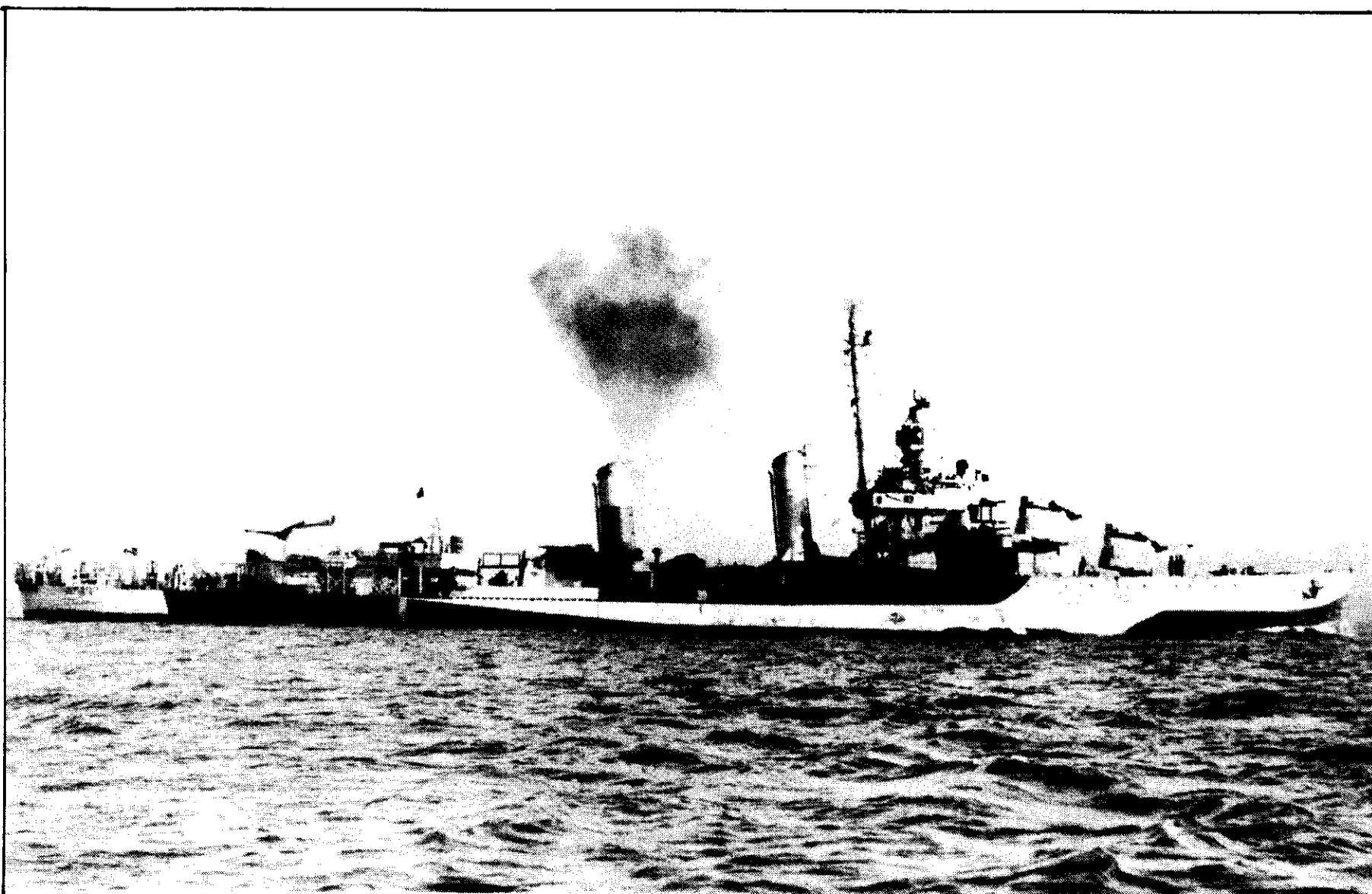
CONFIDENTIAL  
DDI57/A16-3

ACTION REPORT OF U. S. S. EMMONS DURING  
PERIOD 11 AUGUST, THROUGH 16 AUGUST 1944 (cont'd).

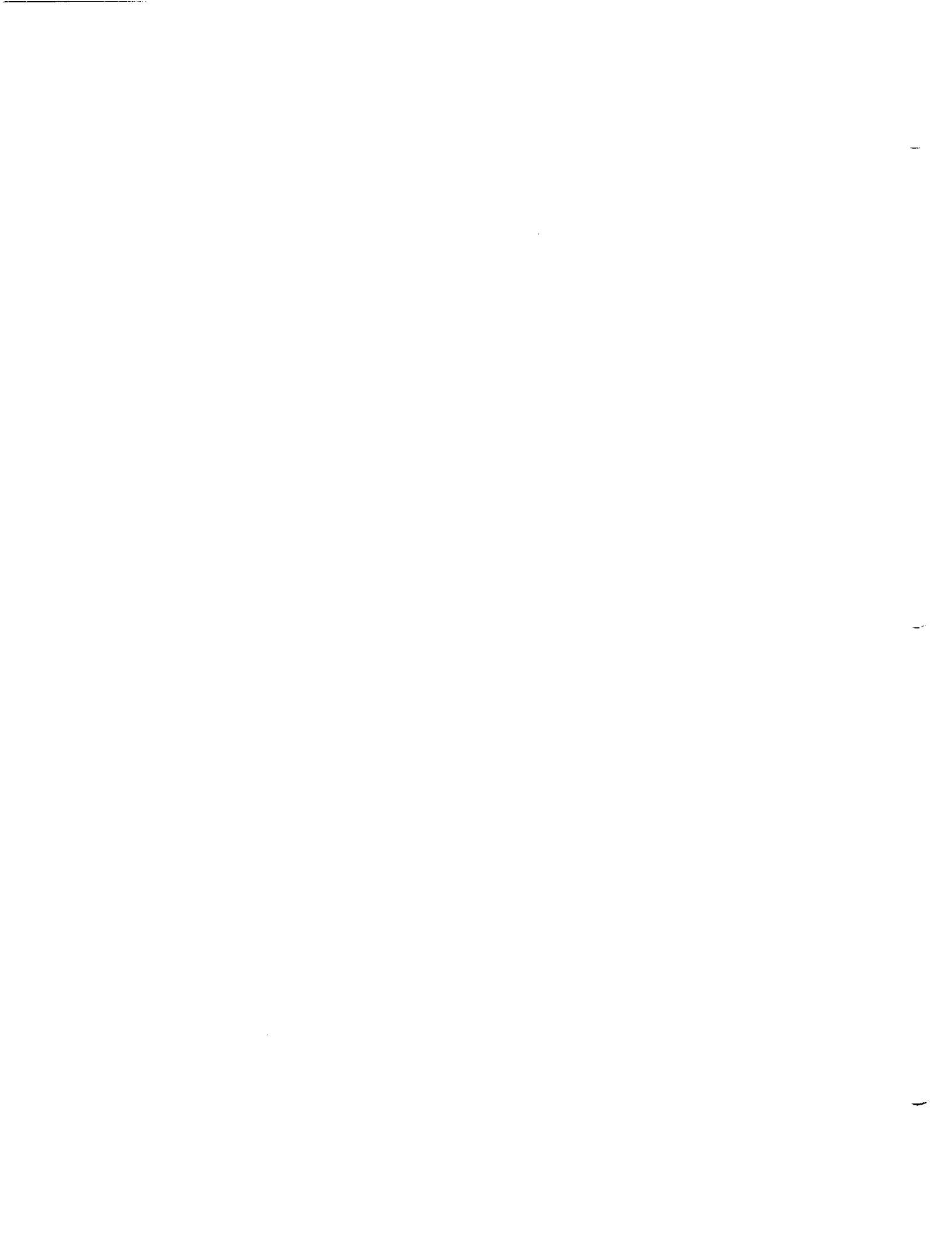
COMMENTS AND RECOMMENDATIONS

7. One thousand rounds of long range (12 second) 40MM ammunition were taken on board prior to departure. This ammunition is well fitted for counter-battery fire against small pill boxes, machine gun nests, and minor beach defenses providing ship is close enough for proper observation.
8. At least two pairs of high power binoculars, preferably 10x50 or higher magnification, would be most useful for observation. One of our missions in addition to beach bombardment was to insure that target P-39 on Cape San Tropez did not open fire. The 7x50 binoculars available were not adequate effectively to observe the neighborhood of these enemy emplacements, especially during periods when sun was behind target.
9. All ordnance, radio, and radar equipment operated faultlessly except as noted below. Gun fire shock gave no trouble except that hydraulic lines to elevating gear in guns #1 and #4 split. This same trouble occurred during Normandy invasion. Repairs were effected during firing and no interruption of gun fire was caused. The scheduled gun fire was delivered as planned with no other casualties and with all hands carrying out their assigned duties in a highly satisfactory manner.
10. The operation plans with supplementary material were fully adequate and allowed no conflict in their fulfillment.





*The Emmons' sister ship, the U.S.S. Rodman (DMS-21) (ex-(DD-456)), in Boston Harbor on 17 December 1944, showing how these ships looked after they were converted from destroyers to high-speed minesweepers able to sweep a 150-yard swath at 15 knots. Note the two minesweeping davits aft. The after 5-inch gun (No. 4) was removed during this conversion to make room for sweeping gear, and the torpedo tube mount between the stacks was landed. Also removed were two 24-in. searchlights and four depth-charge projectors. The Emmons was redesignated DMS-22 on 15 November 1944. (Official U.S. Navy Photograph.)*



Excerpt from Battle Report: The End of an Empire\*

Minesweeping has always been a sweaty, unglamorous - but necessary - business. Before the sleek, powerful ships - those which accumulate the praise and the glory - can move into a newly won harbor, or even before they can nose close to enemy-held shore for bombardment, a safe path of approach must be cleared by the dogged little sweepers.

It is always the minesweeps that spearhead an invasion; it is always the minesweeps that open up the vital gap through which the amphibious forces pour their massed weight. And it is almost always a minesweep that gets sunk first.

Back and forth they go, in slow orderly formation, dragging their long tails of magnetic cable behind them, streaming their paravanes to port and starboard, and rattling out sounds like a riveting machine from the trip-hammer mechanism beneath their bows. Thus all kinds of mines - magnetic, contact, and acoustic - are cut from their moorings or detonated.

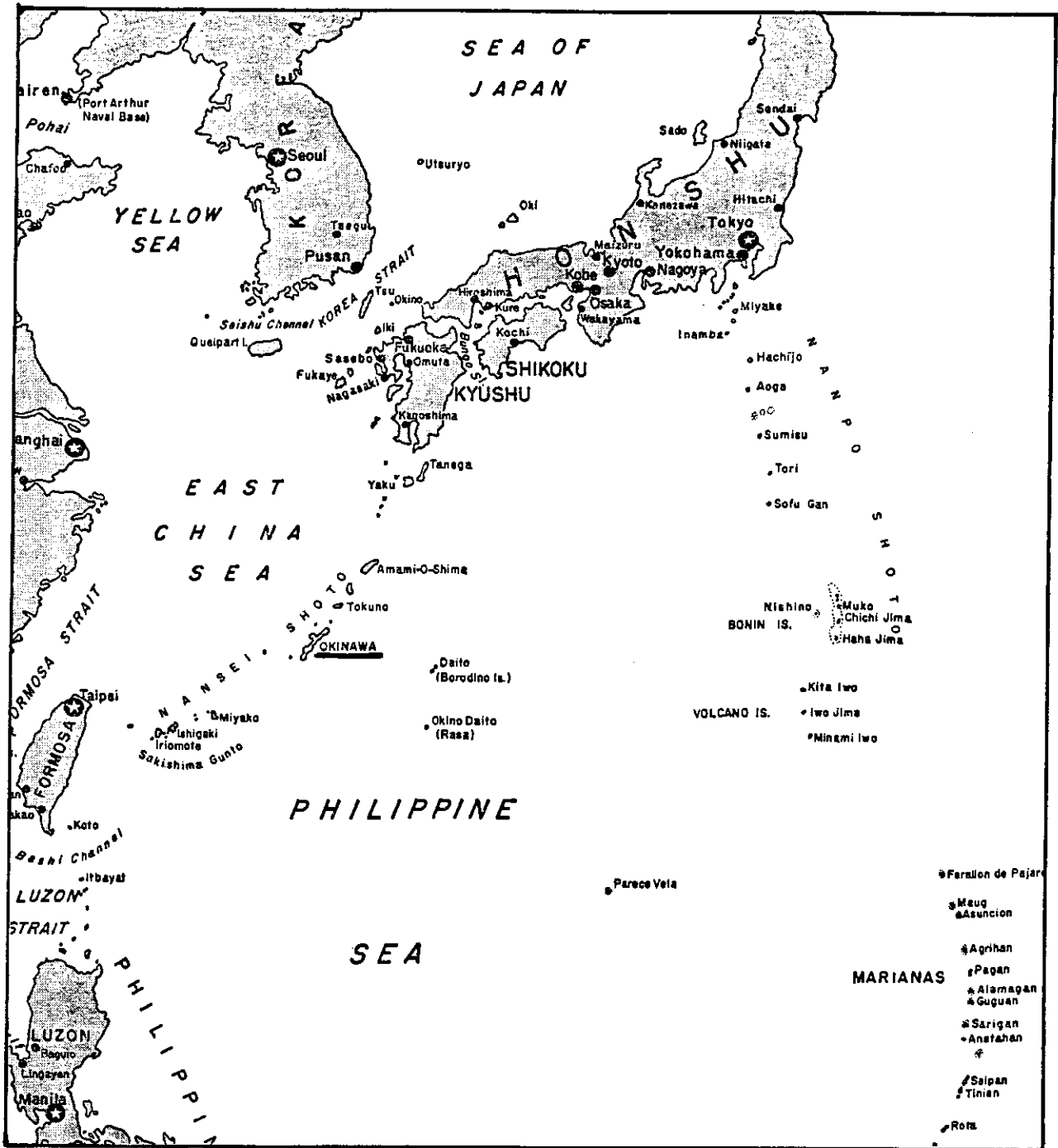
It is hard work, always nerve-shatteringly noisy, and frequently hull-shatteringly dangerous.

\* By W. Karig, R. L. Harris and F. A. Manson. (New York: Rinehart, 1948), p. 294.





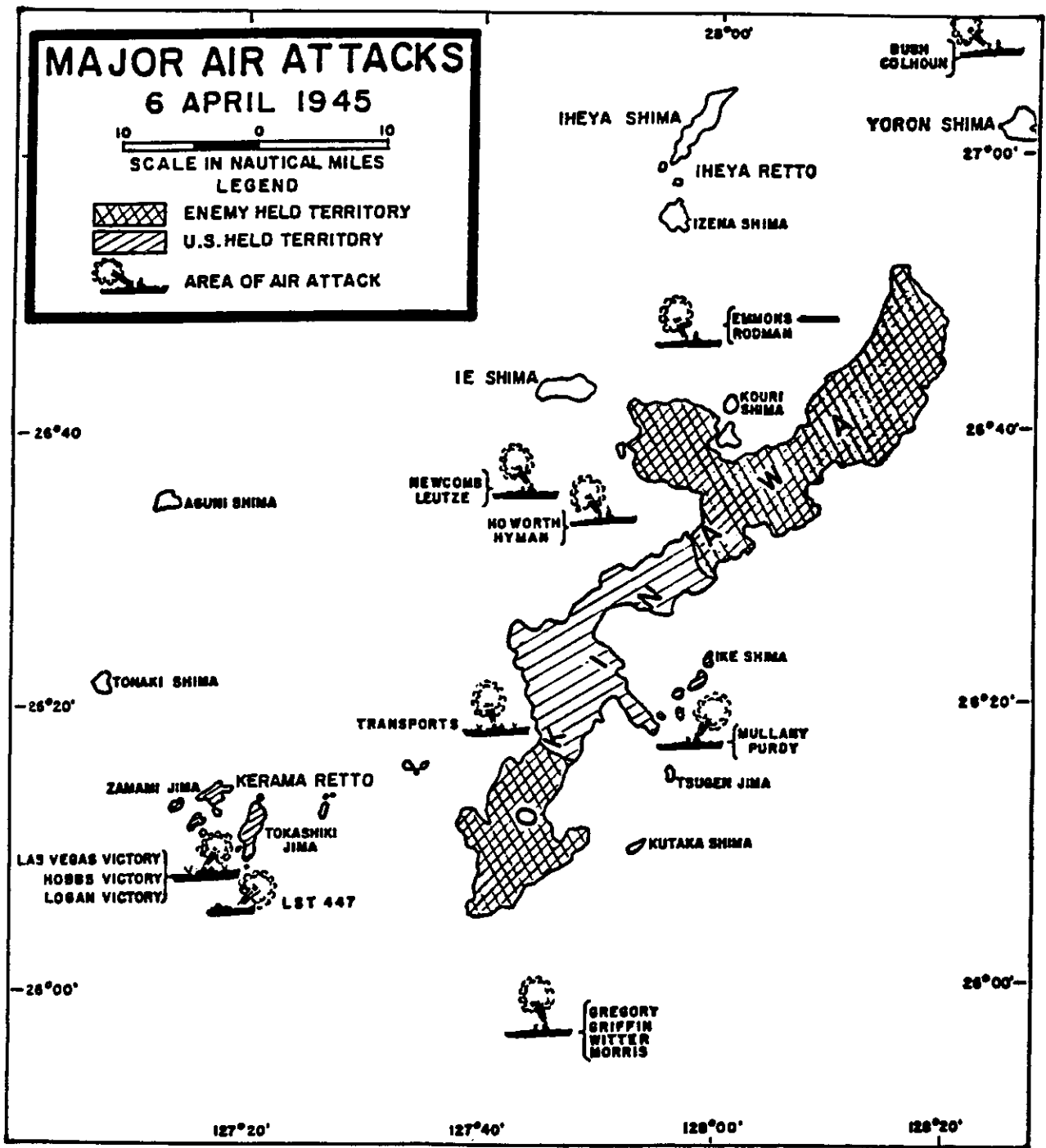
Northwest Pacific, Showing the Approaches to Japan



The Pacific War's final campaign - and the Emmons' final battle - was at Okinawa, 300 miles south of the Japanese home island of Kyushu. Okinawa was invaded on 1 April 1945 because the Allies needed a major air and naval base for the assault on Japan, planned for later in the year. There were five airfields in this island group and two protected bays on the main island's southeast coast - plus a large sheltered anchorage at Kerama Retto, 15 miles to the west.

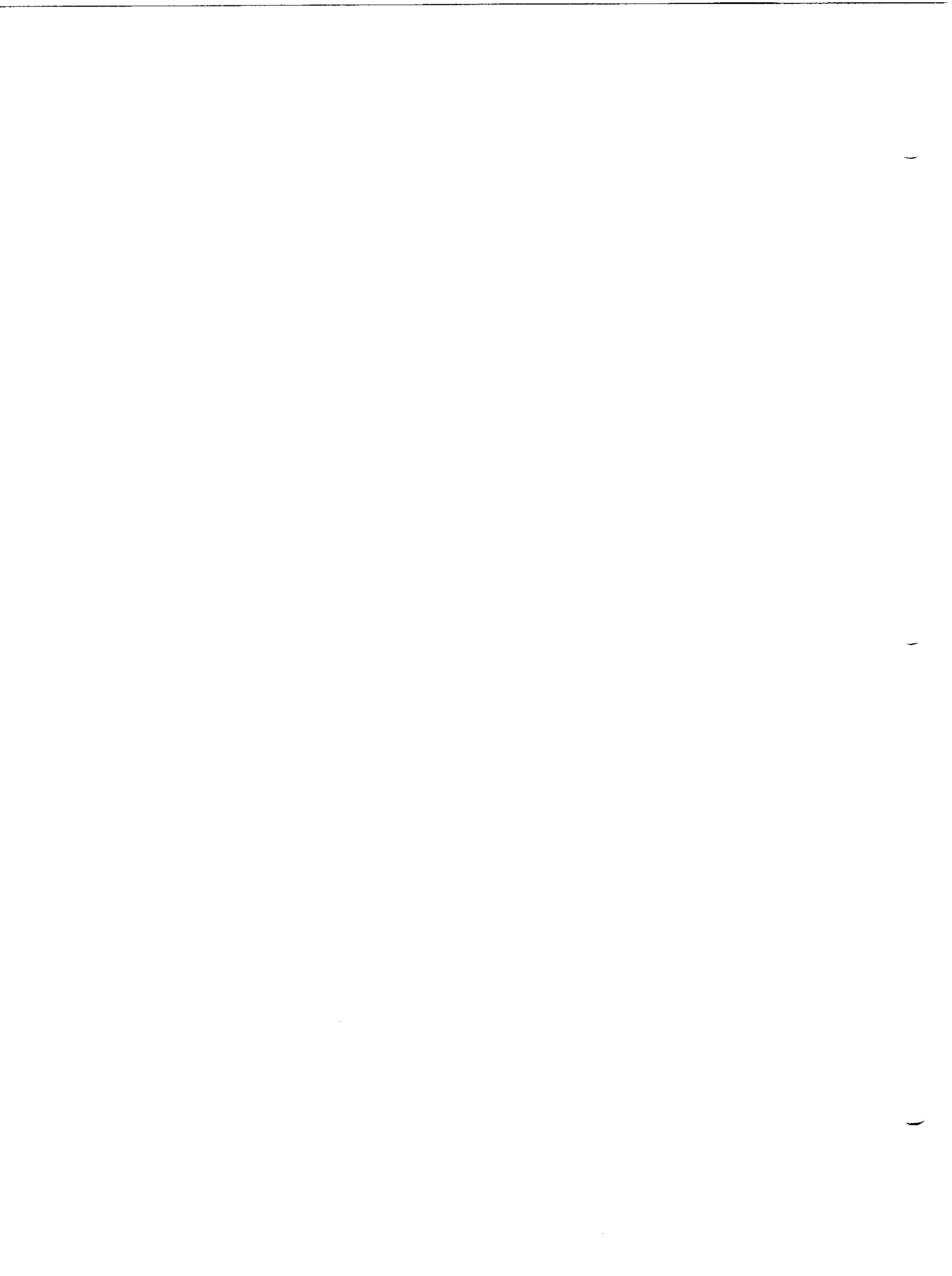
This victorious Campaign ended officially on 2 July 1945, after 34 ships (including 17 destroyer-types) and craft had been sunk. Many other vessels were seriously damaged, and about 4,900 sailors were killed.





The destroyer minesweeper U.S.S. Emmons (DMS-22) was abandoned off the northwest coast of Okinawa (see map) on April 6, 1945, after being hit in rapid succession by five suicide planes with bombs. (She was sunk the following day by gunfire from the U.S.S. Ellyson (DMS-19).) Casualties were heavy: 60 killed and 78 wounded out of a complement of 254.

When she was hit the Emmons was screening other minesweepers against attacks by suicide boats and enemy aircraft, but she had conducted sweeps of her own on five occasions during the prior two weeks.



SECRET

ACTION REPORT

ORIGINAL

USS EMMONS

DMS 22

NO SERIAL

12 APRIL 1945

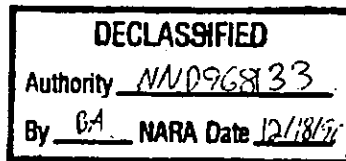
ACTION REPORT AND SINKING OF USS EMMONS (DMS 22),  
6 APRIL 1945.

[COVERS HEAVY SUICIDE ATTACK OFF NORTHERN  
OKINAWA DURING WHICH EMMONS ABSORBED FIVE  
CRASHES ABOARD.]

OFFICE OF NAVAL RECORDS AND LIBRARY



U. S. S. EMMONS (DMS 22),  
 Care of Fleet Post Office,  
 San Francisco, Calif.,  
 12 April 1945.



From: Lieutenant John J. Griffin Jr. 174076 USNR.  
 To: The Commander in Chief United States Fleet.

Via: The Commander in Chief United States Pacific Fleet.  
 The Commander Amphibious Forces Pacific Fleet.  
 The Commander Task Group 51.15.  
 The Commander Service Force Pacific Fleet.  
 The Commander Minecraft Pacific Fleet.  
 The Commander Service Squadron Ten.  
 The Commander Mine Squadron Twenty.

Subject: Action report and sinking of USS EMMONS (DMS 22),  
 6 April 1945.

Enclosures: (A) USS WAYNE (APA 54) secret dispatch 080852  
 of April.  
 (B) USS WAYNE (APA 54) secret dispatch 080957  
 of April.  
 (C) USS EMMONS (DMS 22) secret letter of 11 April  
 Report of Casualties.  
 (D) USS EMMONS (DMS 22) secret airmailgram of  
 12 April.  
 (E) USS EMMONS (DMS 22) Roster of Officers and  
 Muster Roll of Crew as of 9 April.

1. Enclosures (A), (B), (C) and (D) submitted in accordance with Pacific Fleet Circular Letter 9L-44. Enclosure (E) forwarded for information. These enclosures along with the following action report are submitted by Lieutenant John J. Griffin Jr. 174076 USNR in the absence of the commanding officer Lieutenant Commander Eugene N. Foss 2nd 73189 USNR, who is at present a casualty aboard the USS CRESCENT CITY (APA 21).

2. On 6 April 1945, this vessel in company with the USS RODMAN (DMS 21), the senior ship, was engaged in supporting operations of Sweep Unit 11 in the Northern Okinawa area George Three, east of Ie Shima, in the Ryukyu Islands.

3. About 1515 (all times are local times) Combat Information Center informed all stations that two enemy aircraft had been reported by the USS MACOMB (DMS 23), which vessel was operating in an adjacent area. Control checked the indicated bearing and all guns were brought to bear on two enemy aircraft closing our port quarter. With the range





~~S-E-R-E-F~~

Subject: Action report and sinking of USS EMMONS (DMS 22)  
6 April 1945.

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fouled we saw one plane crash the forecastle of the USS RODMAN and the second carry out an unsuccessful bombing attack. As the range cleared we opened fire on the remaining plane with negative results.

4. Preparations were made to go alongside the crippled ship to assist in fighting the fire but as it was soon brought under control, we began circling in an effort to provide fire support. At this time numerous "bogies" were reported in the area (later developments showed them to number 50 to 75) as well as many units of the Combat Air Patrol. Dog fights were plentiful and many enemy planes were seen to "splash". It appeared the enemy did not choose to engage our aircraft but was more intent on making an attacking run on surface craft. Much credit is due the pilots of the Combat Air Patrol who never hesitated to carry through their attacks although on many occasions it meant flying directly into friendly anti-aircraft fire. An estimated fifty planes were brought down by the courageous and excellent flying of these aviators.

5. As we supported the USS RODMAN many attacks were directed at us. Tonys, Vals and Zekes were identified. The USS EMMONS definitely "splashed" six planes before suffering the first of five hits. During this time four other attacks missed the ship by a matter of a few yards. All five hits occurred in rapid succession, almost instantaneously, and were well coordinated. The first hit was taken on the fantail at about frame 175; the second on the starboard side of the pilot house; the third on the port side of Combat Information Center; the fourth on the starboard side of number three five-inch gun; and the fifth near the water line at frame 30, starboard side.

6. It is believed that all suicide planes carried bombs and strafed during the approach. Plot recorded the first hit at 1732 with the pitometer reading twenty-five knots, confirming the report of the engineering department that the ship was making 246 revolutions per minute and maneuvering radically. At 1734 Plot again recorded two simultaneous hits, the second and third received. Target speed of the planes were calculated at 235 knots.

7. All of the hull aft of frame<sup>135</sup> was entirely missing and serious damage was inflicted on the port screw rendering it inoperable. The entire bridge structure was destroyed and fire raged in all spaces from frame 67 forward to gun one, from the main deck up. Little or nothing remained of the decks from the main deck to the bridge overhead in that area. Several small fires were started in the



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Subject: Action report and sinking of USS EMMONS (DMS 22)  
6 April 1945.

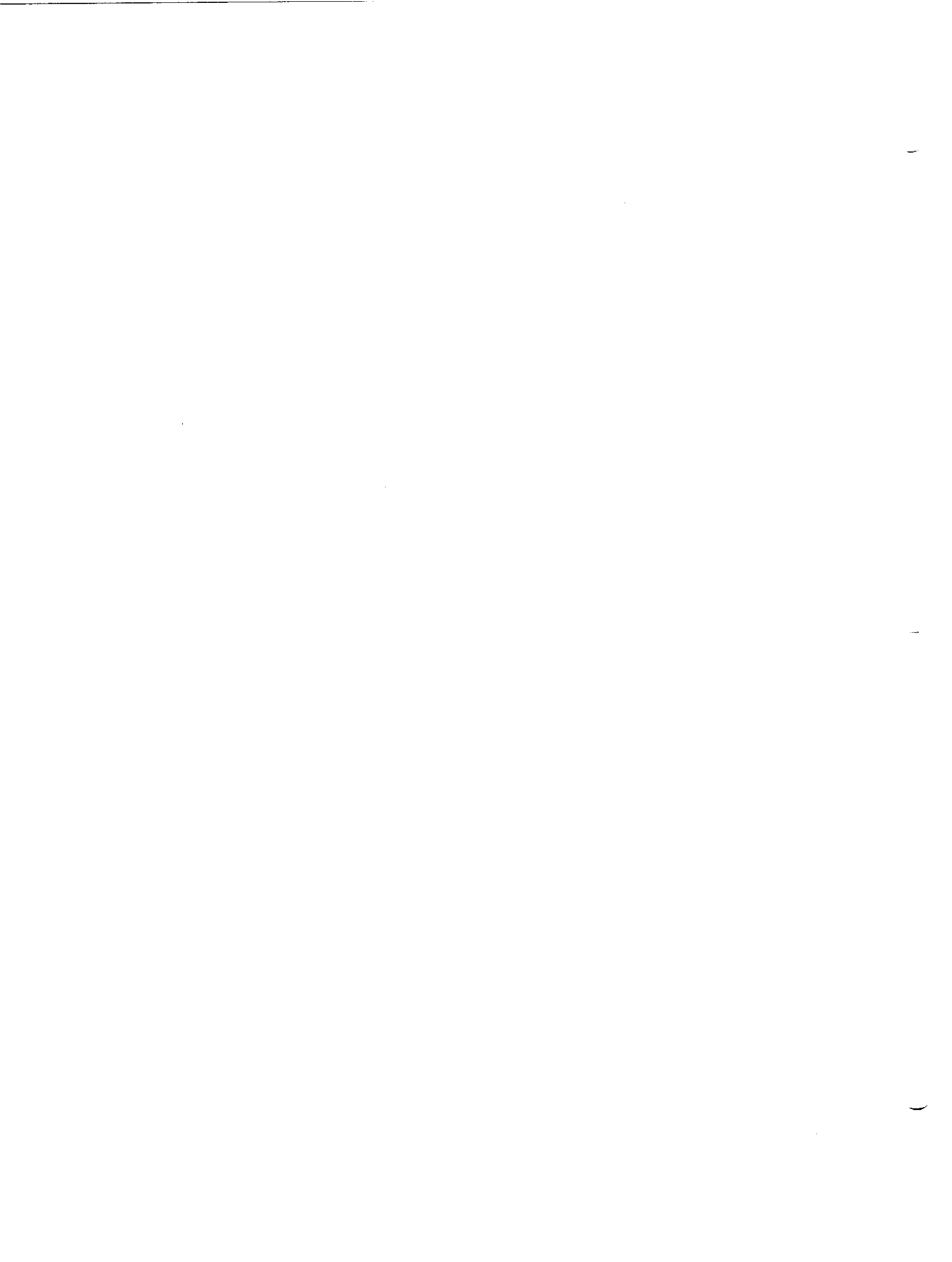
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after part of the ship and would break out again after being extinguished. The proportions of the fire, together with the exploding 20 mm ready boxes, made fire fighting extremely difficult forward although the handling rooms of both forward guns were sprinkled.

8. Damage was done to the fire mains forward but water was still supplied to the sprinkling systems and for this reason the cut-out valves were not closed. Water pressure could not be brought over about sixty pounds at any time after the casualty occurred. Many of the topside fire hoses were useless due to holes and cuts caused by shrapnel and strafing. Long leads had to be brought up from the engineering spaces. Flooding was in progress both forward and aft and the only completely undamaged spaces were the two fire rooms and the two engine rooms. A starboard list of about ten degrees and a settling by the stern developed.

9. After the second and third hits the word spread throughout the ship to "Abandon Ship". The origin of this order cannot be determined, but many men had already left the ship when I reached the main deck after leaving my station in the useless Main Battery Director. Realizing myself the senior officer aboard, I ordered all hands to stand by the ship until the situation was fully investigated. There were several craft in the vicinity but as they apparently were not going to come alongside in answer to our signals, many of the wounded were put in the water on life rafts and floats. The more serious casualties were kept aboard. All topside gear was jettisoned and one raft was kept alongside for the remaining men. The fire in the superstructure was brought under partial control enabling the whaleboat to be lowered. The boat then picked many of the wounded up and transferred them to nearby small mine craft.

10. It was decided at 1800, after consulting the other officers aboard, that the ship would have to be abandoned. This decision was reached because of the following reasons:

- (a) The port main engine was inoperable.
- (b) There was no means of steering the ship as the rudder had been blown off.
- (c) The fire forward could not be controlled due to the combination of its intensity and the low pressure on the main.
- (d) The ship continued to take more water and settle perceptably.
- (e) There was imminent danger of explosion in both magazines and fuel tanks.
- (f) The entire battery with the exception of two 20mm guns was inoperable.



~~S-E-C-R-E-T~~

Subject: Action report and sinking of USS EMMONS (DMS 22)  
6 April 1945.

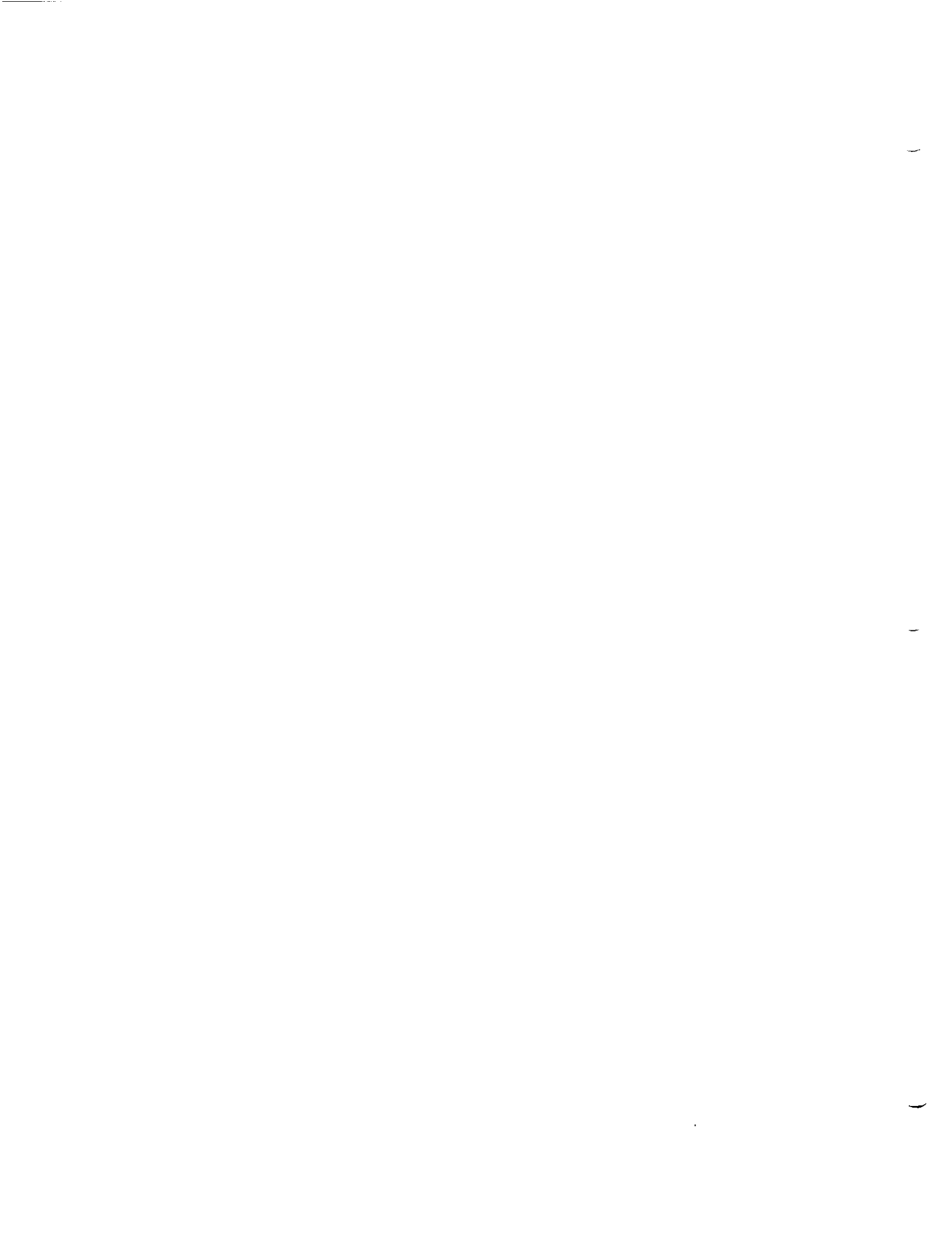
11. About 1930 the PGM 11 came alongside to port to render assistance. As wounded were being transferred a heavy explosion occurred in the handling room of gun two and I ordered all hands to "Abandon Ship". Prior to this all engineering spaces were completely secured except for the fire mains. Hose lines were still being directed on the fire.

12. All publications and radar equipment were completely destroyed by fire. Although the vessel was still afloat when abandoned it was certain that no danger of falling into enemy hands existed as there were many friendly units approaching the area which would be able to sink the ship if it started to drift toward the enemy beach. Also there still remained some thought that salvage could be effected if proper equipment were made available at daylight. Higher authority was advised of the possibility of salvage by voice radio as the PGM 11 returned to the anchorage. It was reported, however, that the hulk was sunk the following morning by the USS ELLYSON (DMS 19).

13. The six officers and fifty-seven men who remained aboard until the last expended every effort humanly possible to combat the damage. Had assistance not arrived it was decided to remain aboard until morning. The wounded were cared for at the scene to the best of the ability of those aboard and acts of heroism were seen on every side. It is my intention to follow this report with several deserving recommendations for awards.

14. During the three hour air battle, all guns and fire control equipment functioned perfectly. The same may be said of the action which took place from 0330 to 0700 the same morning during which 125 rounds of five-inch ammunition was expended at three separate enemy planes. No hits were scored at that time. The enemy strategically made use of radar jamming "window" and on four occasions dropped illuminating flares.

15. Sufficient ammunition for only one more attack remained when the guns were put out of action. As anti-aircraft common and the special ammunition were expended, star shells, white phosphorous and common were pressed into service. After the main battery director became inoperative the gun crews continued to fire in local control and gun three "splashed" one plane with a common projectile. Much credit must be given the gun crews for their determination and excellent gunnery and their proven ability to carry on under the orders of the gun captain. The many hours of drills and exercises showed their effective results.



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Subject: Action report and sinking of USS EMMONS (DMS 22)  
6 April 1945.

16. The uninjured members of the repair parties, assisted by others in the crew, carried out orders to the best of their ability under existing conditions. The engineering department functioned perfectly throughout the action, suffering little or no damage within the four engineering spaces themselves. The number two main circuit breaker tripped out and could not be closed again while number one board never lost its load until the plant was secured.

17. There were no serious fuel oil leaks evident and the condition of the various tanks is as follows: A-2 empty; A-3 and A-4 ballast; A-5, A-6 and A-7 filled ninety-five percent; C-2 and C-402 filled ninety-five percent diesel oil; C-3 and C-4 ballast; C-7 and C-8 filled eighty percent; C-9 and C-10 empty; C-401 filled ninety-five percent. C-9 and C-10 were about to be ballasted when General Quarters was sounded.

18. The PGM 11 transferred the sixty-three survivors to the USS GOSPER (APA 170) where the wounded were further treated. Other members of the crew were brought to the USS GOSPER and on 7 April six officers and 144 men were further transferred to the USS WAYNE (APA54). The wounded remained aboard the USS GOSPER and the USS CRESCENT CITY (APA21). All records were lost with the ship with the exception of a muster roll of the crew and a roster of officers.

19. Further amplifying comments regarding this action will be forwarded by Lieutenant Commander FOSS upon his return to active duty. Two copies are furnished direct to the Commander in Chief United States Fleet, three to the Commander in Chief United States Pacific Fleet and one to the Commander Task Group 51.15. Others forwarded through the Commander Mine Squadron TWENTY.

  
JOHN C. GRIFFIN Jr.  
Lieutenant, USNR.

c/c  
Commanding Officer USS EMMONS.

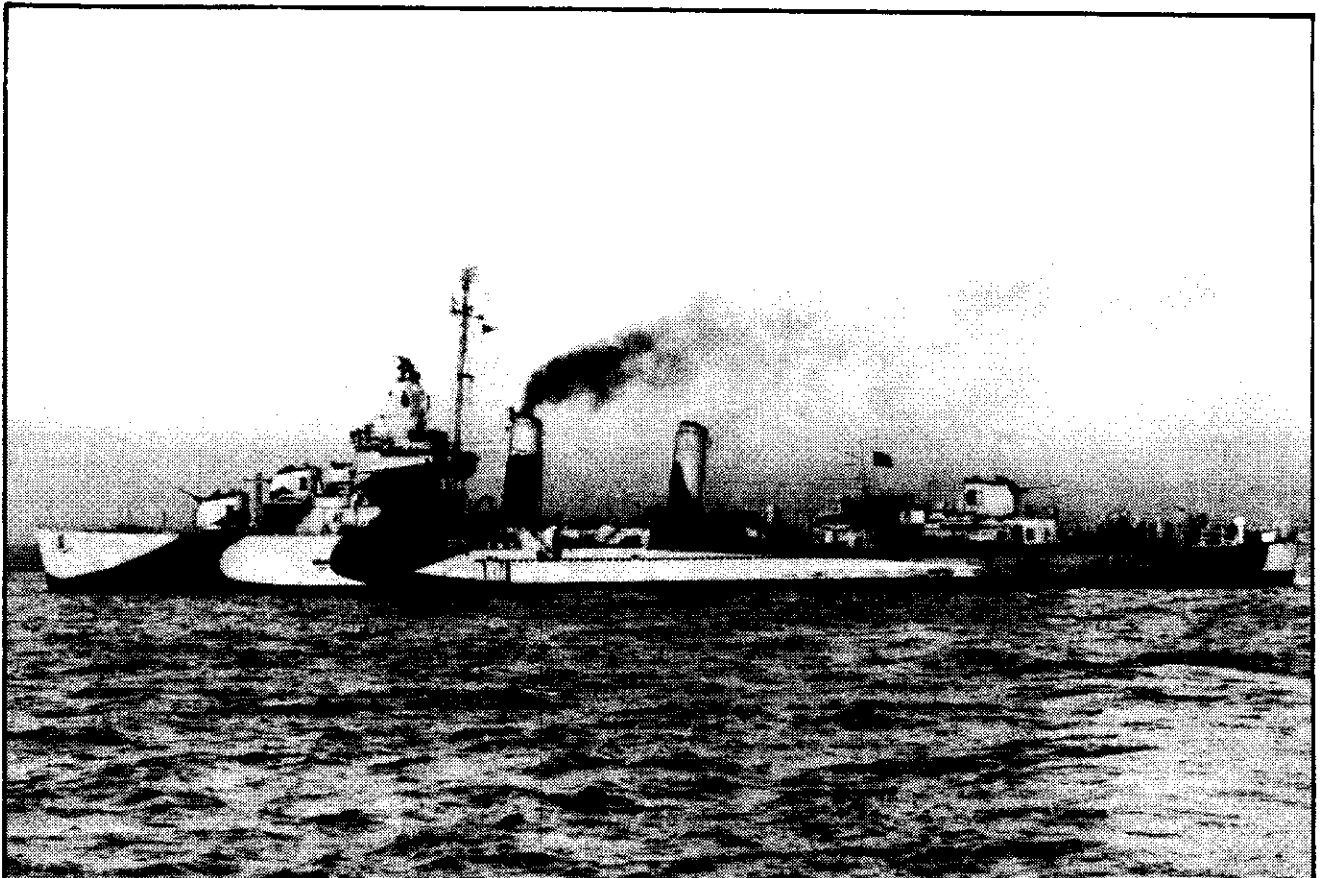






*The U.S.S. Rodman (DMS-21) at Kerama Retto (an island group 15 miles west of Okinawa) on April 9, 1945, undergoing temporary repairs after she was hit by 3 kamikazes on April 6th. The Rodman was able to proceed under her own power, but her superstructure was gutted by fire. Casualties were 16 killed or missing and 20 wounded. The ship remained at Kerama Retto until May 6th and then returned to the States. Repairs were completed at Charleston, S.C., in mid-October.*  
(Naval Historical Foundation Collection)





The U.S.S. Ellyson (DMS-19) in Boston Harbor on 17 December 1944, after being converted from a destroyer (DD-454) to a high-speed minesweeper. During the Okinawa Campaign the Ellyson (Lt. Cdr. R. W. Mountrey, USNR) was the flagship for Commander Mine Squadron TWENTY, Capt. Richard A. Larkin, USN, who was also Commander Destroyer Minesweeper Task Group 52.3. After the Emmons was hit by five suicide planes on 6 April 1945, the Ellyson sank the abandoned vessel with gunfire early the following morning. (Official U.S. Navy Photograph.)

Editor's Note:

The chronology provided by Commander Mine Squadron TWENTY's action report dated 3 July 1945, included at the back of my booklet, relates the duties performed by the Emmons in the two weeks prior to her loss. Although none of the other thirteen destroyer minesweepers in Task Group 52.3 were sunk during the period 19 March-21 June, five were hit by suicide planes or bombs and two others were damaged by near misses.

This action report was submitted by Cdr. W. R. Loud, USN, who relieved Captain Larkin as Squadron Commander, apparently between the period covered and the date of the report.

E. A. Wilde, Jr.  
December, 1997



DMS19/  
Serial:

U. S. S. ELLYSON (DMS19)  
c/o Fleet Post Office,  
San Francisco, California

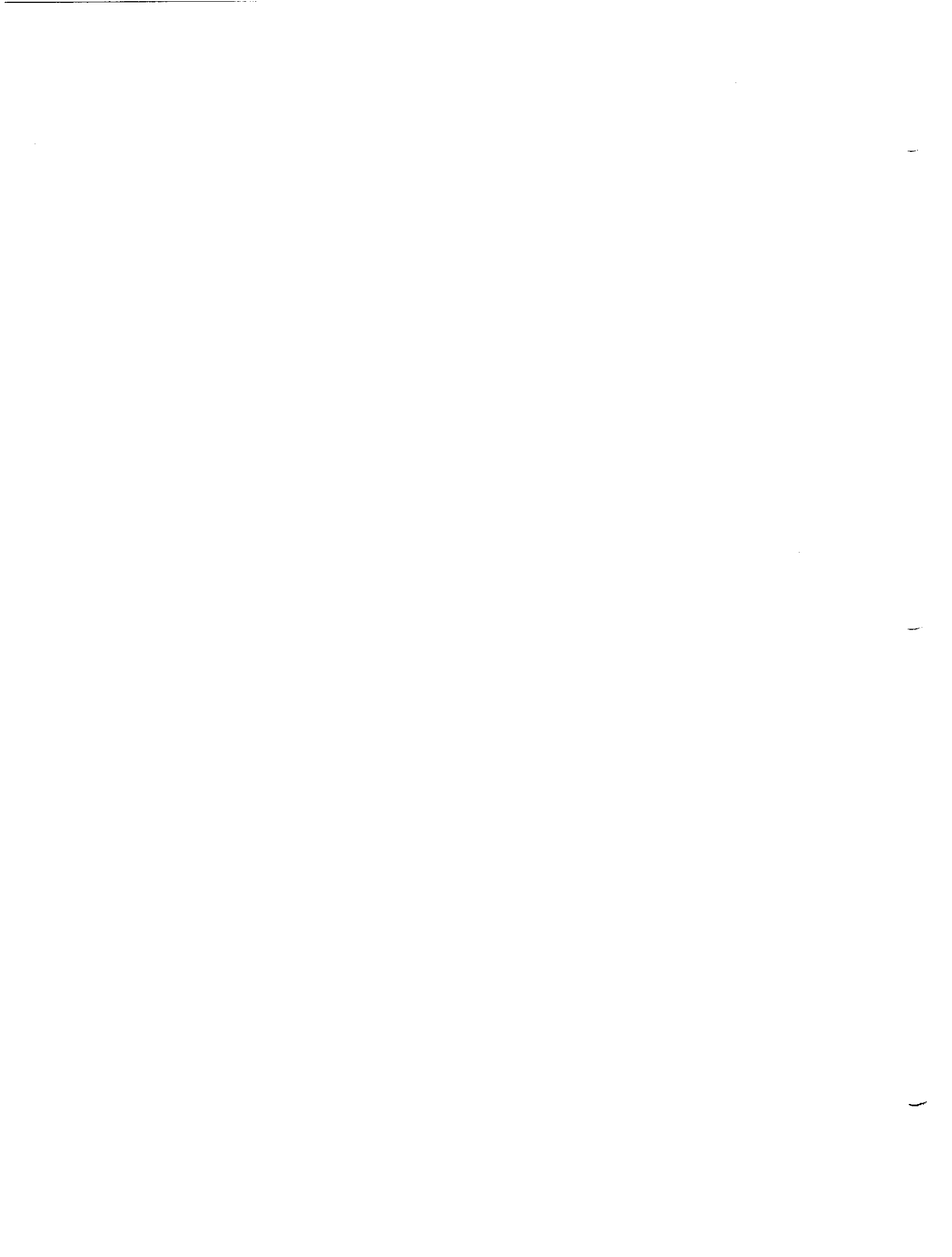
6 April 1945.

WAR DIARY

1. As before.
2. As before.
3. 0800 - 26-35.5 N, 127-40.0 E.  
1200 - 26-36.4 N, 127-47.3 E.  
2000 - 26-46.3 N, 127-39.0 E.

4. Steaming as before. At 0328 opened fire on bogey and at 0329 ceased firing. Observed no damage to bogey. 0705 departed patrol station and proceeded to area D-2 as support ship for AM sweep unit. About 1430 departed area D-2 and proceeded in company with HAMBLETON to Kerama Retto. Upon arrival Kerama Retto, observed anchorage to be under heavy air attack. ELLYSON and HAMBLETON remained outside entrance until 1745, when in accordance with orders of Cominron 20, set course for area G-2 to assist EMMONS and RODMAN then undergoing air attack. At 2113 HAMBLETON left formation to join Sweep Unit 11 and RODMAN. ELLYSON proceeded to vicinity of EMMONS, afire and abandoned in area G-2. Because of fires burning aboard EMMONS it was impossible to board her to secure tow line, and because vessel was drifting toward enemy coast, permission was requested to sink her.

5. Ammunition expended: 14 rounds 5"/38 cal. AA common and special, 28 rounds 40mm.



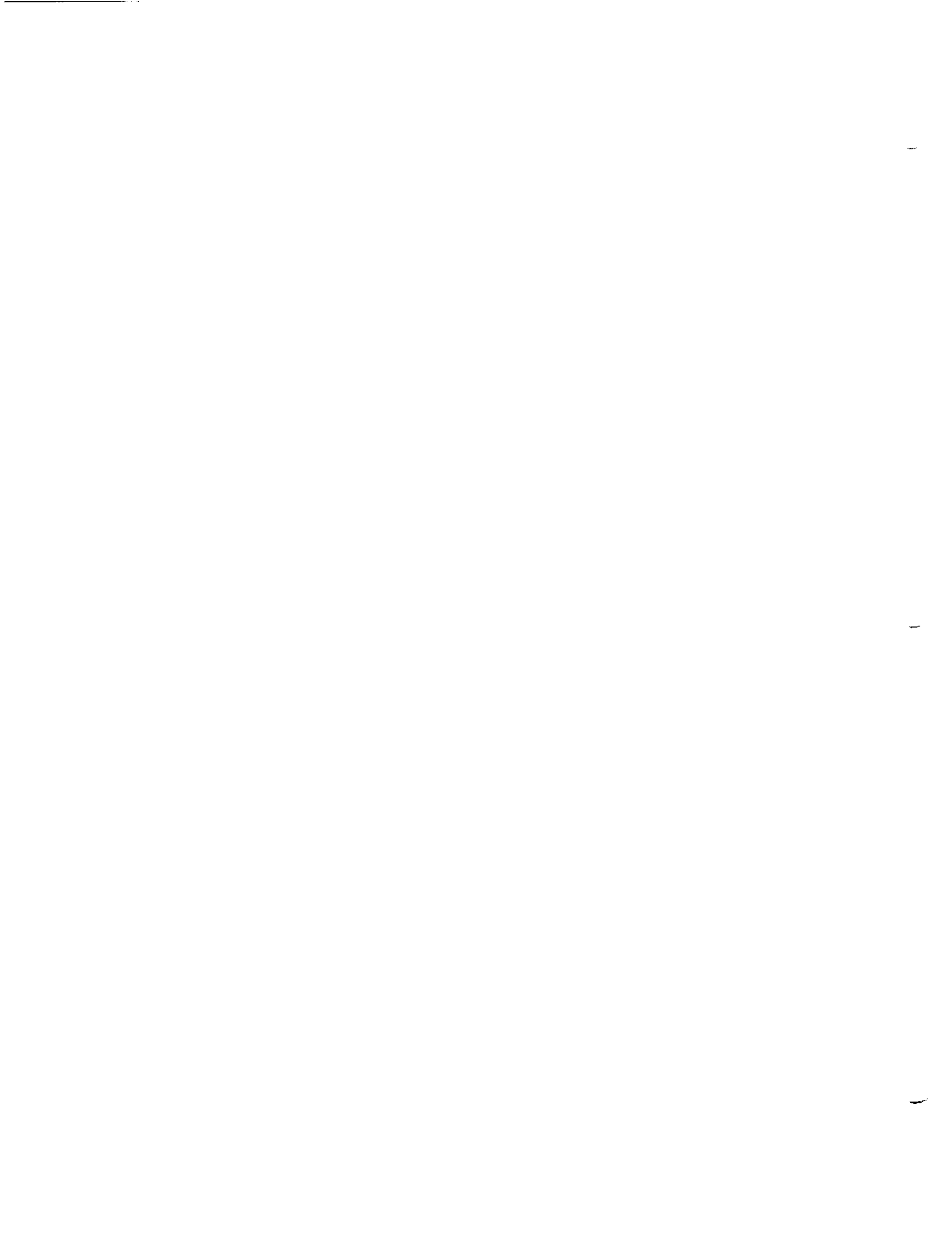
DMS19/  
Serial:

U. S. S. ELLYSON (DMS19)  
c/o Fleet Post Office,  
San Francisco, California

7 April 1945.

WAR DIARY

1. As before.
2. As before.
3. 0800)  
1200)- Kerama Retto anchorage.  
2000 - 20-06.5 N, 127-34.0 E.
4. ELLYSON standing by EMMONS awaiting permission to sink her. At 0219 orders were received from CTF 51 to sink EMMONS. ELLYSON then closed and opened fire with main battery. EMMONS capsized and sunk at 0318. ELLYSON proceeded to Kerama Retto anchorage for fuel and ammunition and remained Kerama Retto until 1745, when departed anchorage in company with HAMBLETON. Took night patrol station west of transport area.
5. Ammunition expended: 96 rounds 5"/38 cal. AA common.





U.S.S. Emmons (DMS-22)

Decorations Awarded to Officers and Crew,  
During the Okinawa Campaign: 3/24-4/6/45<sup>1</sup>

Commander Eugene N. Foss, USNR

GOLD STAR (in lieu of 2nd BRONZE STAR MEDAL)

"For heroic and meritorious achievement in connection with operations against the enemy as Commanding Officer of a high-speed minesweeper in the amphibious assault against Okinawa during the period 24 March 1945 to 6 April 1945. He brought his ship through hazardous sweeping of enemy waters despite an exacting schedule, proximity of enemy shore batteries and numerous air attacks. His efficiency, skill and outstanding performance of duty materially contributed to the success of the operation. His conduct was in keeping with the highest traditions of the United States Naval Service."

\* \* \* \* \*

Commander Eugene N. Foss, USNR

SILVER STAR MEDAL

"For distinguishing himself conspicuously on 6 April 1945 in combat against the Japanese near Okinawa, Ryukyu Islands, while serving as Commanding Officer of the U.S.S. EMMONS (DMS-22). After his ship engaged the enemy in a coordinated air attack he fought his vessel skillfully and zealously until a bomb exploded and blew him into the water. While supporting the disabled U.S.S. RODMAN he showed complete disregard for his own safety and excellent resourcefulness in maneuvering his vessel while under intense air attacks. His conduct, courage and skill were at all times in keeping with the highest traditions of the United States Naval Service."

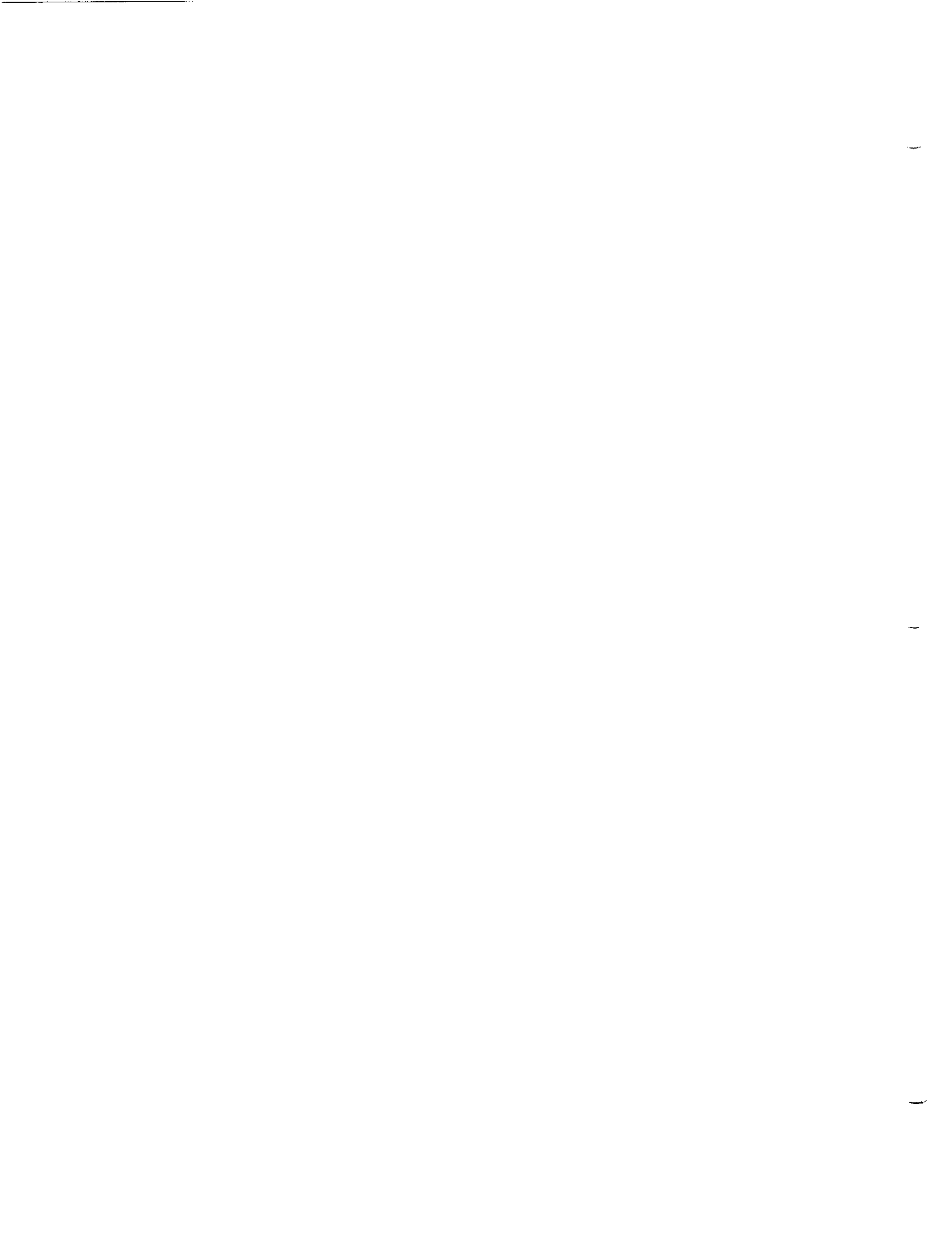
\* \* \* \* \*

Lieutenant John J. Griffin, USNR

SILVER STAR MEDAL

"For gallantry and intrepidity in action while serving as Gunnery Officer of a high-speed minesweeper during an attack by a large number of enemy suicide aircraft in the Okinawa area on 6 April 1945. By his cool and capable control he caused his ship to deliver effective gunfire, thereby destroying six enemy aircraft. After his ship was severely damaged and he found himself the senior surviving uninjured officer aboard he immediately took command. Determined that the raging fires and flooding could not be controlled and that the ship could not be saved, he ordered and supervised the orderly abandonment of the vessel. His courage and conduct were in keeping with the highest traditions of the United States Naval Service."

\* \* \* \* \*



Ensign Ross T. Elliott, Jr., USNR

NAVY CROSS (Posthumously)

"For distinguishing himself conspicuously and by extraordinary heroism against the Japanese on 6 April 1945 near Okinawa, Ryukyu Islands, at the risk of his life and beyond the call of duty. While serving aboard the USS EMMONS (DMS-22) as Assistant Gunnery and Machine-Gun Officer, he skillfully and courageously controlled his machine-gun battery against attacking enemy planes. When it became evident that his ship was to sustain a direct hit in the bridge area, he threw himself on five enlisted men with utter disregard for his own life and safety. By his action he paid the supreme sacrifice in a laudable display of courage and bravery. He fought boldly and brilliantly to the end, exemplifying excellent judgement during the attack prior to his death. His courage and conduct were at all times in keeping with the highest traditions of the United States Naval Service."

\* \* \* \* \*

Louis P. Hudson, Fire Controlman 2nd Class, USNR

SILVER STAR MEDAL

"For distinguishing himself most conspicuously by gallantry and intrepidity in action on 6 April 1945 in operation against the Japanese at Okinawa, Ryukyu Islands, while serving aboard the U.S.S. EMMONS (DMS-22). After his ship was hit by suicide planes he was conspicuous in his courageous and determined effort to control intense fires. With utter disregard for his own life and safety, he entered burning handling rooms, extinguished fires and saved two officers and twenty enlisted personnel from certain death. When forced to abandon ship due to uncontrollable fires, he saved a crewmember from drowning. His outstanding bravery and good judgement was at all times in keeping with the highest traditions of the United States Naval Service."

\* \* \* \* \*

John J. Flanagan, Boatswain's Mate 1st Class, USNR

SILVER STAR MEDAL

"For distinguishing himself conspicuously by gallantry and intrepidity in action on 6 April 1945 in operations against the Japanese at Okinawa, Ryukyu Islands, while serving aboard the USS EMMONS (DMS-22). As gun captain he kept his gun firing at a rapid rate, exercising excellent judgement and courage while his gun mount was ablaze. His resourcefulness in caring for wounded members of his crew while under attack, as well as his great initiative in voluntarily aiding the rescue of two officers and twenty enlisted personnel from certain death. His courageous efforts to control intense fires and his bravery in keeping wounded personnel afloat with his lifejacket were at all times in keeping with the highest traditions of the United States Naval Service."



George T. Kennedy, Pharmacist's Mate 2nd Class, USNR

BRONZE STAR MEDAL (Combat "V")

"For distinguished and heroic services on 6 April 1945 in connection with operations against the Japanese at Okinawa, Ryukyu Islands, while serving aboard the USS EMMONS (DMS-22). While wounded he displayed great devotion to duty by attending to other casualties before dressing his own wounds. After administering first aid he ceaselessly fought fires of an uncontrollable nature. His courage and skill were in keeping with the highest traditions of the United States Naval Service."

\* \* \* \* \*

Stanley J. Mierzwa, Chief Machinist's Mate, USN

BRONZE STAR MEDAL (Combat "V")

"For distinguished and heroic service on 6 April 1945 in connection with operations against the Japanese at Okinawa, Ryukyu Islands, while serving aboard the U.S.S. EMMONS (DMS-22). As head of a repair party he showed extraordinary resourcefulness in trying to extinguish a fire well out of control. Amidst exploding ammunition and intense heat he inspected damaged areas forward at a great risk of life and safety. His courage and skill were in keeping with the highest traditions of the United States Naval Service."

\* \* \* \* \*

William J. Roberts, Quartermaster 1st Class, USN

BRONZE STAR MEDAL (Combat "V")

"For distinguished and heroic service on 6 April 1945 in connection with operations against the Japanese at Okinawa, Ryukyu Islands, while serving aboard the U.S.S. EMMONS (DMS-22). While wounded he displayed outstanding courage and bravery by jumping over the side and saving three enlisted personnel from certain drowning. His courage and skill were in keeping with the highest tradition of the United States Naval Service."

\* \* \* \* \*



Lieutenant (MC) Charles R. Williamson, USNR

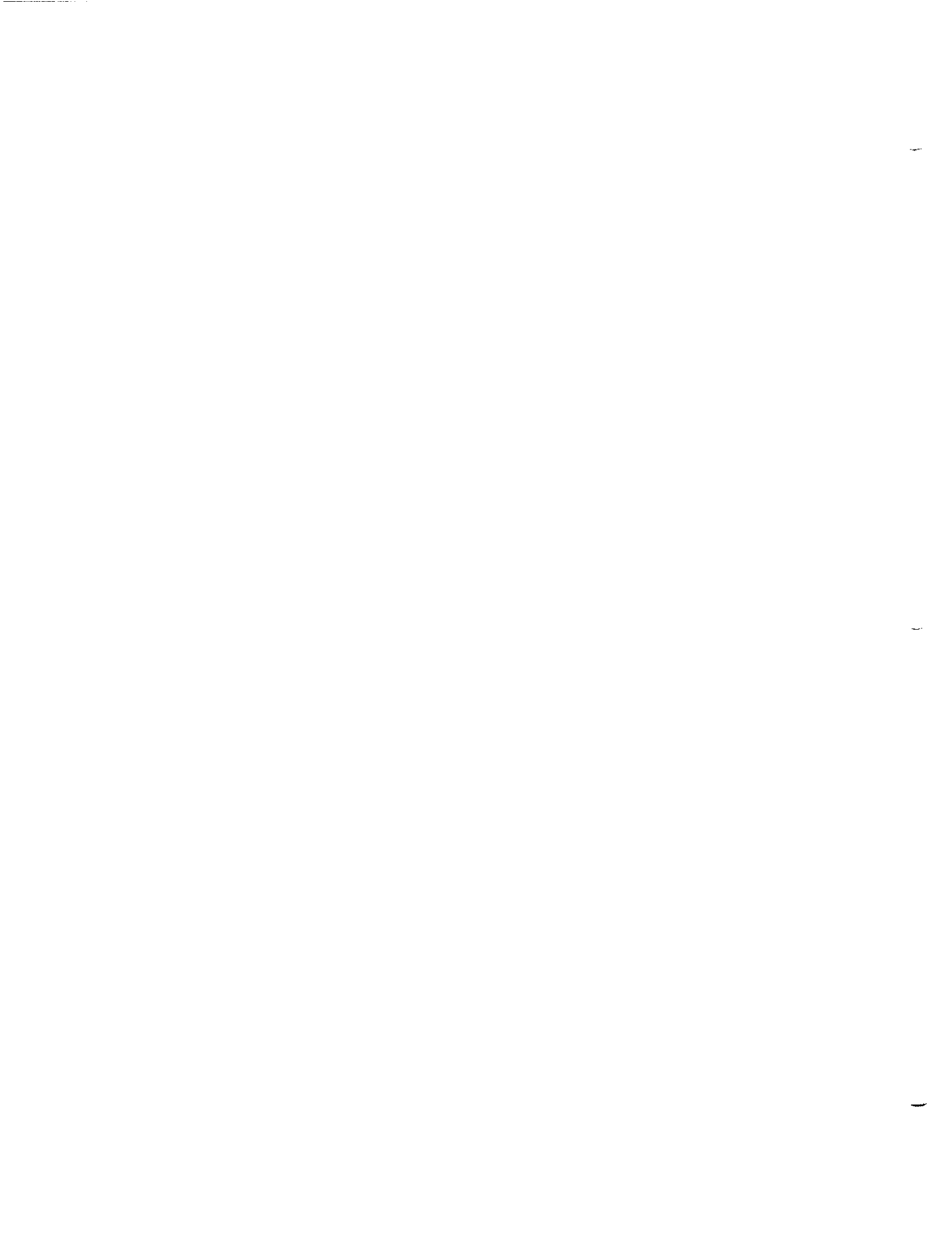
BRONZE STAR MEDAL (Combat "V")

"For distinguishing himself by heroic service on 6 April 1945 in connection with operations against the Japanese at Okinawa, Ryukyu Islands, while serving as Medical Officer aboard the U.S.S. EMMONS (DMS-22). After his ship was hit by suicide planes he courageously engaged in effort to fight fires in wardroom country where he, another officer and twenty enlisted personnel were trapped amidst flames of great intensity. By his resourcefulness and steady influence, he made repeated attempts to lead the men to safety. Once rescued, he administered first aid to all battle casualties and preferred to remain in the forward area on a hospital ship and render his professional services than be transferred to the United States. His loyalty and devotion to duty were at all times in keeping with the highest traditions of the United States Naval Service."

\* \* \* \* \*

1 Unfortunately, this listing may not be complete. There is no file of citations at the Naval Historical Center by ship, and the alphabetical file of index cards with draft citations for all services in World War II may, itself, be incomplete. I searched this file for all the names suggested by Admiral Billingsley in his book, The Emmons Saga, and by the ship association's historian, Edwin L. Hoffman.

E. A. Wilde, Jr.  
October, 1997





Survivors' Reports\*

(Edited for readability and typed by E. A. Wilde, Jr., Editor)

**AYER, Donald W., B1c, USN (Gun Captain, Gun #3)**

"Went to G.Q. about 1515. When I arrived on station the Condition watch was already firing at 1 or 2 planes that were making attacks on the RODMAN. I could see that the RODMAN had taken a hit forward. At about 1530 I saw the first plane to attack the EMMONS. It came in from the starboard bow and looked as if it was headed for the bridge. When the ship was swung sharply around the plane went over the top of Gun #3 and the 40-mm by just a few feet and crashed about 50 feet off the port quarter. There was another plane coming in from port that all guns, including the 40's and 20's took under fire. We splashed him about 60 yards out.

"We then came back to starboard, and when I looked out there off the water I could hardly believe it, but there were at least five planes flying just a few feet off the water and headed for us. We took them under fire with everything we had, blowing one up in the air -- and a shell that had hit the water in front of a plane threw water into the plane, crashing him. At the same time we were doing this our fighter planes, going through our fire and all, really gave them hell. One of these planes crossed over the ship amidships and one across the stern. The one that crossed the stern either was hit by our guns or couldn't pull out of his dive. We then took fire on planes that were on the port side, probably the same ones that got by all the fire on the starboard side. Our guns knocked one down pretty fast and took fire on another one and set him afire. He crossed over the ship and crashed in the water about 80 feet from the ship. Our guns were still firing to port when someone on the 40-mm hollered and pointed out a plane that was coming in almost directly astern. I yelled to the crew shift to local and pick up plane coming in astern just off the water. We swung around and got on target. There was a slight pause in firing. I came down out of the hatch to see what the trouble was, and just as I brought my head down they loaded and fired. I just looked out of the hatch to see that plane disintegrate in mid air. Later, I found out that the pause was over an armor-piercing projectile, and I also found out that my pointer didn't hear the word shift to local control. So hitting that plane - and with an A.P. - was just pure luck or fate!

"It wasn't but seconds after this that the first plane hit us. It was directly astern. It shook my gun and crew quite a bit. Then almost instantaneously another one piled into the magnetic reel and after passageway. I wasn't sure when we received the first hit whether it was a bomb or plane. These hits, also along with strafing, tore the front part of the gun to pieces, peeled the roof back, knocked the Gun Captain's hatch off and threw the gun off the tracks. I'm not sure whether I ducked or was thrown out of my hatch. I remember going through the air and trying to get the phones which were choking me off from around my neck. Then I picked myself off the deck under the hot shell scuttle, got up and looked in my gun, but everyone was out. I saw somebody helping POSEY, E. L., GM3c, forward; and McLEAN, B. D., Slc, was helping MADDEN, H. C., PTR3c. Then I heard a groan and looked aft, and there was KUBANY, M. J., Y2c, bleeding badly and trying to move. I got him and dragged him up to the 40-mm where I then saw KENNEDY, C. H., GM2c; BORELLI, J. V., S2c and CARACCIOLO, J. P., Slc, who were all hurt pretty bad. Just then I felt the ship jump again, and I thought we were hit but couldn't see where. Then I saw a plane just as it piled into the bridge and Combat. I saw that there were enough guys there to take care of the wounded, so I started forward to fight the fire which was burning rapidly all through the forward superstructure. There were several hoses on deck, and I hollered to DOZIER, J. L., S2c, and

\* Selected from a collection of longhand reports (courtesy of E. L. Hoffman, Jr.) written by survivors when they were aboard the transport USS **Wayne** (APA-54) shortly after they had abandoned the **Emmons** on April 6, 1945. Sixty of these reports were bound together by Captain Eugene N. Foss, II, USNR (Ret.) and sent to Jerry McAlevy with a covering letter dated July 7, 1980. The **Emmons'** historian, Edwin L. Hoffman, Jr., plans to donate this volume to Special Collections, East Carolina University/Greenville, N.C., so that it can be included in the "Edward Baxter Billingsley Papers."

COMALANDER, J. S., S2c, to get their hoses on the fire forward, but they told me there was no water. Then I knew we were going to lose the ship. With the aid of BECK, C. W., SC2c; ANDERSON, R. G., F2c and someone else we got over 3 or 4 floater nets. I then cut all the dan buoys loose, and we started throwing them over. Next came all the empty powder cans. ROBINSON, Q. E., RdM1c and LEISTMAN, H. R., GM2c, also came along and helped throw and jettison all stuff that would float. We thought of the boat and started for it, but the fire was too great, and we couldn't make it. We then went aft, and this was when I saw WILDER, R. L., SC3c, still in the trainer's seat, dead, and someone else beyond recognition hanging by the life rafts. No. 5 raft was jammed. We got a shore, and after prying for a while, got it loose. Sometime during all this I saw the ensign lying on deck in blood, water and what else I don't know. I was going to put it back, but there were no hal-yards, so I jammed it inside of my shirt. I don't remember when or at what time we jumped off - that is, ROBINSON, LEISTMAN and myself. We hit the water off the stern and swam off the ship to starboard. We were drifting around quite some time when we got hold of a seat cushion and hung on to it, so as we would be together. It was almost dusk when we were picked up. The USS RANSOM (AM-283) was the ship, and she did everything for us.

"Ammunition expended from Gun #3: Before this action there was about 50 or 60 rounds gone. During the action we fired about 230-250 rounds, MK 40's and MK 18 - also four armor-piercing and three stars. We were just about empty."

\* \* \* \* \*

**BRADY, Robert A., MM3c, USNR (After Engine Room)**

"My G.Q. station is in #2 Engine Room. I was on watch at the time the general alarm rang. It was about 1540. We were at G.Q. for a while when the planes started to come in. We had knocked down five when the plane hit the fantail. Immediately it seemed, the reduction gears started to pound and Bridge rang up a "Stop" bell. The throttlemans secured the throttle and the CMM set up all to start looking for lube oil leaks. The Engineering Officer yelled down the hatch to see if everything was all right. After, we tested the main engines to see if they were all right, but the same noise came from the gears. So the throttle was secured again. The CMM went topside to see what the dope was, but he came back immediately because he couldn't find out anything. Before this they had passed the word to stand by to abandon ship. We were all standing by in the engine room and the steam pressure started to drop. All machinery started to slow down, and when all was stopped the CMM said we may as well get out of here. When I went topside quite a few men were already in the water and drifting away from the ship rapidly. Mr. Griffin (Gunnery Officer) had taken charge of things. I helped move the wounded around some and helped a couple of guys out of the water. Later, I was helping to throw 40-mm shells that were around the gun mounts into the water. In the meantime they wanted the sprinkling system turned off in the 40-mm clip shack to get more pressure on the fire main. I went in and turned it off, and later, entered again to turn it on again. We finished this and the word was passed to throw all gear over the side. I helped with that also. While the wounded were in the water they thought the screws were turning over, so I went down into the engine room to make sure the throttles were shut. When the PGM came alongside the starboard deck was awash. I helped put a couple wounded on it and then went on myself. As I was leaving the ship one of the forward magazines exploded."

\* \* \* \* \*

**CORDREY, Charles O., MAM3c, USN (Upper Handling Room, Gun #2)**

"General Quarters went at about 1500, and we started to fire. I was in charge of the #2 Upper Handling Room. We really put the shells and powder up! We emptied the handling room's regular supply twice. Besides that, there were a lot of extra shells on deck - about forty or fifty - that we got out. The third time we got the handling room filled we didn't even bother strapping the shells to the bulkhead we were firing so fast. We had just started on our third when we felt a hit. It felt like it was from back aft someplace. Then, a few seconds later we felt another from up forward of us. Our handling room was full of smoke. Then the hoist jammed. WOLF, K. E., GM2c, and myself tried to run it up in manual, but it was of no use. Then we felt the third hit about twenty seconds after that. It knocked most of the shells all over the deck, and fire was coming from every place - in the gun - and it also seemed like the starboard side of the handling room was all on fire. Powder cases started to burn and shoot sparks all over, and the gun and center column seemed to be off the stand. I told everyone to clear out of the port door. There was fire and smoke both forward and aft, so we all went off the port side with the exception of EDELMAN, J., Slc. He went out the starboard door and got his arm shattered somehow.

"Wolf, Paterno, Manninen, Coates, Dowell and myself all got in the water O.K. and started away from the ship. (PATERNO, A. P., S2c; MANNINEN, R. P., RM3c; COATES, T. E., S2c; DOWELL, R., StMlc) We found a piece of a life raft and pushed and kicked until we got over to Captain FOSS (Lt. Cdr. Eugene N. Foss, II, USNR, Commanding Officer). He was badly burned but still had on a life jacket. We sat him in the middle of the raft and held him there. Wolf started out after SOFRANKO, J. P., CY, without a life jacket. I had a life ring on, so I started out and helped him get Sofranko to the raft. They we got THOMPSON, H. O., COM, and brought him to the piece of raft. We were in the water about two hours when a gig from the minesweeper USS RECRUIT (AM-285) picked us up and brought us aboard. Thompson died a half hour after we got aboard the AM. Our Lower Handling Room also got off safely."

\* \* \* \* \*

**DODZIK, Andrew J., SoMlc, USNR (20-mm Gunner, Mount #5)**

"Being that I was topside for G.Q. and saw almost all the action, and stayed aboard until the end, it is impossible for me to describe everything in detail. It would take me much longer. In my report I do not think the sequence of happenings is in order, but I will do my best.

"My G.Q. station was Gunner on #5 20-mm. The first few minutes of G.Q. we were mostly watching our Hellcats shoot down the Japs. I think they got 6 before our first attack. Action on the port side did not concern me, as my gun was on starboard. The first plane came from port over to stbd., circled and approached again. Being that he was out of range, I held my fire. It seemed as though he was coming in for a crash, heading toward me. When I decided to open fire my gun was jammed. I fumbled with the trigger for a while; in the meantime he had banked and went over the 40-mm and crashed in the water. The jam in my gun was due to a wet drum. This was remedied. From then on things really happened. Several Jap planes approached. All guns fired perfectly and took their toll. I would say 6. Every plane that approached us was a suicide. Three of them crashed in the water around us -- one about 100 yards in front of me with a terrific explosion. I remember four distinct explosions; in what order they came I don't remember. One plane hit forward (apparently C.I.C.) and threw a mess of debris in my sector. We were sprayed with green sea marker. Some flesh and bone fell behind me - apparently human.

"I then saw several more planes approaching, almost at water level. The Hellcats got some of them and a couple came in. In front of me the air was full of planes. A Hellcat came toward me in a dive. I mistook it for a Jap and fired. After recognizing it, ceased firing. Then I saw a plane crash aft of the passageway to the Eng. Comp. The explosion threw me out of the harness. Suddenly another hit (what it was I don't know). The blast was terrific. I was on my knees - and saw the big reel on the fantail go sky-high. Where it landed I don't know. From this blast I received the

fragments in my right leg. (I saw another plane hit the foc'sle -- I don't know when.) After the blast on the fantail the crew began to abandon ship. I decided to stay and helped one of the wounded, MOORE, R. B., Slc. I saw most of the wounded that were around midships. The condition of some of them I can not describe, but they were horrible. I helped in the throwing over of life rafts and floats of all sorts. Helped jettison the 20-mm guns and 40-mm ammo.

"Things were quiet now, for us anyway. Two more planes approached but were shot down by the approaching AM's. The badly wounded were off. Just about everyone assisted in medical treatment. I saw 4 dead: KOHL, C. R., SoM3c; ROBINETTE, S. J., Slc; SHARBONO, H. W., CEM; WILDER, R. L., SC3c -- and one badly mutilated body beyond recognition.

"The PGM-11 came alongside to take the rest of us off. With Mr. Griffin's permission (Lt. J. J. Griffin, USNR; Gunnery Officer) we broke open the Ship's Service Store and got some cigarettes for the boys. While the PGM was alongside one of the handling rooms up forward went off. With that, the lines were cut and we shoved off for Kerama Retto.

"NOTE: All hands performed splendidly from beginning to end."

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**HENWOOD, William E., Flc, USNR (After Fire Room)**

"I was on watch in the aft fire room when G.Q. sounded. That was my G.Q. station at the time. I was on the burners. It was reported that the RODMAN was hit and that we were trying to aid her. When we came fairly close to her I got a relief and went on topside to have a look at her. I reported back in a few minutes, and then the Japs started coming. I was pretty busy, because we were doing high speeds and maneuvering, so I didn't know much of what was going on. The last report I heard was that we had knocked down four of them. Then we got it. It seemed like they hit all together, but I wasn't sure. We were doing flank speed before we were hit, and I had all the burners in. After we got it the telegraph said 'Flank,' but the starboard shaft wasn't turning. A few minutes later we got a 'Stop' bell. I secured all the burners except the ones we needed to keep six hundred pounds of steam up. Soon after, QUINSEY, J. H., WT2c, had our fire and bilge pump running with a hundred lbs. pressure. About five minutes later someone yelled down the hatch and told us to secure and get the hell out. We secured the fires, stopped the fuel oil pump, secured the feed check and the blower throttle and left. The rest was secured from topside.

"When I first came out of the hatch I was shocked and scared. I saw quite a few of the men swimming in the water, and I thought we were going down. I walked aft to the loading machine and tried to help the wounded as much as I could. Someone started the handy billy pump and yelled for help with the hose. I started helping there when the handy billy crapped out. Then Mr. Griffin yelled for four men to go up on the forties and throw the ammo over the side. After we got the forties off they started throwing all loose gear over the side. After that we started unloading the wounded into the gig. Not long after we started a PGM motor gunboat came alongside and the men left aboard went on her. We were then taken aboard an APA."

\* \* \* \* \*

**HUDSON, Louis P., FC2c, USNR (Plot) (Awarded the Silver Star Medal)**

"I arrived in Plot at 1507, manned the JK phones, tested all stations and checked all gear. No casualties.

"Planes started attacking. Control reported cross-level as being out. Checked stable element and found it to be operating. Noticed Control was hitting the computer's lower limit stops. There seemed to be a ten degree error in elevation. I tried to match to correct the error by adding ten degrees position angle with the elevation knob. Unable to do, so I put the knob in the 'In' position and tried holding it.

"Five planes had been reported downed by Control when we felt a jar at 1732 and 15 seconds by the clock in Plot. The pit (pitometer) log registered 25 knots. I asked ZERINGUE, J. J., FC1c, what target speed was and he said 235. Two other jars came in rapid succession, the last coming at 1734. The last jar made our fire control switchboard look like a Xmas tree with all the lights. The lights were dim, and flame and gasoline started coming down the ventilator. Zeringue reported fire in the I.C. Room. Everyone left but DEVERELL, R. I., FC2c, and myself. We tried to operate the two CO2's, but were unable to get the pins out. We then decided to leave Plot. I looked into the Ship's Office, and it was also on fire, with flames and gasoline coming from the ventilators. I secured the watertight door going from the Mess Hall to Plot and headed for the galley passageway. By this time the lights were out. They went out while Deverell and I were trying to get the CO2's to work. The passageway was in flames. I then went forward on the port side of the Mess Hall, climbing over what appeared to be lockers. Opened the watertight door and entered the Forward Mess Hall. Some of the boys were pounding on the provision hatch, which we finally got open. Getting into the Wardroom passageway, I headed aft and opened the watertight door into the Wardroom, which was a mass of flames. Some of the boys started getting excited. I started forward and opened the watertight door into the #1 Handling Room. The handling room was on fire, so I closed the door behind me. A powder can with the cork off was burning. The 5-inch MK 40 projectiles were burning; the MK 40 in the fuze pot was spitting. The handling room was ankle-deep in water. The powder cans in the racks were on fire -- the grease on the roller path was burning. I then went up the ladder into Gun No. 1, which was burning all over. I pulled my shirt over my head and went out onto the deck. There I saw FLANAGAN, J. J., BM2c, and helped him carry YECKE, D. L., Bkr2c; NICHOLS, T. H., Cox, and MELLE, H. J., Slc, from the door of No. 2 Handling Room to the foc'sle. I then went back to the No. 2 Handling Room to turn the sprinkling valve, but someone had turned it on already. I then went into the handling room to open the escape hatch but couldn't, because I had no wrench and there wasn't any laying around. I then crawled down a hole in the foc'sle to the Chiefs' Quarters to try and open the door into No. 1 Handling Room. The handle worked the dogs, but the door was buckled so that I couldn't open it. I pounded on the door for some help in opening it. I could hear someone on the other side, but still couldn't open it. There was no fire in the Chiefs' Quarters. I saw a hole in the bulkhead, but it was still watertight. I then went back on deck and told Flanagan there were about thirty men trapped below. He said that there wasn't any water on the fire mains. I then went to Gun No. 1 and got the CO2 there and turned it into the gun. It didn't put the fire out, but it drove the flames to the side of the gun. I then yelled into the handling room for them to come up that way. There was one body in the gun mount which proved to be INFANTO, O. L., Slc. The boys started coming through the hatch until one boy said he was the last one. A MK 40 in the tray of the gun was on fire and spitting. I then went out on deck, and the doctor said to put Melley over the side, so I blew up his life jacket and had a couple of boys help slide him over. The last I saw of him he was swimming for a life raft.

"I looked over the side and saw a life raft floating by the break of the deck. I was going to bring it forward to get Nichole and Yecke, but I couldn't find the paddles. JENSEN, D., GM1c, came along, and I yelled for him to help me with the life raft. He jumped in, but the ship still kept drifting away. Deverell and COWLEY, C. T., FC3c, came along, so we took them aboard. JOLLY, A. J., GM3c started yelling for help, so Deverell went after him. Then Deverell yelled that he couldn't make it, so I swam and got Jolly. My life jacket deflated, so both of us swallowed a lot of water. Jolly didn't have a life jacket.

"We then joined with two other rafts until we were picked up. The boys on the AM treated us like kings. The whole crew seemed to be trained in first aid.

"While on the foc'sle I believe I saw McCONNELL, T., Cox. I am not positive, but I believe I teased him about his singed mustache.

\* \* \* \* \*

**JENSEN, David (n), GM1c, USN (Repairman, Gun #1)**

"Was on watch and was relieved to go to my Battle Station in Gun #1 as Repairman. When I got there the gun was trained out and matched up with the director, standing by to fire. Got the word to commence firing. All of the gun crew went to work, and raised hell because ammunition was coming up a little too slow. Even when it came up on time McCONNELL, Thomas, Cox, kept hollering for it -- also YECKE, D. L., Bkr2c, for powder. Everything was shipshape. Nothing crapped out. That was something for Gun #1!

"I went below to the upper handling room. Helped get the ammunition from the lower magazine and kept pulling it up as fast as possible. Everyone down there was sure doing their job. Ammunition was going up so fast it was hard to replace in the upper handling room.

"Then we heard an explosion and knew it was back aft somewhere. But everyone kept on their station. Then there was a louder one as another plane hit. A few seconds later one hit the forecastle, which in turn blew me up against the hoist -- and a fire started in the handling room. All hands ran for the sprinkling system. MOONEY, J. A., SM2c, turned it on, but it still kept burning. Then I turned it on full - which put the fire out and also flooded the handling room. We all got into the passageway to the officers' rooms, and all the men started coming up through the hatch used to hoist stores to the ice box. Then we were going to flood the lower magazine. We changed our minds, because we figured it was not hit that low, and the men were still alive in the handling room. Later we were joined by men from the I.C. Room. First man I saw was HUDSON, L. P., FC2c, then REA, W. J., FC3c. Later, "Doc" Williamson (Lt. Charles R. Williamson, (MC) USNR) entered the passageway and started opening some of the ports to let the smoke get out - also get some air. The next thing we all started to choke from smoke. I suppose I would not have lasted much longer, and I told ROBBINS, J. E., StM1c, I was going to make a break for it up through #1 gun hatch under the sight setter's seat. About then, when I was on the ladder, Hudson called down to come up that way because he and FLANAGAN, J. J., BM2c, had thrown a fire extinguisher in the gun. I was first to get through the hatch out on deck. The first one I saw was Flanagan. He was running around looking for a fire hose that had pressure to put in the gun. I grabbed the one on the forecastle, but the pressure was gone because the plane broke the pipeline. Then "Pappy" Cole (COLE, D. G., Slc, came up along with Doc Williamson. Flanagan rushed him over to see Yecke and MELLEY, H. J., Slc, who was wounded, and Williamson said for someone to pull the life raft up towards the foc'sle so the wounded men could be thrown over and put aboard. Hudson went first, and he needed help. Then I went in and helped him. By then there was no one on the foc'sle anymore. The bridge was blazing - and also Gun #2. Hudson and I paddled the raft away from the ship. Then DEVERELL, R. I., FC2c, grabbed on. JOLLY, A. J. GM3c, started to holler for help. Hudson jumped in after him. Jolly had no life jacket. We got him aboard the raft. Met two other rafts and tied the three of them together and kept paddling away from the ship and picked up a lot of other fellows. One of the rafts had a bunch of wounded and burnt men on it from the bridge.

"One of the minesweepers threw us a line on this pulled all the wounded from the rafts first - then the rest of us got out and aboard and was rushed below decks to the sick bay which gave us a lot of attention. Then I saw "Doc" Kennedy (see next report). He was sure helping out. He did not even worry about his own wounds - just kept working on the casualties of the crew. He asked me to take a muster of all the survivors aboard which I did. We had forty-eight and a few dead which I did not know. The only one I saw was BORELLI, J. V., S2c.

"Some officer asked me a few questions, but God only knows what he was talking about.

"The crew of the AM lent us dry clothes, gave us cigarettes and hot coffee - and also their bunks to sleep in for the night. I hit a rack and went to sleep. About 4 AM was awakened to be transferred to an APA hospital ship."

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**KENNEDY, George T., PhM3c, USNR (Pharmacist's Mate) (Bronze Star Medal)**

"1500 General Quarters. Shortly after I saw 2 planes splash in attempted suicide dives. As no casualties were on hand, I helped load 20-mm magazine drums on the torpedo deck. I can account for eye-witnessing of 6 planes shot down. Then we were hit aft, and I left the 20-mm area and went aft as the second plane hit. Lt.(jg) Davenport, EATON, L. C., CPhM, and several other wounded were under the port 40-mm. Although seriously wounded, Mr. Davenport (Ralph M., Jr., Minesweeping Officer) assisted in first aid until I arrived and took charge. He should be highly commended for this. While working on wounded by loading machine a plane struck Combat and Radio on the starboard side. I was wounded at this point. Went forward after fire was almost out, but could not get into Combat. TERBOSS, F. G., Rdm2c, and MESCO, E. F., RT2c, were outside on the super deck, dead. LAJEUNESSE, A. L., Flc, and PECK, Charles, SF3c, were both dead by the starboard hatch. Could not get to forecabin due to fire and debris. Returned aft and found ROBINETTE, S. J., Slc, and an unidentified man by port D.C. rack. Looked in after passage and saw parts of plane at foot of double ladder and wreckage of plane against after deckhouse. Returned to loading machine and continued giving first aid to ALLEN, CHARA, Mr. HORWITZ, MOORE, EDELMAN, KISER, PISZCZEK, PARRINELLO, EATON, Mr. SMITH, KOHL (who died there), POSEY, NATZKE, AKERS and many others. Recommendations should be granted to BECK, C. W., SC2c; CHARA, P. J., Slc; SYNOSKY, Steven, Mlc and Chief STEVENSON, A. W., CEM, for expert assistance in handling wounded as my aids.

"1900: I took last load of wounded to AM233 just before PGM-11 removed the rest of the crew. On board, BORELLI, J. V., S2c, and SEREWA, G. E., Slc, were dead, and CARACCILOLO, J. P., Slc, died at 2300 on AM233. Worked till 0430 caring for wounded on this ship. Serious casualties on AM were: THOM, Mr. HORWITZ, EDELMAN, MADDEN, BILGER, HARDY, KUBANY and KELLER. Many had serious injuries. There were 51 men on this ship; 10 uninjured. KISER, M. R., CRT, although badly burned in face and arms, assisted me until exhausted. Reported with these men on APA170 at 0500 April 7, 1945.

"Men whom I saw, reported as missing: HOWE, H. C., RM3c, on fire, ran off forecabin; GOCELLA, J. A., Slc, lying motionless, face down in raft."

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**ROBERTS, William J., QM2c, USN (Secondary Conn) (Bronze Star Medal)**

"Was on the bridge when plane hit RODMAN. Called G.Q. and went to Secondary Conn when relieved. Was on Sec Conn when first explosion came from fantail. Did not see plane hit. Saw magnetic minesweep reel fly up toward the stacks after explosion. Left Sec Conn to go down to main deck at the break of deckhouse to help take care of wounded. Went back up to help launch #5 and #7 life rafts. Got #5 over, but #7 was beat down on support. Corpse was hanging from life line. Could not identify. Saw WILDER, R. L., SC3c, in seat of 40-mm with part of head blown away. Went down on main deck to help. Saw COLE, D. G., Slc, and an unidentified man in water trying to make life raft. Jumped in to help get him to raft. Believe other man to be YECKE, D. L., Bkr2c, or SHEA, R. A., RM3c. He was floating face down. Climbed back aboard and began signaling to AM's coming over horizon. Asked two to come alongside. One said would be alongside as soon as he picked up men in water. Other did not answer. Kept trying to get AM's alongside until just before dark when PGM-11 came in sight. Signaled him with flashlight. Asked him to come alongside and told him fires were out except in director. PGM came alongside. Helped put wounded aboard. Explosion came from Gun #2, and PGM passed word for all hands to come aboard. Jumped aboard and went below. Took off wet clothing and lay down. Went aboard AP in anchorage.

"Only remember one explosion from fantail. Did not feel any of rest."

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**TENEROWICZ, Thaddeus T., WT3c, USNR (Forward Engine Room)**

"General Quarters station: Forward Engine Room. I remained in #1 Engine Room until the last hit, whichever one that was. The last bell on the indicator was "Stop" (from "Flank"). After that I tested with Bridge, but received no acknowledgement. The throttlemans then tried to turn the screws over but failed. All men therefore maintained their position below until further orders from Chief Engineer, Mr. Minton. Shortly after, Mr. Minton gave orders to take helmets, secure boilers and go aft to help out.

"I started aft nervously, looked in a hatch door above the double ladder, saw a big flame but had no way of fighting same. Then I turned back and saw several hands helping the wounded: BILGER, F. A., F2c; Lt.(jg) David Horwitz, USNR, Communications Officer, and EATON, L. C., CPhM. This was by the depth charges, port side. I was too frightened to help, and figured I would do more harm than good in that state. I turned fore and aft all excited - then looked at the water and saw Lt.(jg) Howard B. Smith, USNR, Ass't. Eng. Officer, wounded and holding SEREWA, G. E., Slc, who was almost done for. Mr. Smith called for something he could use as a paddle. I looked about, but couldn't find anything suitable. Instead, I began throwing objects in the water that would float. I threw in loose kapok life jackets and empty powder cans. Then I heard someone pass the word to abandon ship. I turned toward the water and saw that Mr. Smith was in a life raft with Serewa and Bilger, seriously wounded, and THOM, Albert, SClc, with a very bad arm. Not more than a few yards away from the life raft I saw a floater net bumping against the ship's side. With the fear I had of water, being a very poor swimmer, I called for CRUZ, S. A., F2c, who was all right, and asked if he was ready to abandon. Cruz jumped in while I swung down holding a chain which broke loose from a depth charge. Suddenly Mr. Smith yelled up from the life raft and asked if I had a knife. I had a knife which I handed to Mr. Smith, and with one hand I still held the chain. Immediately after, I dropped myself as close to the net as possible. Lt. John J. Griffin, Jr., USNR, Gunnery Officer, then yelled down to pull the raft away from the ship. Cruz and I did our best to pull the raft and net away from the ship. Shortly after we succeeded NEWTON, R. H., Slc, and McLEAN, B. D., Slc, came over. Then LAKIN, L. E., SoM2c, with severe burns on face and hands, swam over to us. Finally, COPPOLA, A. J., S2c, with burns on hands, drifted over, holding on to two buoy markers."

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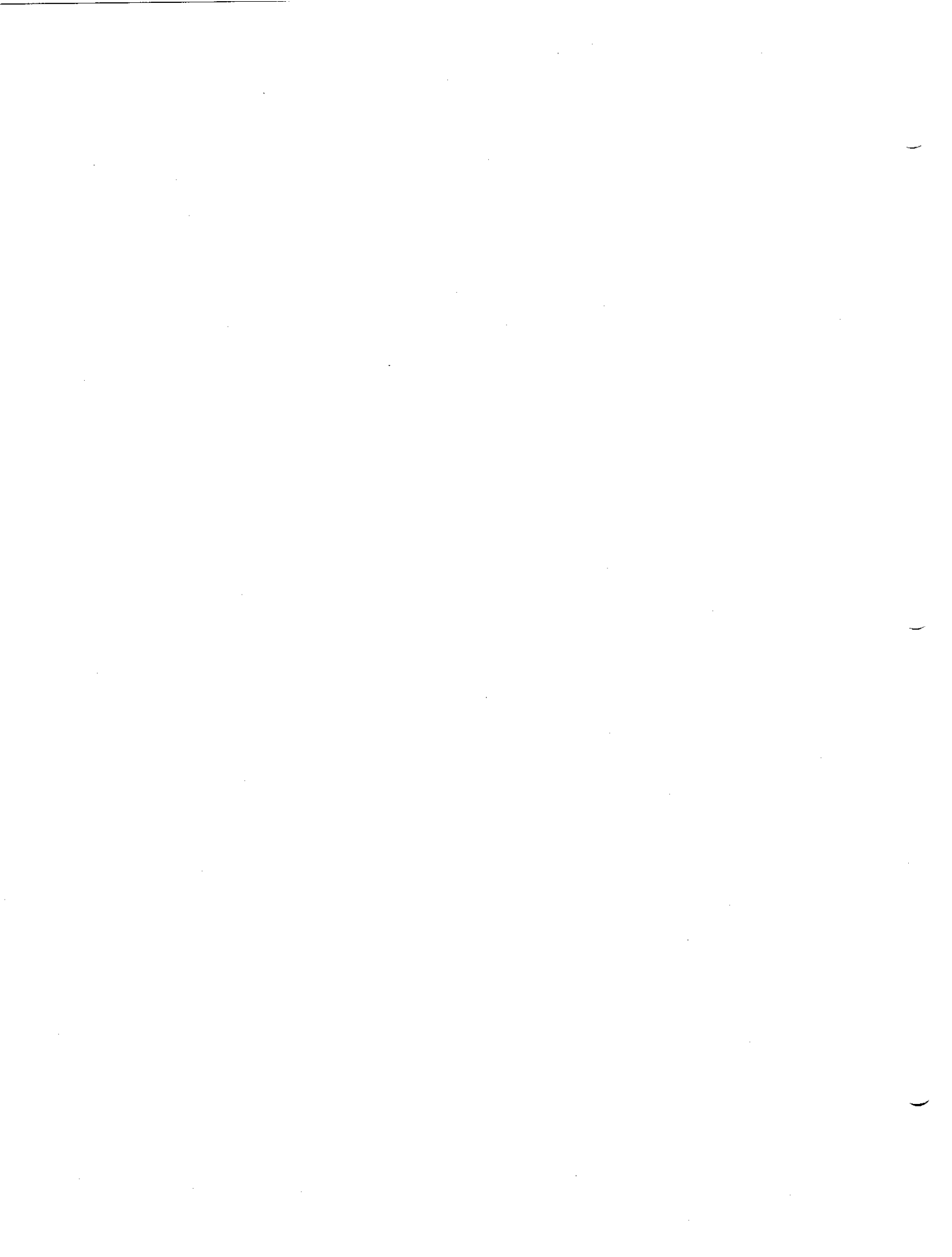
A Tribute to the Men on Radar Picket Stations  
by Samuel Eliot Morison\*

Although your historian himself has been under kamikaze attack, and witnessed the hideous forms of death and torture inflicted by that weapon, words fail him to do justice to the sailors who met it so courageously. Men on radar picket station, to survive, not only had to strike down the flaming terror of the kamikazes roaring out of the blue like thunderbolts of Zeus; they were under constant strain and intense discomfort. In order to supply high steam pressure to build up full speed rapidly in a destroyer, its superheaters, built only for intermittent use, had to be lighted for three and four days' running. For days and even nights on end, the crew had to stand general quarters while the ship was kept "buttoned up." Men had to keep in readiness for the instant reaction and split-second timing necessary to riddle a plane bent on sacrificial death. Sleep became the rarest commodity and choicest luxury, like water to a shipwrecked mariner.

The capture of Okinawa cost the United States Navy 34 naval vessels and craft sunk, 368 damaged, over 4900 sailors killed or missing in action, and over 4800 wounded. Tenth Army lost 7613 killed or missing in action and 31,800 wounded. Sobering as it is to record such losses, the sacrifice of these men is brightened by our knowledge that the capture of Okinawa helped to bring Japanese leaders to face the inevitable surrender.

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\* The Two-Ocean War. Boston: Little Brown & Co., 1963



27 SEP 1948

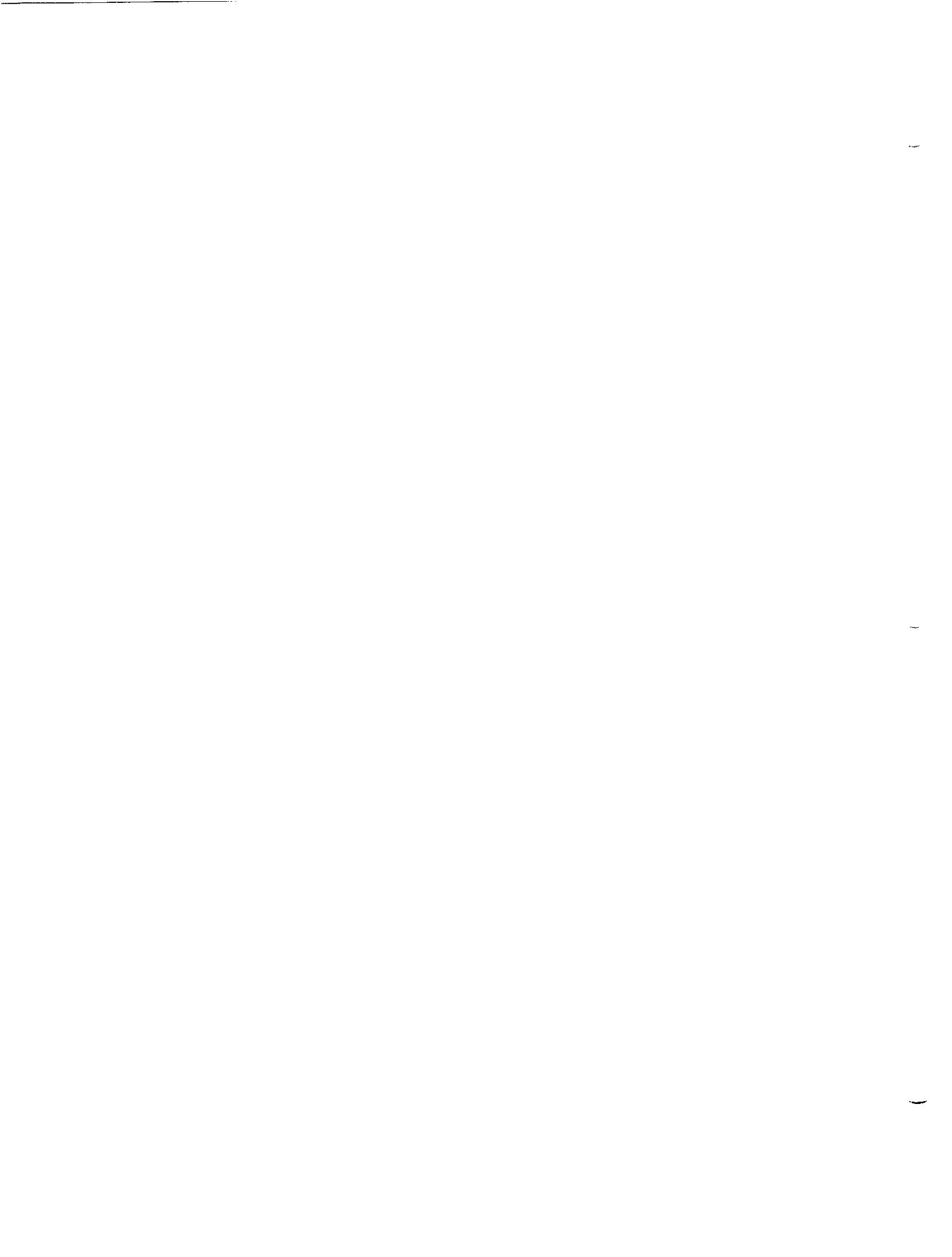
The Secretary of the Navy takes pleasure in commending the  
UNITED STATES SHIP EMMONS

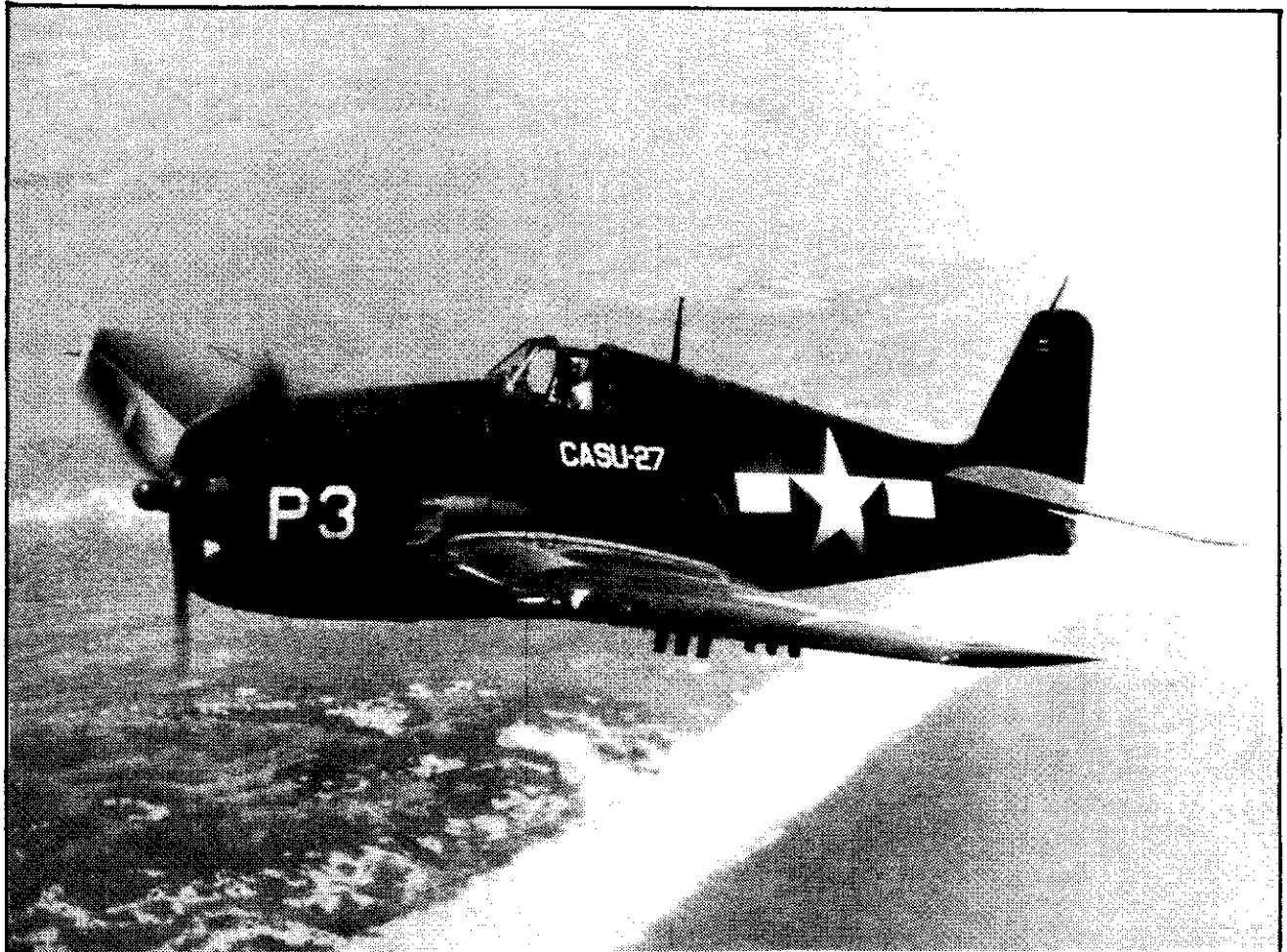
for service as follows:

"For outstanding heroism in action while attached to Mine Squadron TWENTY, operating under Commander Mine Force, Pacific Fleet, from March 24 to 31; and thereafter under the operational control of Commander Transport Screen, from April 1 to 6, 1945, during operations for the seizure of enemy Japanese-held Okinawa, Ryukyu Islands. Although lightly armed and highly vulnerable while operating in dangerous mined waters, the U.S.S. EMMONS rendered heroic service in minesweeping, fire support, radar picket, anti-suicide boat, anti-submarine and anti-aircraft screen missions. A natural and frequent target for heavy Japanese aerial attack, she was constantly vigilant and ready for battle, fighting her guns valiantly against a group of Japanese suicide planes striking in force on April 6, and downing six of the attackers before five others crashed her in rapid succession, killing or wounding many personnel and inflicting damage which necessitated her sinking. By her own aggressiveness and the courage and skill of her officers and men, the U.S.S. EMMONS achieved a record of gallantry in combat reflecting the highest credit upon herself and the United States Naval Service."

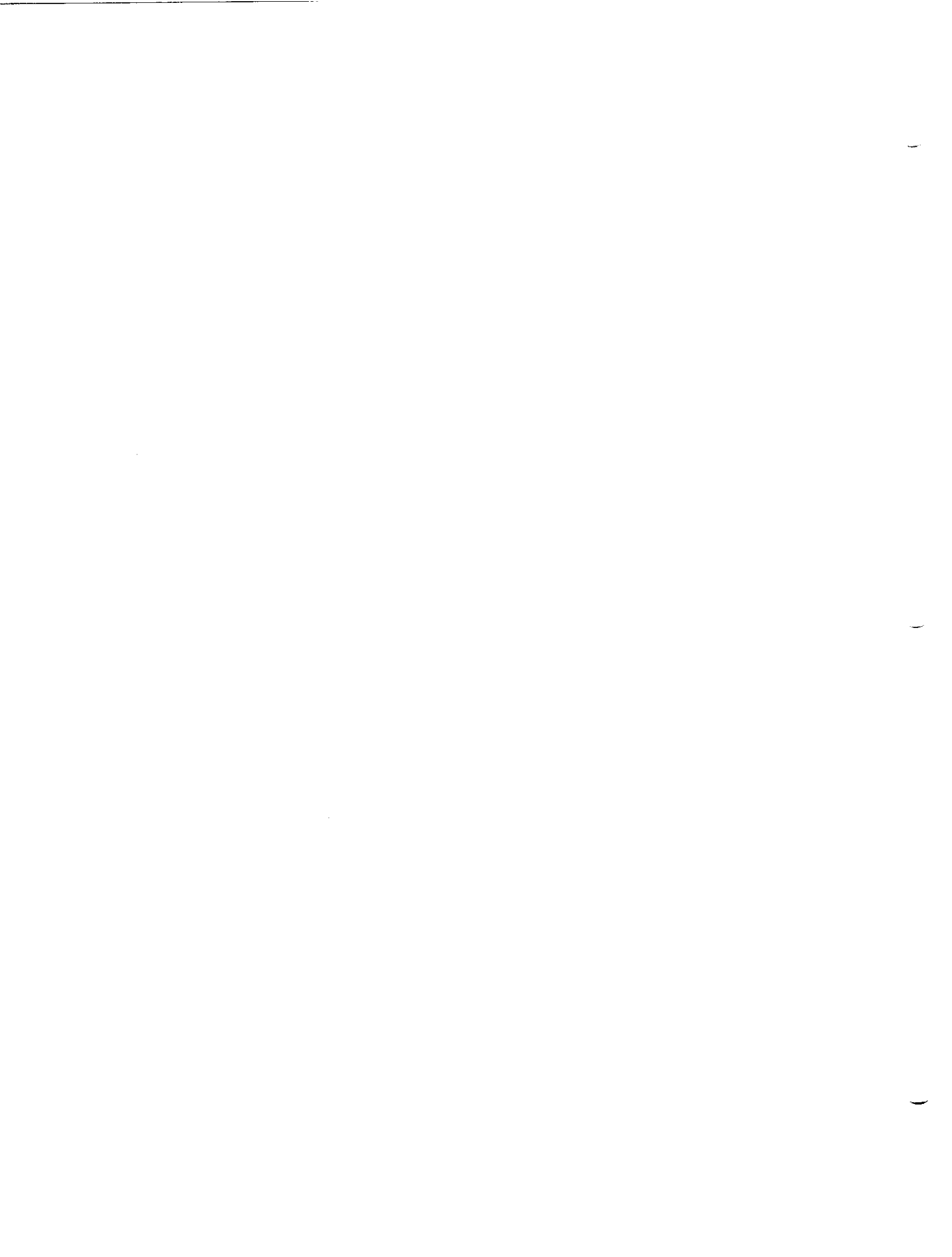
All personnel attached to and serving onboard the U.S.S. EMMONS from March 24 to April 6, 1945, are authorized to wear the NAVY UNIT COMMENDATION Ribbon.

Ref: EdAwds 3rd and 5th end on                      John L. Sullivan  
CoMinLant ltr ser 2784 of 3 Sept      Secretary of the Navy  
1947 (Serials 0374 of 5 Feb 1948 and 0703 of 15 Mar 1948)  
AppSecNav 13 1948





*The Grumman "Hellcat" (F6F) was the carrier-based fighter which accounted for most of the Japanese planes shot down in aerial combat during the war. From his battle station in the main battery director Lt.(jg) Merrill counted 14 of them in the Combat Air Patrol (CAP) assigned to provide air cover for the Emmons and her sweep unit on April 6, 1945. The Hellcat had a wing span of 42' 10" and was armed with six .50-cal. machine guns. With its 2,100 h.p. radial engine the F6F-5's speed was 375 m.p.h. (U.S. Naval Institute Collection.)*



U.S.S. EMMONS (DMS-22)

Report by Lt.(jg) Ralph F. Merrill, USN\*

In writing this report I will only record those incidents I recall by observation or the answers to questions I have put to various men aboard ship whom I felt were qualified to give accurate and useful information. I will try to give a recurrence of the events that involved the USS EMMONS (DMS-22) on 6 April, 1945 against the enemy.

My general quarters station was in the Mk. 37 Gun Director as illumination officer, spotter and JA talker. My primary duty was assisting the Gunnery Officer aboard ship.

About 1515 to 1520 the word came over the IMC "all hands to general quarters." At the time I was in my stateroom after port side of superstructure on B1 level. I grabbed my life jacket on the way out, but stopped and looked out the door leading to the forward deck house super. I saw a ball of black and gray smoke. My first thought was that a plane or bomb had just missed the RODMAN. I then scrambled up the ladder inside the superstructure and manned my station in the Gun Director. It was not until I arrived at my station that I became aware of what had actually happened. I learned from the Control Officer that an enemy plane had emerged from a cloud 4000 feet directly over the RODMAN and, as we saw a few minutes later, left a gapping hole on each side of her bow above the waterline, with the foc'sle deck above ripped open. We had been providing fire support for a division of AM's at this time, who were sweeping off the northwestern coast of Okinawa along with the USS RODMAN. We did not at this time have air cover. Our air search radar SA was relatively ineffective as the proximity to land on each side saturated the scope. A close watch was being kept on the SG radar for low-flying planes. These facts I found out from CIC after establishing communication.

The next 15 to 20 minutes were relatively free of any action. We began to circle the USS RODMAN to offer protection and at same time started to go alongside to offer what aid we could. The Captain of the RODMAN evidently decided his ship could handle the job, for we backed off and resumed our circling of the crippled ship. All during this period the crew in the Director were keeping a sharp lookout on all sides and overhead for more attacks. Fourteen (14) Hellcats (F6F's) had arrived on the scene and were offering us air cover. About the time of their arrival in the area, (F6F), we began to spot other planes. They were out of range of the guns, so we kept a sharp watch on them. As I was connected with Sky Control, 40MM and CIC, I reported all planes I saw to these stations so they could also keep an eye on them. Our CAP had already begun to investigate these planes, which were flying over the islands to the west of Okinawa or over Okinawa itself, in a southerly direction. We could see some of the planes being shot down, so I made an effort to count the CAP each time they came near enough to distinguish them, and each time I found 14 planes. These Hellcats were doing a marvelous job being everywhere to intercept the Jap planes before they came within range. Events started to speed up as it appeared more Jap planes were arriving on the scene and in greater num-

\* Written immediately after the EMMONS was sunk off Okinawa by kamikazes on 6 April 1945. Retyped, unedited, from a copy sent to me by Captain Ralph F. Merrill, USN (Ret.) in September, 1997.

E. A. Wilde, Jr.  
October, 1997

bers. The first plane I recall that came in close seemed to appear out of nowhere on the starboard side (probably came in low over the island). We commenced firing, but the surprise he accomplished in getting so close did not allow for a good solution to be transmitted to the guns. He came through our fire but to our further surprise he did not crash the ship; instead, he passed over the fantail, altitude 50 feet, and commenced to climb, turning to the left, away from the direction we were heading. Our bursts continued to trail him for some time, the elevation was fairly good. He opened the range to about 7000 yards as he made a wide circle to the left and then commenced his dive again. We had been firing steadily at him, but he seemed to pass through everything we put out. He came right on in heading for the fantail a second time but misjudged or was killed by a 20 or 40 MM, because the plane just skimmed over the top of the fantail and splashed in the water 50 yards on the port quarter. Up to this time I had seen 16 Jap planes crashed by the CAP. In regards to the planes splashed by the CAP, no enemy plane appeared to take any evasive action against them except probably speed, which was not evident to me aboard ship.

Up to this time we had not received any word in the director of casualties to the guns or fire control equipment. Shortly after the first plane crashed astern, a second plane crashed on the port side in about the same place, relative to the ship. Planes seemed to be all over the sky at this time, and we tried to concentrate on the most dangerous ones with the main battery. My attention was called by the rangefinder operator, who was also acting as lookout, to a third plane which had evidently made an attack and missed, splashing astern. About this time we were told in the Director over the JA circuit of a plane approaching on a certain bearing. I informed the Control Officer and trainer, who immediately came to that bearing with the aid of the MK 10 bearing indicator. The information must have originated from the Bridge, because they came back and said we were on the wrong bearing and repeated the bearing. I checked the bearing myself in the Director, and according to the bearing indicator we were on bearing. I knew something must be wrong with either bridge gyro repeaters or the one in the Director. I then asked for the course we were on, intending to check the helmsman's bearing repeater against both trainer's indicator and the Control Officer's, noting if there was a discrepancy between the latter two. I received the information immediately and saw that the trainer's indicator was about 120 degrees off. The Control Officer's indicator was all right. I informed both Control Officer and director trainer of that fact so that they could act accordingly. What happened to the plane that was reported I don't know. Shortly after this incident we all noticed a plane approaching fast, low over the water off our starboard bow. We took this plane under fire, but he continued on through, heading straight for the superstructure. When about 400 yards from the ship he turned slightly left and passed down our starboard side at about bridge height. Just before he came to the fantail he did a slight wing over and crashed on the fantail. I observed his flight until he crashed, after which I tested my communication with the Bridge and found it satisfactory. I heard no reports come over this circuit concerning damage or casualties.

I next observed that the minesweepers had continued their sweep and were



12,000 to 14,000 yards northeast of us, near the northern extremity of Okinawa. I noticed that they were firing and looking through the binoculars. I could see a number of planes flying low over the water, some going over the island, others circling wide away from the minesweepers and making a run between the islands towards the RODMAN and ourselves. One of the planes headed straight for us, flying very low over the water. At about 8,000 yards range the CAP, consisting of 6 or 7 Hellcats, started attacking him besides the fire we were directing at him. He did quite a lot of fishtailing, which seemed to slow him up considerably, so that our solution was erratic. As he closed to machine gun range the 20 MM and 40 MM opened up and did some excellent firing. The CAP ignored our firing and still kept after him and finally succeeded in splashing him in flames 1500 yards off our starboard beam.

It was during this attack that the rangefinder and supporting arm stopped receiving crosslevel, as she tilted against the stops. The rangefinder operator switched it to manual while I turned the handwheel to bring it up to a horizontal position. I checked with Plot, as the Control Officer and trainer who manned the JP and 41 VS circuits were busy, to see if the stable element was operating satisfactorily. They replied in the affirmative, so I continued to keep the rangefinder horizontal, as nearly as possible, using the hand crank. It was just after this last attack that the rangefinder operator looked out of the hatch to find a new target when he shouted to "duck" and stand by for a crash. Everyone ducked in the Director and braced themselves. In a matter of seconds a loud crash was heard and the Director was shaken violently. A few seconds later it was followed by another which threw debris up on our Director. This one was followed almost instantly by a third crash. They all felt as though they hit in the same part of the ship. On the last crash there was a lot of gasoline thrown upon the top of the Director and into the Director itself. It had the peculiar odor of gasoline but did not burn or eat the skin, which I am told is characteristic of 100 octane gasoline. The smell and fumes did not seem as strong as ordinary auto gasoline.

After the last crash the Control Officer gave the order to abandon the Director. The rangefinder operator lifted the escape hatch down into the battle lookout tower but found a mass of flames, so everyone left by the hatches in the top of the Director. I climbed out of the hatch and dropped down the back of the Director to the flying bridge. I learned later from the Control Officer that the slewing sight was torn off and there was no power in the Director.

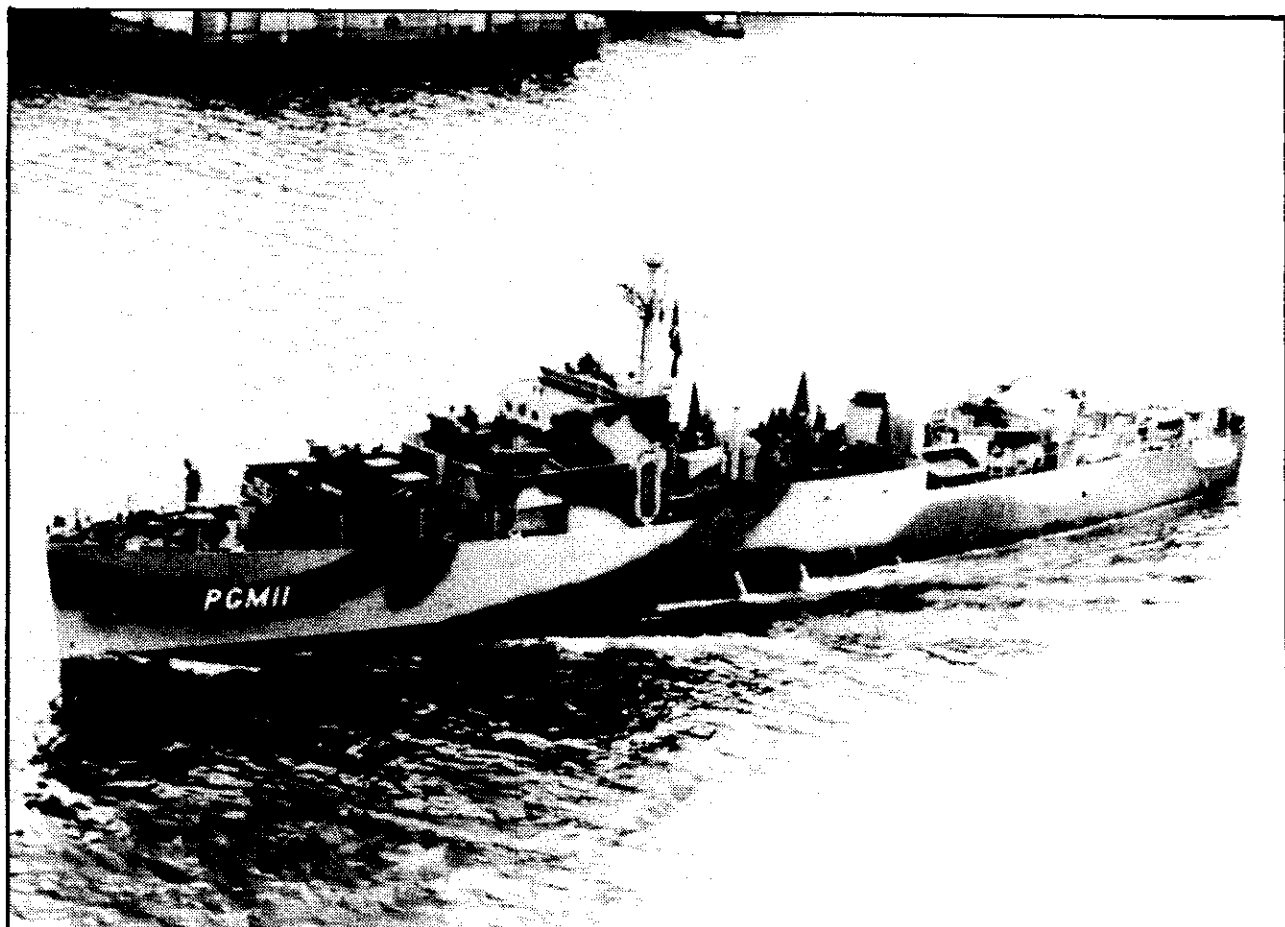
On the flying bridge I saw some of the men laying Ensign Elliott down. He appeared to be badly wounded, but I did not see any external evidence of injury. I aided Lt. Griffin in lowering Ensign Elliott to the bridge and saw that escape down the inside ladder was impossible. The whole bridge was on fire on the port and starboard side. Only the after part of the bridge was free of flames. I then descended the ladder down the mast with the idea of having Lt. Griffin passing Ensign Elliott down. As I reached the 2nd deck I saw that it, too, was all in flames with fire pouring out of the door leading to CIC. I then went to get some men with a hose to see if we could subdue the major part of the fire on 2nd deck and allow the remaining men on the after

part of the bridge to descent the ladder. Jumping to the main deck I saw that the hoses previously laid out on deck were beneath considerable debris. I then noticed that the people on the bridge seemed to be descending all right, so I aided two men in releasing a life raft at the break of the main deck. I went aft and found Lt. Griffin in charge. I then aided in grouping the wounded between the break in the deckhouse and administering what first aid was possible with the equipment at hand. When the wounded were squared away as best that circumstances provided, I helped connect up hoses on the port side of the main deck so they could be utilized against the fire forward. There seemed to be an absence of any organized repair party.

During this period the 20 MM ammunition forward, that was used for replenishing empty drums, was exploding. The ship itself was settling slowly to starboard. I saw Esposito and told him to make sure all depth charges were on safe, and he said they were, having already checked them. While aft obtaining a nozzle for a hose to be used forward I noticed that the fantail was demolished. All the sweeping gear and depth charges on the fantail were gone.

After repeated attempts by Roberts, QM2/c, to have one of the AM's come alongside or send boats to take off the wounded, the PGM-11 came alongside to port and commenced taking off the wounded. About this instant the ammunition in Gun #2 handling room exploded. When this occurred the Skipper of the PGM passed the word for all hands to come aboard who were coming aboard. As we cleared the side, Guns 1 and 2 and the whole superstructure were a mass of flames, intensified by the explosion of Gun 2 which seemed to spread the fire. That is the last I saw of the EMMONS as we immediately got under way at 18 knots for Kerama Retto. The PGM-11 took off all remaining survivors, which totaled 63 men including a number of wounded.

R. F. MERRILL, Lt (jg), USN



The steel-hulled motor gunboat PGM-11 (Lt. Eugene H. George, USNR) braved flames and exploding ammunition to assist the Emmons after she was hit by five kamikazes on 6 April 1945. While alongside there was a large explosion under Gun No. 2, and the Emmons was abandoned. PGM-11 cut her mooring lines, backed away as fast as possible and made for the protected anchorage at Kerama Retto. She delivered 63 survivors to the transport USS Gosper (APA-170) early the next morning. Other survivors were picked out of the water by smaller minesweepers ("AM's"). PGM-11 was 173 feet long and had a normal complement of 80 men. (U.S. Naval Institute Collection)



Prepared 6/17/47

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Signed \_\_\_\_\_

The President of the United States takes pleasure in presenting the SILVER STAR MEDAL to

LIEUTENANT EUGENE HOWARD GEORGE  
UNITED STATES NAVAL RESERVE

for service as set forth in the following

**CITATION:**

"For conspicuous gallantry and intrepidity as Commanding Officer of the U.S.S. PGM 11, in action against enemy Japanese forces during the assault on Okinawa, April 6, 1945. After a friendly ship was hit and set ablaze by enemy action, Lieutenant George brought his vessel alongside the stricken ship and rescued many of her officers and men despite the danger from exploding magazines and the constant threat of Japanese Kamikaze attacks. His skill, courage and devotion to duty were in keeping with the highest traditions of the United States Naval Service."

For the President,

Copy to  
Public Relations, Navy Dept.

Ref; ComPhibPac

Serial 01956

August 20, 1945  
Secretary of the Navy

*Editor's Note: This draft citation is on file at the Naval Historical Center/Washington Navy Yard. The formal citation was signed by Secretary of the Navy James V. Forrestal.*

*E. A. Wilde, Jr.  
December, 1997*



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C O N F I D E N T I A L

Narrative by: Lieutenant John J. Griffin, Jr., USNR  
USS EMMONS, DMS22, lost at Okinawa.

Lieutenant Griffin was the senior surviving officer aboard the DMS EMMONS when the captain was blown overboard as five Jap suicide planes fatally hit the ship off Okinawa on 6 April 1945. The captain was rescued and is expected to come to Washington when he recovers. Lieutenant Griffin tells of his own "miraculous" escape and the escape of several others. He also cites several instances of heroism.

Film No. 383  
Recorded: 24 May 1945

Copy No. 1 of three copies.  
Rough Transcript: Arienta, 25 May 1945  
Smooth Transcript: Beckman, 30 May 1945

107825

**FILMED**





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Narrative by: Lieutenant John J. Griffin, Jr., USNR  
USS EMMONS, DMS22, lost at Okinawa.

Lieutenant Griffin:

The following narrative is being submitted by Lieutenant John J. Griffin, Jr., USNR, Gunnery Officer aboard the USS EMMONS, DMS22.

This report is being given in the absence of commanding officer, Lieutenant Commander Eugene Foss, II, who at the present time is a casualty now in the United States Naval Hospital, Honolulu. I'm merely concerning my remarks today with the action on April 6. Lieutenant Commander Foss originally placed this ship in commission at the Bath Iron Works on December 5th, 1941 and stayed with it up until the time the ship was sunk off Ie Shima. His amplifying remarks regarding the history of the EMMONS probably can be told with much more accuracy and in a better manner than I, since my reporting to duty aboard the EMMONS was on May 3, 1943.

With regard to the action on April 6th, (1945) this vessel was in company with the USS RODMAN, DMS21, which at that time was the senior ship under the command of Commander Kervin. We were engaging in supporting operations of Sweep Unit 11 in the northern Okinawa area George 3 just east of Ie Shima in the Ryukyu Islands.

About 1515, local time, combat information center informed all stations over the circuits that two enemy aircraft had been reported by the USS MACOMB, DMS23. The MACOMB at the time was operating in an adjacent vicinity. I, at the time, was in the main battery director, checked the indicator bearing and saw two enemy planes making a dive bombing attack on our sister ship the RODMAN. All guns were brought to bear but it was too late since the RODMAN had already suffered a suicide hit on her fore-castle and immediately broke out into flames.

The second plane attacked, dropped a bomb, veered off in a dive and headed astern. We immediately took that plane under fire but as the range continued to open and a solution was not obtainable, we did not produce any effective results. However, the plane disappeared over the horizon.

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With the RODMAN in flames and the intensity of the flames growing, preparations were made to go alongside and give whatever assistance could possibly be rendered. Fire hoses were broken out on deck and Captain Foss signalled the RODMAN as to what they desired to be done. Their fire parties and repair parties were able to get the flames under relative control so it was unnecessary for us to go alongside the ill-fated ship.

## CAP DID FINE JOB

At this time numerous bogies were reported in the area and the combat air patrol planes, which were giving support at the time, did a splendid job of engaging these enemy craft in dog fights. I am safe in saying that at least 50 enemy planes were knocked down by the splendid, courageous and brave flying of the planes that were carrier-based. It was quite a treat to see the fearless manner in which these aviators conducted themselves during this afternoon turkey shoot. However, it appeared that the enemy planes did not choose to engage the pilots, that is, the Navy pilots. They were more intent to concentrate on accomplishing their mission and crashing the vessels that were in the immediate vicinity.

While we were supporting the RODMAN many attacks were directed against us. Tonys, Vals and Zekes were identified as predominant. We definitely shot down six planes before we suffered the first of five suicide hits. Also we had close misses, approximately four, which were so close to the skin of the ship that they did not cause fatal damage but severed the seams in the bulkheads.

The first hit which we took was on the fantail. I don't know the size of bomb carried by this plane, but the minesweeping gear was blown up over number two stack and everything aft of frame 175 was completely missing. The explosion was terrific and all personnel in that area are either dead, missing in action, or severe casualties.

The second was on the starboard side of the pilot house, which caused a terrific explosion and fire. I believe it was on this hit that Captain Foss was blown clear, (as he was on the wing of the bridge), blown clear into the water where he was later picked up by a life raft and then in turn transferred to an AM, minesweep, in that area.

The third hit came on port side of combat information center. This hit caused terrific damage, and coupled with the fires of the second hit, made the forward area untenable to continue fighting. At the time I was in the director. Every plane that came in strafed. Bullets ricocheted off the director as well as parts of the plane that were exploding upward. Fortunately every man in the director, namely the assistant gunnery officer, pointer, trainer, radarman and sight setter, was able to extract himself and make to the main deck. How this was accomplished I don't know. But it is miraculous that I am alive and able to give this narrative.

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The fourth hit came on the starboard side of number three five-inch gun. Although not as direct a hit as the other three, it caused a hole below the waterline and also small fires. The fifth hit came near the waterline at frame 30 on the starboard bow. This hit was below the waterline, caused considerable damage and flooding in the forward area.

## BRIDGE AREA DESTROYED

The entire bridge area was completely destroyed. Fire raged in all spaces from frame 67 forward to gun one and from the main deck up. There was absolutely nothing remaining of the decks from the main deck to the bridge overhead. Several fires were started in the after part of the ship, and they'd break out spasmodically but we were unable to completely extinguish them. The proportions of the fire and the exploding ready boxes made fire fighting extremely difficult, with the handling rooms and ammunition exploding at irregular intervals.

The fire mains were damaged to such an extent that water was unable to be supplied; however, the sprinkling systems in that area were in order and actually did manage to put out fires in the handling rooms. The water pressure couldn't be brought over 60 pounds at any time after the casualty occurred.

The topside fire hoses, which were spread out on deck and stowed on the outside of the bulkheads, were useless because of the many holes and cuts which resulted from the strafing attacks. Long leads had to be taken from the engineering spaces, broken out on deck and with the low pressure it was practically impossible to control the intensity of these fires. Flooding at that time was in progress in the forward and after part of the ship but the surprising thing is that the engineering spaces were not damaged at all. They were intact and, in my estimation, that is the reason why we stayed afloat as long as we did.

At this time I might say that it was late in the evening, probably about 8 o'clock. We were on deck taking care of the wounded the best we possibly could, when a suicide plane came in on the port beam about 25 feet off the water ready to give us the final coup de grace. Out of a clear sky one of the Navy planes swooped down on this enemy craft and executed the greatest deflection shot I ever hope to see, splatting and exploding this plane about 200 yards on our beam. We all thought that we were finished at this point. I breathed a sigh of relief immediately after that, tried to get the number of the plane to find out who this missionary from heaven was and that probably is the answer why we had a few survivors. It was remarkable.

After the second and third hits for some reason or other the word was passed throughout the ship to abandon ship. The origin of this order cannot be determined. I have tried to investigate where the authority emanated from but do date I haven't received any adequate explanation. It would appear to me that, amidst hysteria, some members of the crew passed this word and imme-

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diately everyone started to jump over the side.

I came down from the main battery director. I realized myself as the senior officer. All personnel in CIC were killed. The executive officer's station was in there. The captain was not on board. And I immediately gave orders or rather countermanded orders to abandon ship.

There were several small craft in the vicinity but apparently they did not choose to come alongside the burning hulk and we did the best we possibly could to control these terrific fires and take care of our many casualties.

About six o'clock, 1800, after I'd consulted the chief engineer and the first lieutenant who was on board at the time as to the condition of the spaces below, it was decided that we would have to abandon ship, but we were going to stay on as long as we possibly could. The reasons were that the port main engine was inoperable. There was no means of steering the ship as the rudder had been blown off. We couldn't control fires due to the combination of the intensity and the low pressure on the main. The ship was taking more water and began to settle precipitously at the stern and likewise there was imminent danger of explosion of both magazines and fuel tanks and the entire battery was out with the exception of two 20 mm. guns.

## HULK SUNK BY FLAGSHIP

We were finally rescued by the PGM 11 at about 1930. Captain George, the commanding officer, showed marvelous skill in bringing his ship alongside. At that time it was only my intention to transfer the wounded, and after that had been done to have the PGM 11 train its hoses on the forward part in an effort to quench the fires. However, just about that time the upper handling room of gun two exploded, causing a rather large explosion, and then I decided that we could do nothing more than to order all hands to abandon ship. Hose lines, however, were still being directed on the fire. All the engineering spaces were secure. And I'm absolutely certain that all secret and confidential communication publications were destroyed. There was little fear of the ship drifting into enemy beaches because at that time other large craft were coming over the horizon to try to give us assistance.

All during this time while we were in this condition the RODMAN likewise was having her problems, too. She had taken three hits. She had shot down I don't know how many planes but I understand approximately four. She had near misses and her fires were as great an intensity as ours.

While we were on the PGM 11 en route to Kerama Rhetto where we were later transferred to the hospital ship, USS GOSPER, APA 170, higher authority was advised of the possibility of saving the ship. It was reported, however, later on the following day that the hulk was sunk by the USS ELLYSON, DMS 19, our flagship.

While we were on board there were six officers and 57 men who remained

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at their stations to the end and fought desperately to save the EMMONS from destruction. I feel certain that had aid arrived earlier that probably the vessel might have been able to be salvaged.

The wounded were cared for at the scene to the best of the ability of the men aboard and acts of heroism were seen on every side. During this three-hour air battle all the guns fired beautifully and the fire control equipment functioned perfectly. On one occasion two planes were coming in on the starboard hand, the five-inch battery got one and the 40 mm. got the other simultaneously. It certainly was a grand exhibition of gunnery.

## GOT PLANE WITH COMMON PROJECTILE

I might add at this time that the action which took place earlier in the morning when we were attacked by aircraft, although we made no hits, ammunition was expended which probably could have been used in this afternoon's engagement. Gun three in one particular instance ran so low of ammunition that she was forced to fire starshells and common projectiles. While in local control the gun captain shot down one Jap plane using a common projectile which is something out of the ordinary. Probably was more luck than skill.

We only had sufficient ammunition for one more attack remaining when everything went out of condition. Probably the fact that we did not have ammunition in our magazines and handling rooms was a blessing in disguise as I am quite certain that we would have exploded the magazines and the ship would have gone up much sooner than it did.

While we were aboard one of the main worries was the condition of the fuel tanks and whether they would be able to still keep their fuel integrity. It so happened that the fuel tanks were in the following conditions: A 2 was empty, A 3 and 4 were in ballast, A 5, 6 and 7 filled to about 95%, C 2 and C 402 filled 95% with diesel oil, C 3 and 4 ballast, C 7 and 8 filled 80%, C 9 and C 10 empty, C 401 filled to about 95% and C 9 and C 10 were about to be ballast when general orders was sounded. Why these spaces were not ruptured I don't know.

With regard to any further amplifying comments regarding the action I believe that Lieutenant Commander Foss, upon his return to active duty, can furnish other incidents that happened prior to his being forcibly ejected from the bridge. Also he can give a more learned and accurate, detail report regarding the history of the EMMONS in such actions as Normandy, Cherbourg, Southern France and submarine hunts in through the waters of the Mediterranean.

Lieutenant Porter:

Lieutenant Griffin, would you mind enlarging on the situation in the fighter director when you succeeded in getting out?

Lieutenant Griffin:

During the attack I was in control outside the hatch and as the planes

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came in the strafing bullets were ricocheting off the director. At the time of the second hit flames enveloped the entire bridge area as well as the flying bridge. However, I still had communication with the guns, immediately told them to throw their battery in the local control and the gun captain to take over. It was immediately after I had issued my last order when the third plane came in and hit on the opposite side. At this point the flames grew greater in intensity and it was easily recognizable that we could no longer stay in the director. We had no communication. All guns were not functioning in automatic and I issued the order to abandon the director.

I, for one, grabbed ahold of the radar antenna and jumped down to the flying bridge. As I arrived there the deck plates were hot. Ensign Elliott was there who at that time probably performed the greatest feat of bravery aboard. He threw himself before five enlisted men, took machine gun bullets in his back, parts of the plane in his body, later died in my arms.

From that point I went down the ladder aft of the flag bags, made the main deck and from there on we started doing the best we possibly could do fight the fires and take care of the wounded.

Other men in the director, namely Lieutenant Merrill, Seaman Young, Gunner's Mate Leistman, Radarman Robinson, and Fire Controlman Diehl later reported that they made their way out the same way I did.

Another incident that occurred which probably would be interesting to comment on is the work done by Fire Controlman Hudson and Boatswain's Mate Flanagan. These two men were responsible for rescuing Lieutenant Williamson and Lieutenant Nelson and 20 enlisted personnel from the area of the wardroom. The wardroom was completely enveloped in flames and smoke. Hudson forced his way up from his battle station which was in plot, up through the provision hatch, into the wardroom passageway, through the upper handling room which was in flames, up through the ladder in gun one, tried to reach the men in the wardroom through the upper handling room of gun two, was beaten back as a result of the intense flames, but due to his determination and bravery tried to force a passage through the chief's quarters.

He gained entrance to the chief's quarters through the hole in the starboard side which was made by the fifth hit. He was unable to accomplish that feat so he retraced his steps, came back, put the fires out in gun one, went down the ladder and finally got word to these men who were trapped to come up through the ladder in gun one. It was a remarkable feat of bravery and recommendations have been made for Boatswain's Mate Flanagan and Fire Controlman Hudson.

The muster of crew showed there to be 121 survivors, 65 wounded in action, 34 missing in action, and 16 killed in action. The personnel who have been listed as missing in action have been changed to the status of killed in action. Amongst the officers there are six survivors, six wounded, six missing and one

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killed. The officers listed as missing in action have been changed to the status of deceased.

Various members of the crew reported to me that while they were in the water and in whaleboats that enemy planes strafed them. I tried to make an investigation of this point but as far as I am concerned there is little credence for such a report.

Captain Wright:

Griffin, were there any cases of privation during loading or ammunition firing or anything like that.

Lieutenant Griffin:

Captain, with regard to the battery itself probably the most interesting and outstanding thing reported to me was the fact that when we were so low in ammunition that we were firing starshells and common projectiles, that in many instances loading crews were actually loading and firing special ammunition with the plastic nose on fire and cartridge cases with the cork on fire. Some of these loaders and powdermen kept on loading and firing ammunition in this condition causing burns to their hands and arms. It was quite a tribute to the ship to see that boys know what to do under conditions such as that. It proved that the long drills and exercises that we have had were of some definite benefit.

Captain Wright:

Griffin, as a result of this experience what recommendations do you have that might be helpful in further conduct of the war?

Lieutenant Griffin:

The thing that struck me and a recommendation which I would like to offer at this time is the fact that first aid, instead of being made an electoral subject amongst officers and crew, should be made compulsory. By that I mean that a man should be able to know how to take care of advanced casualties such as dismemberments and serious burns. Medical instruction in the past had been given by the doctor and many classes were held but it so happened that when the time came to administer to a casualty that many did not know what to do. As a result of that I feel that all men should be made to take a course of instruction and pass an examination to help the other individual when it comes to a situation of aiding the wounded.

Lieutenant Porter:

Lieutenant Griffin, I understand that your name is spelled G-R-I-F-F-I-N. Will you kindly spell the name of Ensign Elliott and the other men that you mentioned.

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Lieutenant Griffin:

The spelling of the names of the men who were in the main battery director are as follows: Young, Y-O-U-N-G; Leistman, L-E-I-S-T-M-A-N; Robinson, R-O-B-I-N-S-O-N; Diehl, D-I-E-H-L; Merrill, M-E-R-R-I-L-L. The two men who acted so bravely in rescuing the two officers and twenty enlisted men are Flanagan, F-L-A-N-A-G-A-N; and Hudson, H-U-D-S-O-N. The officer who was killed as a result of strafing is Elliott, E-L-L-I-O-T-T.

-- END --



U.S.S. Emmons (DMS-22)

List of Officers; April 6, 1945<sup>1</sup>

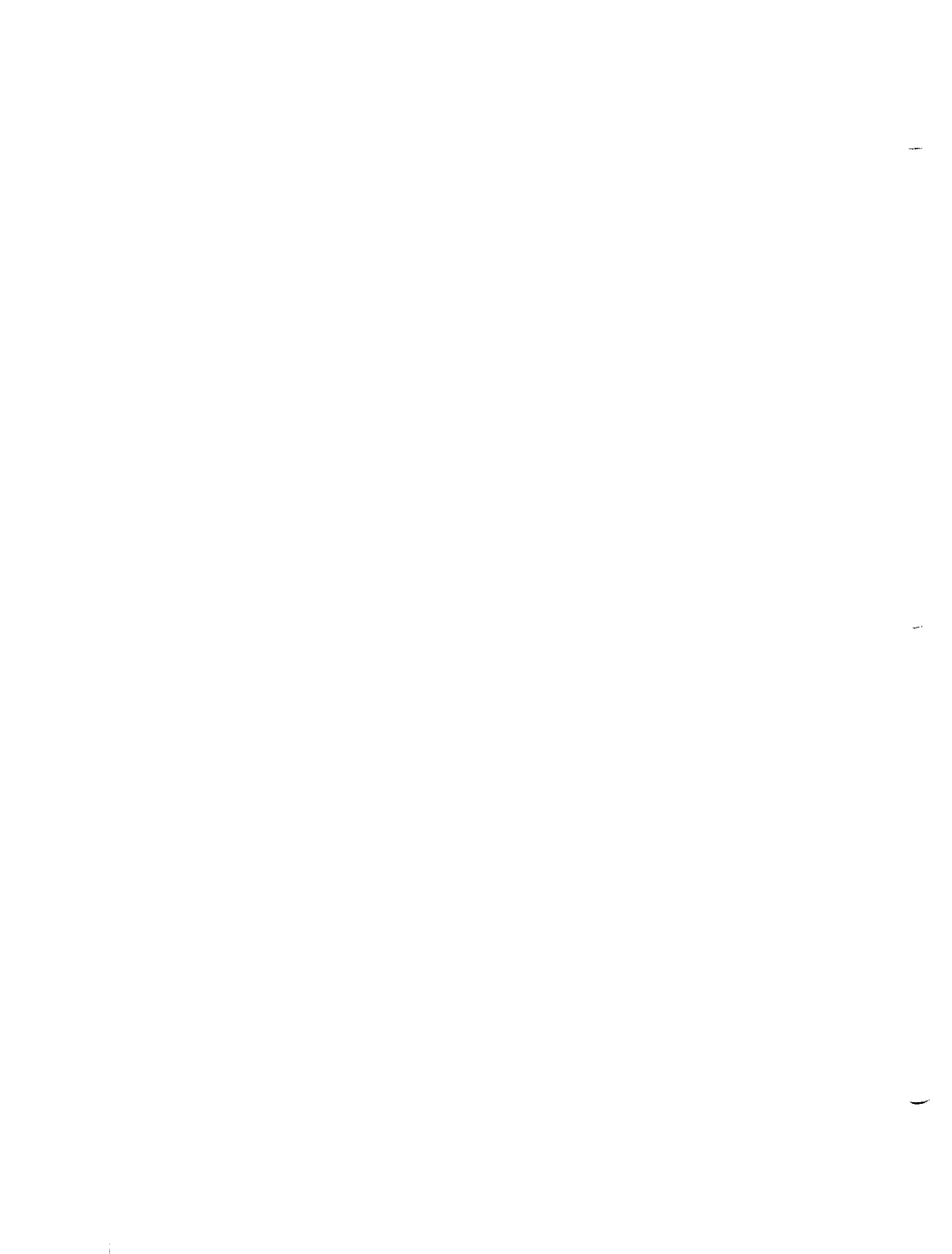
*FOSS, Eugene N., II	LCDR	USNR	Commanding Officer
**LYNDS, Temple J., Jr.	LT	USNR	Executive Officer
WILLIAMSON, Charles R.	LT(MC)	USNR	Medical Officer
WARNER, William J.	LT	USNR	Ass't. 1st Lieutenant
GRIFFIN, John J., Jr.	LT	USNR	Gunnery Officer
MINTON, Morris C.	LT	USNR	Engineering Officer
**FISHER, Stanley L.	LT(jg)	USNR	Ass't. CIC & Comm.
*MENAUGH, Thomas H.	LT(jg)	USNR	1st Lieutenant
**HORWITZ, David	LT(jg)	USNR	Communications Officer
MERRILL, R. Frederick	LT(jg)	USN	Ass't. Gunnery Officer
*DAVENPORT, Ralph M., Jr.	LT(jg)	USNR	Minesweeping Officer
*SMITH, Howard B.	LT(jg)	USNR	Ass't. Engineering Off.
**SWEENEY, Kenneth F.	LT(jg)	USNR	CIC/Fighter Director
**JONES, John V.	LT(jg)	USNR	Ass't. Communications
NELSON, H. F.	LT(jg) (SC)	USNR	Supply & Disbursing Off.
**STEADMAN, Alan W.	Ensign	USNR	Sonar Officer
*SHEERAN, James J.	Ensign	USNR	Ass't. Gunnery Officer
**ELLIOTT, Ross T., Jr.	Ensign	USNR	Ass't. Gunnery Officer
**THEISS, George L., Jr.	Ensign	USNR	Ass't. Engineering Off.

\* \* \* \* \*

<sup>1</sup> Source: The ship's List of Officers for February, 1945, less Lt. (jg) John J. Gilligan, USNR, detached on 3/18/45 for temporary duty aboard the USS Rodman (DMS-21). Capt. R. Frederick Merrill, USN (Ret.) and John J. Griffin, Jr. assisted with the first names.

\* Wounded (\*\* Killed) when the ship was heavily damaged by kamikazes off Okinawa on April 6, 1945, according to a machine-generated casualty report prepared by the Bureau of Naval Personnel in 1946.

E. A. Wilde, Jr.  
February, 1997



U.S.S. Emmons (DMS-22)

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E. A. Wilde, Jr.  
February, 1997



U.S.S. Emmons (DMS-22)

Muster Roll of the Crew, 6 April 1945<sup>1</sup>

**AKERS, Eugene C.	814-57-12	F1c
*ALLBAUGH, Edward D.	861-09-38	S1c
*ALLEN, Carl C.	336-85-62	CGM
**ANDERS, Jack L.	314-19-42	S2c
*ANDERSON, Conwell Axel	959-89-02	S2c
**ANDERSON, Edwin T., Jr.	782-71-81	F2c
*ANDERSON, Robert Gordon	251-78-36	F2c
*ANDERSON, Willard Vincent	301-31-43	F2c
*ARMBRUSTER, Harold W.	953-27-44	F2c
ARPAIA, Angelo E.	658-63-77	S2c
*ARRENHOLZ, Frederick D.	753-56-28	F2c
ASH, Marvin H.	959-92-39	S2c
ASHCRAFT, Walter E.	273-39-02	F2c
**ASHMORE, James C.	575-99-02	F2c
AVERY, George W., Jr.	269-30-12	F2c
*AYER, Donald W.	202-02-21	BM1c
BAKER, Floyd W.	874-73-85	F2c
*BAKER, Raymond K.	314-25-06	F2c
BAKER, Thomas B.	641-82-37	F2c
BALTHROPE, Marvin S.	957-47-32	F2c
*BASILE, Frank J.	707-17-70	S2c
BATES, Rupert E.	636-53-81	WT3c
BECK, Clifford W.	202-02-27	SC2c
*BENFORD, Michael W.	711-66-85	S1c
*BEST, Arthur L.	269-16-62	StM2c
**BILGER, Frederick A.	651-60-25	F2c
BLAIR, Walter D.	667-26-76	S1c
*BLOOM, Monroe H.	811-90-22	Y3c
**BLUME, Paul F.	822-22-44	S2c
*BLUMER, Arthur L.	822-21-88	S1c
*BLY, Zane R.	615-50-58	EM3c
BOETTCHER, Herman M.	320-80-22	SSML2c
**BONHAGE, Joseph F.	650-73-79	EM3c
BORDER, George C.	820-88-45	F1c
**BORELLI, John V.	820-88-51	S2c
**BOWER, Harry T., Jr.	234-45-16	Rdm3c
BOYLE, William J.	825-14-86	F1c
BOYSIEWICK, Walter (n)	707-12-50	S1c
BRAUM, Robert A.	822-25-59	MM3c
BRILL, David W.	209-16-66	S2c
CAIRL, Frank R., Jr.	225-54-29	F1c
CAMPBELL, Robert L.	892-96-30	F1c
**CARACCILO, Joseph P.	614-53-37	S1c
**CARLTON, David A.	268-28-35	BM1c
CARNER, Robert L.	835-57-88	MM3c



*CARTER, George P.	829-30-34	S2c
CASSELL, Joseph A.	836-65-20	F2c
CASTELLO, Domingues R.	202-60-26	EM3c
*CAUDLE, Theodore F.	892-96-50	F1c
**CHADSEY, William L.	202-02-20	RM3c
*CHANTLIN, Clarence (n)	847-46-21	StM2c
*CHARA, Paul J.	706-54-15	S1c
*CIELENSKI, Henry S.	724-89-72	Rdm3c
COATES, Thomas E., Jr.	358-19-24	S2c
*COLE, Donald G.	724-89-15	S1c
**COLLIN, Charles R.	724-89-73	Rdm3c
*COLWECK, Roy H.	724-89-85	S1c
COMALANDER, John S., Jr.	892-78-62	S2c
COOPER, Russell F.	381-24-09	CWT
*COPPOLA, Arthur J.	711-67-66	S2c
CORDREY, Charles O.	224-39-73	MaM3c
COUGHENOWER, William E.	664-14-69	EM2c
*COWLEY, Charles T.	856-56-73	FC3c
CRAWLEY, William F.	632-03-03	GMM
CREMEANS, Leonard L.	560-49-17	S1c
CRUZ, Sherwood A.	560-87-71	F2c
*CURRY, Donald B.	648-48-92	RM2c
**DAY, Robert L.	724-55-51	RM3c
DEANS, Bartley (n)	263-73-81	S2c
*DEESE, Billy R.	575-44-02	S2c
*DELVE, Paul H.	618-61-20	MoMM2c
D'ENTREMONT, Stanley J.	762-27-48	F1c
DEVERELL, Roy I.	606-16-08	FC2c
DIEHL, Raymond M.	646-31-56	FC1c
DODD, Paul F.	606-17-14	WT1c
*DODZIK, Andrew J.	646-31-58	SoM1c
DOLASKY, William E.	646-32-26	SoM2c
**DONALDSON, John L.	827-28-91	S2c
*DOWD, Charles W.	321-18-42	CRM
DOWELL, Robert (n)	556-48-48	StM1c
DOZIER, Jessie L.	892-78-30	S2c
*EATON, Lafayette C.	261-97-55	CPhM
*EDELMAN, Jack (n)	812-87-41	S1c
ESPOSITO, Anthony S.	224-39-76	S1c
ESQUIVEL, Francisco S.	968-41-34	S2c
**FECTEAU, Charles (n) Jr.	823-12-24	F2c
FETTERHOFF, Charles B.	652-05-52	MM2c
*FLANAGAN, John J.	650-10-47	BM2c
FLYNN, Patrick J.	711-67-10	S2c
FOUST, James D.	833-99-64	MM3c





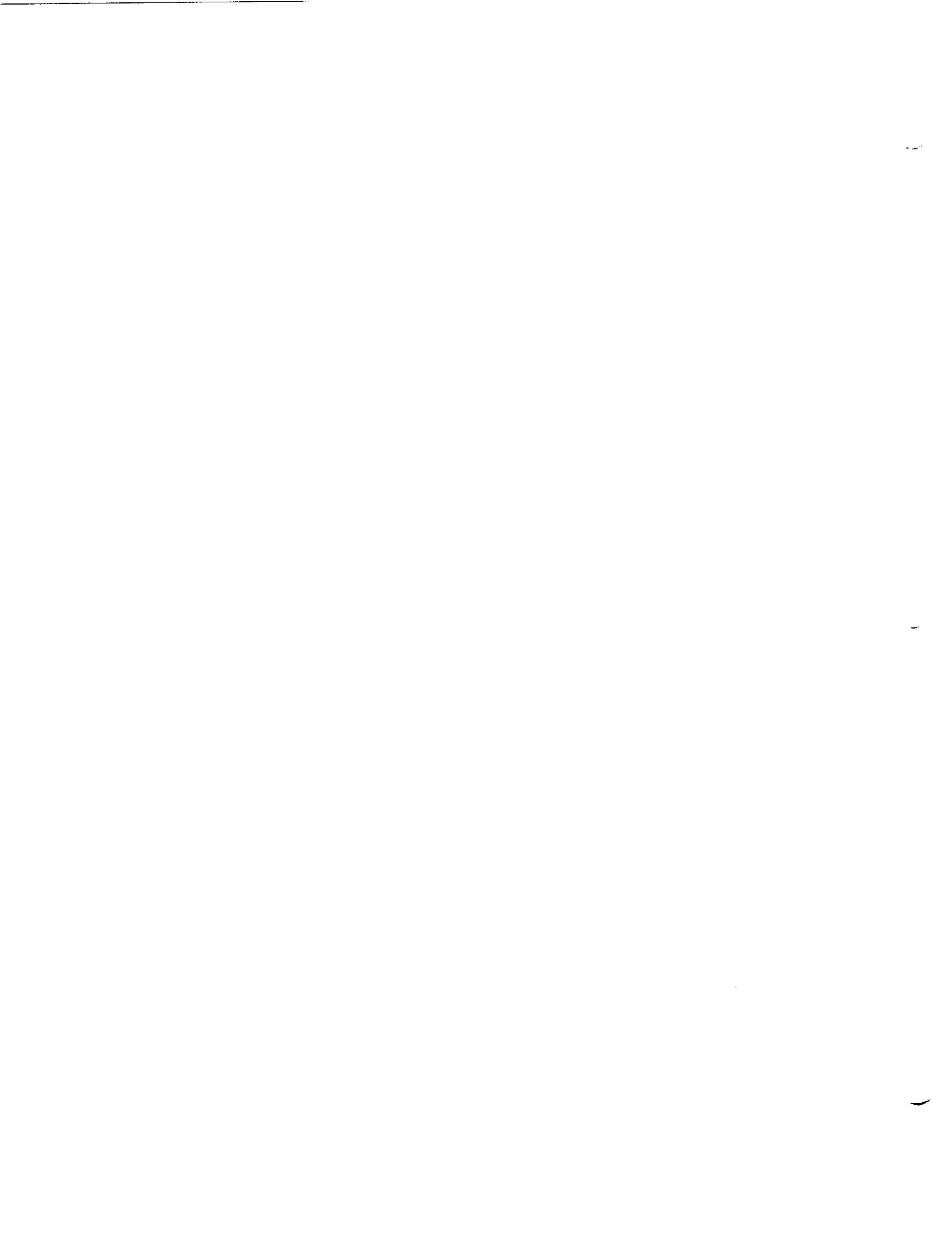
FRAMPTON, Wayne E.	957-61-88	S2c
FRANKLIN, Edison F.	262-73-77	S2c
**GOCELLA, Joseph A.	608-01-24	S1c
GRIECO, Julius R.	224-39-81	MM1c
GUTHRIE, Robert E.	614-02-98	CM1c
HAIRSTON, Daniel W.	811-20-04	StM1c
HAMMOND, Claude W.	883-66-91	B3c
*HARDY, Charles W.	603-74-89	SM2c
HAUGHNEY, Luke J.	811-71-24	SC3c
HEATH, Harold J.	234-31-84	CMM
**HEBERT, Philip B.	807-67-60	S1c
HECK, Kenneth E.	245-74-26	S1c
HENWOOD, William E.	245-74-43	F1c
**HERRON, George H., Jr.	372-42-60	GM1c
HILLIARD, Robert B.	822-21-43	S2c
HOBART, Earl C.	802-79-16	F2c
*HOFFMAN, Edwin L.	249-94-83	QM3c
**HORVATIN, Rudolph J.	822-21-95	SM3c
**HOWE, Hudson C.	205-47-82	RM3c
*HUBBARD, LeRoy W.	638-27-12	FC2c
*HUDSON, Louis P.	680-04-03	FC2c
*HUNKELE, George E., Jr.	635-86-69	S1c
*HUNTER, Robert E.	822-21-52	S2c
*IGOU, Frederick L.	653-86-81	S1c
**INFANTO, O'Neil L.	800-35-83	S1c
IRISH, Vaughn L.	807-60-54	WT3c
*IRONS, Earl J., Jr.	205-48-18	S1c
**JACOBOWSKI, Kenneth J.	958-97-93	MM3c
*JACOBY, Philip A.	283-61-16	GM2c
*JENSEN, David (n)	224-39-85	GM1c
*JESSEN, Jes R.	553-16-26	Y2c
*JOLLY, Armand J.	202-25-58	GM3c
KANARIAN, Paul (n)	205-22-44	MM1c
*KELLER, Charles L.	293-15-95	SM3c
**KENNEDY, Chester H.	250-65-97	GM2c
*KENNEDY, George T.	615-85-19	PhM3c
*KICHLINE, John A.	243-55-98	WT1c
*KISER, Martin R.	656-30-86	CRT
**KOHL, Cleo R.	942-81-14	SoM3c
KORNEY, James (n)	667-01-23	WT3c
KROM, Edwin J.	601-61-79	S2c
*KUBANY, Milan J.	653-25-49	Y2c
*KURTZMAN, Edward I.	817-73-57	RT3c
**LAJEUNESSE, Arsene L.	825-55-03	F1c
*LAKIN, Louis E.	300-11-47	SoM2c



LARSEN, Edward J.	920-62-70	F2c
LAWLOR, Frank J.	712-25-69	F1c
LEISTMAN, Harold R.	224-39-90	GM2c
LETSON, Robert B.	376-80-24	EM3c
LUCCI, Joseph A.	761-52-80	S1c
*MADDEN, Howard C.	647-42-64	Ptr3c
MALONEY, Richard W.	652-96-27	WT3c
*MALLOWAY, John S.	413-58-36	BM2c
MANNINEN, Robert P.	285-05-97	RM3c
MANNINO, John P.	725-38-77	MM2c
MARTIN, Robert V.	831-35-79	S1c
**McCARTHY, John P.	283-61-12	GM3c
McCLURE, Willie L.	605-54-45	Std2c
**McCOLLISTER, Donald A.	272-85-69	RM2c
**McCONNELL, Thomas (n)	706-98-20	Cox
*McCONNELL, William J.	706-98-21	S2c
McLAUGHLIN, Michael J.	706-98-23	MM2c
McLEAN, Burl D.	311-48-21	S1c
*McRAE, John D.	833-48-14	S1c
MEHLE, John C.	706-98-28	MM3c
*MELLEY, Harry J., Jr.	760-98-30	S1c
*MESCO, Emmett F.	659-05-55	RT2c
MEYERS, Arthur E., Jr.	855-19-97	S1c
MIERZWA, Stanley J.	311-45-90	CMM
MILLER, Harold D.	637-15-47	S1c
*MONTE, Joseph D.	706-98-33	S1c
MOONEY, James A., Jr.	706-98-35	SK2c
*MOORE, Raymond B.	623-39-44	S1c
MOULTON, Donald H.	623-43-35	S1c
NATZKE, Kenneth L., Jr.	862-70-25	S2c
NEMES, Frank (n)	809-09-42	F1c
*NEWMAN, Ralph W., Jr.	573-16-63	Rdm3c
NEWTON, Richard H.	809-10-61	S1c
*NICHOLS, Robert F.	202-02-25	SoM1c
**NICHOLS, Thomas H.	224-39-97	Cox
NIEBLING, James M.	814-45-70	S2c
**NIX, William (n)	552-37-40	S1c
NUGENT, James L.	265-95-77	CWT
*ORTON, Thomas D., Jr.	615-47-96	SK1c
**OTTO, Warren P.	650-62-40	Rdm2c
OULD, William R.	403-82-44	MM1c
*PALICKI, Steven S.	806-44-10	S2c
PARMENTER, Charles F.	612-73-30	WT3c
PARMENTER, Stanley A.	607-55-71	MM3c
*PARRINELLO, Frank (n)	647-09-66	S1c



**PARSLER, George (n)	706-48-21	MM1 c
*PATERNO, Andrew P.	907-19-41	S2c
*PAULIK, Andrew (n)	907-11-03	S2c
PEASE, Maurice E.	936-13-83	S2c
**PECK, Charles (n)	647-11-97	SF3c
PETERS, Horace Q.	312-04-93	WT2c
PICKETTS, Howard L.	250-29-69	S1 c
*PISZCZEK, Joseph A.	806-44-66	S2c
POPPITZ, Wilbur G.	639-49-77	EM1 c
*POSEY, Eugene L.	560-12-71	GM3c
QUINN, Raymond F.	666-20-16	GM3c
QUINSEY, Joseph H.	556-15-68	WT2c
REA, William J., Jr.	647-38-92	FC3c
REID, Robert R.	238-67-56	MM2c
**RICHARDS, Francis E.	650-34-31	RM3c
*RINGENBERG, James D.	311-65-84	S1 c
**RISKUS, Albert E.	652-27-07	QM2c
ROBBINS, James E.	831-88-29	StM1 c
*ROBERTS, William J.	244-12-59	QM2c
**ROBINETTE, Shufford J.	657-21-53	S1 c
*ROBINSON, Quentin E.	606-56-98	Rdm1 c
RUSH, Kenneth E.	626-67-09	MM1 c
RYAN, Lawrence P.	642-32-86	WT2c
SCHRAFF, Robert P.	250-58-27	WT1 c
**SEREWA, George E.	312-73-32	S1 c
**SHARBONO, Herbert W.	274-81-12	CBM
**SHEA, Robert A.	653-74-27	RM3c
SILVA, Manuel G., Jr.	801-74-95	S1 c
SIMONEAU, Edgar R.	202-02-28	S1 c
SIMONEAU, Gerard Jean B.	202-02-29	CM3c
*SOFRANKO, Joseph P.	243-70-16	CY
*STANTON, James R.	818-84-05	StM2c
STEVENSON, Allan W.	201-59-50	CEM
*SYNOSKY, Steven (n)	707-86-19	M1 c
TAUBERT, Gustave A., Jr.	224-80-63	MM1 c
TENEROWICZ, Thaddeus T.	666-38-43	MM2c
TEODORCZYK, Sigismund S.	607-18-54	WT3c
**TERBOSS, Francis G.	600-43015	RdM2c
**TERRERI, Argo A.	666-38-82	Y3c
*THOM, Albert (n)	652-56-41	SC1 c
THOMAS, William J.	224-94-97	MM3c
**THOMPSON, Henry O.	295-61-57	CQM
TILLMAN, Eddie C.	625-20-95	EM3c
TITKO, Edward (n)	224-95-80	MM2c
*TOMKINS, Arthur O.	650-28-09	S1 c



*TOSTANOSKI, Edward N.	608-27-72	BM2c
**TRIPODI, Vincent F.	642-28-99	RdM2c
VEAL, Clyne C.	636-50-91	WT2c
*WHITSON, Leland A.	337-54-91	SF1c
**WILDER, Raymond L.	621-30-05	SC3c
WOLF, Kenneth E.	622-48-56	GM2c
**YECKE, Donald L.	868-31-12	Bkr2c
*YOUNG, Harold (n)	646-08-90	S1c
ZACHA, James M.	669-68-83	EM2c
ZERANGUE, James J.	644-21-92	FC1c

\* \* \* \* \*

1 Source: The ship's final muster roll on microfilm at the National Archives, dated 6 May 1945.

\* Wounded (\*\* Killed) when the ship was heavily damaged by kamikazes off Okinawa on April 6, 1945, according to a machine-generated casualty report at the National Archives prepared by the Bureau of Naval Personnel after the war.

Summary of Casualties:

	<u>Killed</u>	<u>Wounded</u>	<u>Not Wounded</u>	<u>Complement on 4/6/45</u>
Officer	8	5	6	19
Enlisted	<u>52</u>	<u>73</u>	<u>110</u>	<u>235</u>
TOTALS	<u>60</u>	<u>78</u>	<u>116</u>	<u>254</u>

E. A. Wilde, Jr.  
July, 2000





*"They fought together as brothers in arms; they died together and now they sleep side by side. To them we have a solemn obligation - the obligation to insure that their sacrifice will help make this a better and safer world in which to live."*

*- Fleet Admiral Chester W. Nimitz, USN, at The Surrender on board the U.S.S. Missouri (BB-63) in Tokyo Bay, 2 September 1945.*



CONFIDENTIAL

ACTION REPORT  
DECLASSIFIED

ORIGINAL

COMMANDER MINE SQUADRON 20

SERIAL 0106

3 JULY 1945

REPORT OF CAPTURE OF OKINAWA GUNTO, PHASES ONE AND TWO, 19 MARCH - 21 JUNE 1945.

[COVERS MINESWEEPING AND PATROL  
ACTIVITIES OF TASK GROUP 52.3  
DURING OPERATION UNTIL OKINAWA  
DECLARED SECURE.]

131891



COMMANDER MINE SQUADRON TWENTY  
Care of Fleet Post Office  
San Francisco, California

FC6-20/A16-3  
Serial: 0106

3 July 1945.

~~CONFIDENTIAL~~

From: Commander Mine Squadron TWENTY.  
To: Commander in Chief, U.S. Fleet.  
Via: (1) Commander Minecraft, U.S. Pacific Fleet (CTG 52.2/32.2).  
(2) Commander Amphibious Forces, Pacific Fleet. (CTF 51).  
(3) Commander FIFTH Fleet.  
(4) Commander in Chief, U.S. Pacific Fleet.

Subject: Report of Capture of OKINAWA GUNTO, Phases One and Two,  
19 March - 21 June 1945.

Reference: (a) PacFlt 1 CL-45.  
(b) CTF 51 OpOrder A1-45.

PART I - BRIEF SUMMARY.

A. During the OKINAWA Operation, 19 March to 21 June 1945, ships of Mine Squadron TWENTY were employed as acoustic and moored minesweepers, escorts, radar pickets, anti-submarine and small craft screen, shore bombardment and fire support ships.

PART II - PRELIMINARIES.

A. Task Group 52.3 (Captain Richard A. LARKIN, U.S.N., Commander Mine Squadron TWENTY, U.S.S. ELLISON, Flagship) which comprised:

TU 52.3.2 Sweep Unit TWO, Comdr., F.P. MITCHELL, USN, Comindiv 58

DMS 24 FORREST (F)  
26 HOBSON  
23 LACOMB (FD)  
DM 33 GWIN (Cominron 3, Capt. A.L. TOWNSEND, U.S.N.)

TU 52.3.3 Sweep Unit THREE, Capt. R.A. LARKIN, USN, Comindiv 59

DMS 19 ELLYSON (GF)  
20 HAMBLETON  
21 RODMAN  
22 ELMONS (FD)  
DM 32 LINDSEY

TU 52.3.4 Sweep Unit FOUR, Comdr. M.D. MATTHEWS, USN, Comindiv 60

DMS 29 BUTLER (F)  
30 GHERARDI  
28 HARDING  
27 JEFFERS (FD)  
DM 29 HENRY A. WILEY

DECLASSIFIED - RCD DIR. 5200.9  
of 27 APR 66  
BY 916 DATE 5-24-63



JOLLYHANDER MINE SQUADRON TWENTY  
Care of Fleet Post Office,  
San Francisco, California

FC6-20/K16-3  
Serial: 0106

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Subject: Report of Capture of OKINAWA GUNTO, Phases One and Two,  
19 March - 21 June 1945.

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After completion of minesweeping operations, ships operated  
under various commands performing their other duties.

B. Intensive training exercises were conducted 11 February to 21  
February in Hawaiian Area. Further training was held 11-14 March at Ulithi.  
During this period all sweep gear was checked and calibrated.

19 March

Underway to sortie from Ulithi for scheduled operations.

22 March

Conducted fueling operations.

23 March

1530 Took special disposition #13 for approach. 2230 Red  
Alert, bogies closed formation and then retired to southwest.

24 March

0500 CTF 51 Operation Plan Al-45 and associated plans became  
effective for operations. Task Group 52.3, detached at 0300, proceeded to  
assigned areas and commenced scheduled sweeping at sunrise.

C. The mission of TG 52.3 was to conduct exploration and clear-  
ance sweeps of moored, acoustic and magnetic mines in areas of OKINAWA GUNTO  
known to be mined thus providing an approach for the support and later joint  
expeditionary force. TG 52.3 upon completion of sweeps was to report to CTF  
52 for screening duties.

It was assumed (a) the enemy would employ suicide PT boats  
and midget submarines from bases in islands of the Nansei Shoto.

(b) Enemy large surface units continued to offer a threat to our  
forces. Strong surface coverage would be maintained at the objective.

(c) Japanese aircraft would make strong and persistent attacks  
from bases in the Empire, Formosa and Nansei Shoto.

D. Air support was furnished by planes of the Fast Carrier Task  
Force and support carrier force. Battleships of the Fast Carrier Task Force  
provided close gunfire support supplemented on 25 March by ships and planes  
of the support force.

E. Numerous enemy aircraft of varying type were encountered. No  
surface units offered opposition.





COMMANDER MINE SQUADRON TWENTY  
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FC6-20/116-3  
Serial: 0106

3 July 1945.

~~C O N F I D E N T I A L~~

Subject: Report of Capture of OKINAWA GUNTO, Phases One and Two,  
19 March - 21 June 1945.

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PART III - CHRONOLOGICAL ACCOUNT.

A. All times Zone -9, east longitude dates.

24 March

0300 TG 52.3 (Capt. R.A. LARKIN, USN, Commander Mine Squadron TWENTY) proceeded to assigned areas and commenced scheduled sweeping at sunrise. 1930 Recovered gear, results negative. Rejoined TG 52.2 for night retirement.

25 March

0500 Commenced streaming sweep gear. Results of sweeping operations negative. Recovered gear at 1830 and proceeded to assigned night patrol stations.

26 March

At daylight commenced clearance sweep of designated area. 1600 Recovered gear, results negative. Sweep Units 3 & 4 proceeded to night screening station around the transport area. 2300 Red alert. Several planes in vicinity but none closed within 6 miles of flagship.

27 March

At sunrise, commenced sweeping. 1530 Completed sweeping operations, results negative. 1800 Joined night retirement unit.

28 March

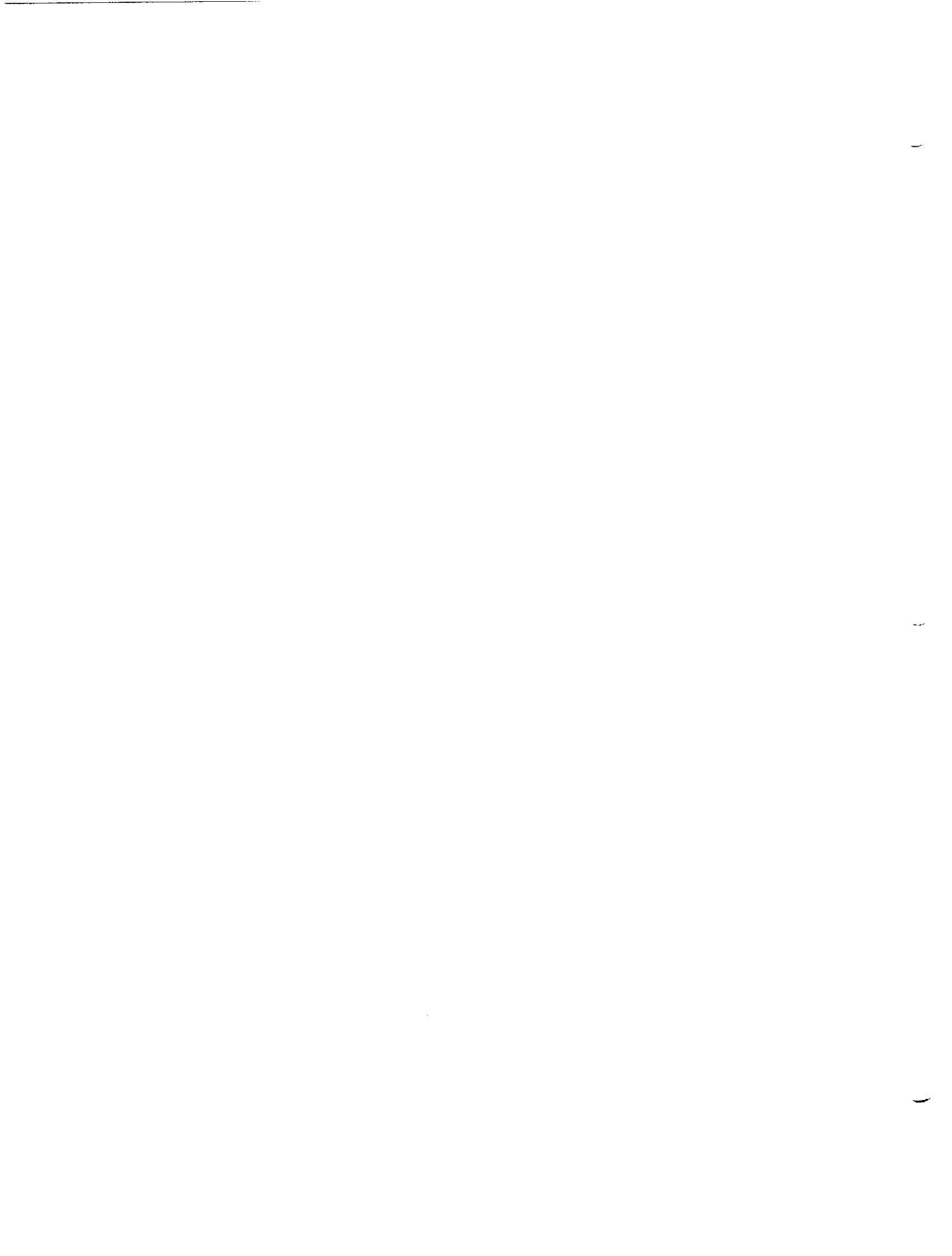
Dawn air attacks on screening vessels on far side of screen occurred. One suicide plane splashed. 0730 Formed A/S screen on fire support unit 3 second section and proceeded to bombardment area off OKINAWA. 1730 Sweep Unit 3 (TU 52.3.3) was released and proceeded to join Retirement Unit One (TU 54.1.3). 1900 Joined Retirement Unit One and, as screen commander, established screen.

29 March

Formed double line area screen while Fire Support Unit One bombarded. 1700 RODMAN and ELLYSON proceeded to KERAMA RETTO for fuel.

30 March

0300 HAMBLETON fouled port propeller in torpedo net at KERAMA RETTO. 0745 ELLYSON and RODMAN underway from KERAMA RETTO and joined Fire Support Unit One as screen. 1630 ELLYSON and RODMAN proceeded to KERAMA RETTO to report to TUSCALOOSA (CA 37) and screen her on return to Fire Support Unit One in morning.



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19 March - 21 June 1945.

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31 March

0530 ELLYSON and RODMAN underway from KERAMA RETTO to form screen on TUSCALOOSA. 1800 Commenced retiring from area towards rendezvous. 2200 Effected rendezvous with Retirement Unit One.

1 April

0530 Released by CTU 54.1.1, Commander Retirement Unit One. 1730 Received orders to establish A/S patrol line northwest of IE SHIMA with TU 52.3.3.

2 April

0030 Underway to comply with CTF 51 orders to establish patrol line northwest of IE SHIMA. ELLYSON joined RODMAN and HAMBLETON on station about 0400. 0612 ELLYSON engaged low flying Jap VAL and splashed it at 4500 yards. 0730 MACOMB joined A/S patrol line. 1815 RODMAN attacked sound contact in Lat. 26-57 Long 127-21. Contact lost after one attack. MACOMB and A/S plane 13V461 assisted RODMAN in search until 0400 when search was abandoned.

3 April

0240 ELLYSON, HAMBLETON attacked by 2 or 3 enemy A/C who employed window jamming tactics and dropped brilliant flares. A/C retired after being engaged. 0240 - 0400 ELLYSON, HAMBLETON, RODMAN were attacked 3 times by single enemy A/C. No results observed. 0700 Rendezvous with PORTLAND (CA 33) and W.D. PORTER (DD 579) effected. 1000 Proceeded west and north of IE SHIMA with PORTLAND, W.D. PORTER and TU 52.3.3 to cover sweeping operations of TU 52.5.1 and TU 52.5.3. 1130 LINDSEY joined. 1630 Sweeping operations completed, TU 52.3.3 proceeded on westerly course at 10 knots awaiting receipt of instructions for night employment. 1750 Enemy A/C detected in vicinity of own friendly fighters. At 1757 Jap plane identified as VAL made suicide attack on TU 52.3.3 and crashed within 30 feet of HAMBLETON. The right wing struck the magnetic cable reel. 1800 Ordered to retire with TU 52.5.1 and 52.5.3.

4 April

0600 Detached MACOMB and TU 52.5.1 to proceed as previously directed. Assembled remainder of TU 52.3.3 and proceeded towards rendezvous with WICHITA (CA 45) and BEALE (DD 471). 0746 Joined WICHITA and BEALE and formed circular screen with BEALE, ELLYSON, HAMBLETON, RODMAN, ELLONS. 1900 Received night patrol assignments and proceeded accordingly.

5 April

0400 TU 52.3.3 less LINDSEY (DM 32) proceeded to G-3 area and at 0700 began streaming moored and acoustic minesweeping gear. 0800 Commenced exploratory sweep through G-3, H-4, K-3. 1705 Sweep completed,



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-----  
results negative. 2000 Took night patrol stations. Received CTG 52.2 orders for ELLYSON, HAMBLETON to support sweep unit in Area D-2 and RODMAN, EMMONS to support sweep unit in G-1.

6 April

0800 ELLYSON and HAMBLETON joined TU 52.4.2 in D-2 to cover their sweeping operations. 1100 RODMAN and EMMONS joined TU 52.5.3 in G-1 as support. 1430 TU 52.4.2 recovered sweep gear. ELLYSON and HAMBLETON proceeded to KERAMA RETTO for logistics. 1630 Intercepted call for assistance from RODMAN who reported unit under heavy air attack. RODMAN damaged by plane hit on forecastle. 1715 Intercepted report EMMONS hit, on fire and being abandoned.

Air attacks in progress on KERAMA RETTO. Reversed course and proceeded at best speed (19 knots due to propeller damage in HAMBLETON) to assist RODMAN, EMMONS and TU 52.5.3 still under air attack. 2100 Made contact with TU 52.5.3 retiring at best speed, attacks having ended. Ascertained RODMAN proceeding under own power to KERAMA RETTO. Detached HAMBLETON to join as escort to KERAMA RETTO. Proceeded with ELLYSON to vicinity of EMMONS which had been abandoned before dark. Aided by LCI 558 and 559, determined EMMONS condition and reported as follows to CTF 51: About 30 feet of stern destroyed by explosion, fires burning in bow prevent running tow line, draft forward 15 feet indicating little underwater damage. EMMONS drifting at one knot toward enemy territory. Permission requested to sink EMMONS.

7 April

0230 Received instructions from CTF 51 to sink EMMONS. 0318 EMMONS was sunk in 25 fathoms of water by ELLYSON in Lat. 26-43.2 N, Long. 128-02:2 E. 0400 HAMBLETON escorting RODMAN and TU 52.5.3 reported arrival at KERAMA RETTO. 0715 ELLYSON arrived at KERAMA RETTO. 1745 Underway with ELLYSON and HAMBLETON for night stations 153 and 154 in support of TU 52.16.3 and TU 52.17.2 in stations 135 and 146. 2100 Arrived on stations.

\* \* \* \* \*

*Editor's Note: I have omitted from this chronology the events of 8 April through 10 June (pages 6-14), because they do not pertain to the Emmons. The next page in my booklet is page 15 of COMMANDER MINE SQUADRON TWENTY's action report.*

E. A. Wilde, Jr.  
October, 1997



COLLIER LINE SQUADRON TWENTY  
Care of Fleet Post Office,  
San Francisco, California

FC6-20/A16-3  
Serial: 0106

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Subject: Report of Capture of OKINAWA GUNTO, Phases One and Two,  
19 March - 21 June 1945.

11 June

HALBLETON reported splashing one SONJA at NAKAGUSUKU W.N.

12-21 June

No remarks.

PART IV - ORDNANCE.

A. Equipment and ammunition performed satisfactorily. The necessity for battery alignment and radar calibration was recognized but operating schedules prevented its realization. Mine Squadron TWENTY had no opportunity to exercise alignment or radar calibration since departure Ulithi, 19 March.

PART V - DAMAGE.

A. Ships of Mine Squadron TWENTY sustained the following battle damage.

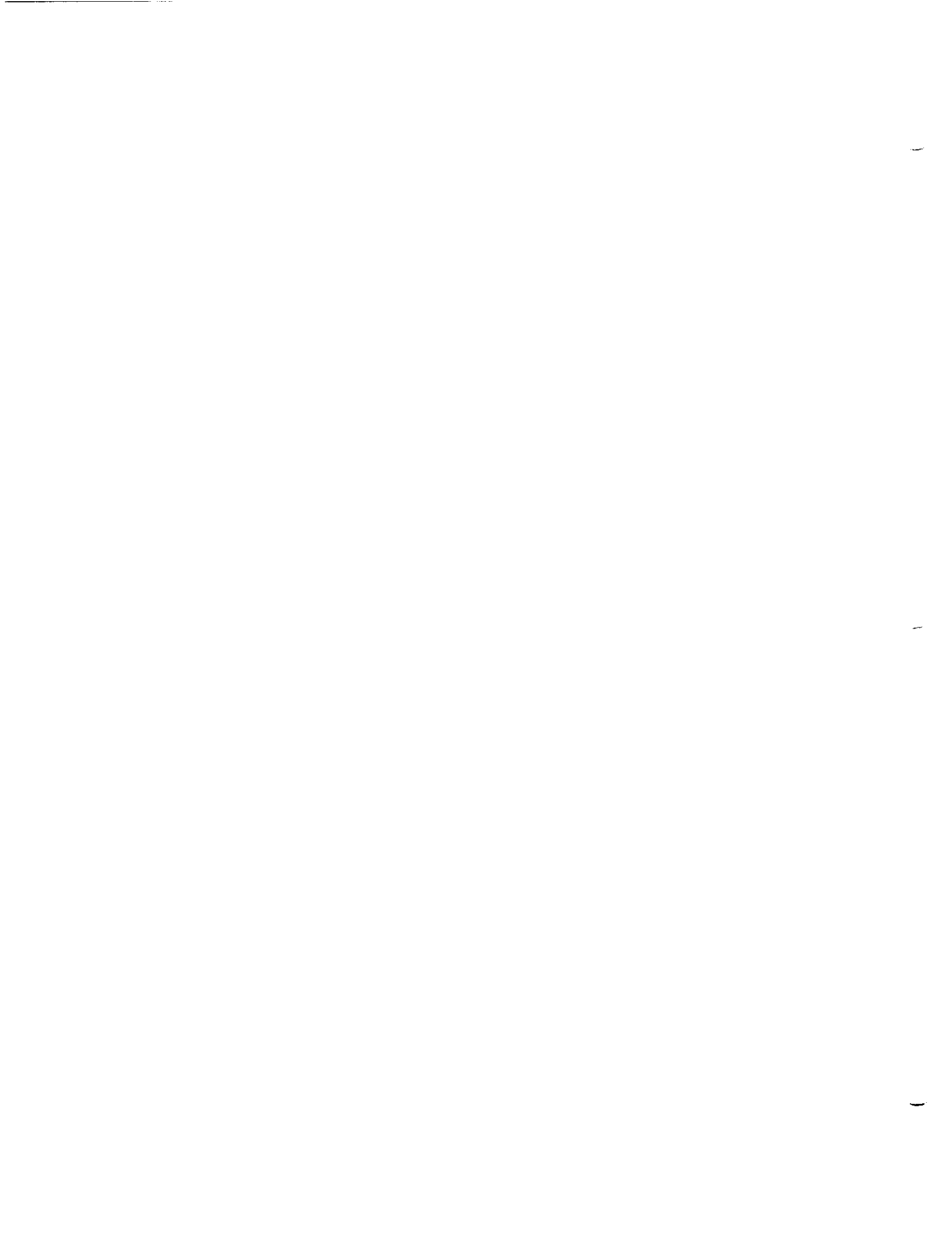
(1) ELLYSON - Hit by 5 suicide planes. Hits on combat, bridge, gun two, and stern. Ship abandoned about 1900 and later sunk by gunfire from ELLYSON.

(2) RODEAN - Hit by 3 suicide planes and a close bomb miss. Completely flooded below main deck forward frame 45. Superstructure gutted by fire. Fire control and interior communications system out.

(3) HARDING - Received bomb hit causing extensive damage between frame 14 and 67.

(4) JEFFERS - Suicide near miss which caused 2 x 5 feet hole on port side 3 feet above water line vicinity of frame 61. One longitudinal and 1 transverse vertical severed. 1 additional transverse vertical buckled.

(5) MACOMB - Suicide plane hit. Mount 3 demolished. Minor cable and structural damage on after deck house. Starboard 40MM inoperative.





JOELANDER MINE SQUADRON TWENTY  
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19 March - 21 June 1945.

(6) HOESON - Bomb hit on main deck exploded in forward engine room. Extensive damage to piping. Reduction gear thrown out of alignment. All turbine rotors dropped with wiped bearings. Extensive damage to condensers and lube oil systems. Exhaust piping from 540 k.w. mine-sweep generator demolished. Steam and switchboard on this generator damaged by blast.

(7) BUTLER - Received suicide near miss May 25. Forward fire-room completely flooded. Gyro badly damaged and inoperative. Computer, stable element, F.D. radar, and rangefinder inoperative.

(8) FORREST - Hit by suicide plane. Wardroom country and forward living spaces gutted by blast. Hole port side 20 feet high from frame 32 to 45. 10 foot hole starboard side from frames 30 to 41. Main deck and first platform longitudinals severed amidships on port side. Gyro, radio and galley inoperative. Plot and CPO mess flooded.

PART VI - BATTLE DAMAGE TO ENEMY UNITS.

A. Ships of Mine Squadron TWENTY less FITCH destroyed 46 enemy planes by M. fire. An additional 16 planes crashed ships in suicide attacks. Despite the limitation of armament, many of these ships served on radar picket station where multiple plane attacks were frequent. They succeeded in splashing a goodly share. The EMMONS and ROEMAN combined on 6 April to destroy 15 enemy planes while being hit by 3 others.

PART VII - PERSONNEL.

A. Reports from ships of Mine Squadron TWENTY indicate personnel performance was generally excellent with morale remaining high through this long period of sustained tension.

PART VIII - LESSONS LEARNED, CONCLUSIONS AND RECOMMENDATIONS.

A. After the squadron had served its function as a mine-sweeping group in the preliminary phases of the operation, it was exercised principally in the capacity of radar pickets and anti-small



COLLATERAL MINE SQUADRON TIENT  
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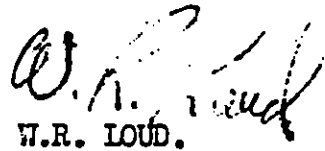
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3 July 1955.

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Subject: Report of Capture of OKINAWA GUNTO, Phases One and Two,  
19 March - 21 June 1945.

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boat screen through the remainder of the operation. It became readily apparent, as ship after ship was hit in spite of gallant efforts, that the fire power of these ships were terribly limited. It is recommended that the minesweep generator and magnetic reel be removed from high speed destroyer minesweepers and another 5" gun or additional 40MM twin or quadruple mounts be installed on the fantail. The OKINAWA operation indicated additional guns are preferable to maintenance of magnetic sweep gear.

  
W.R. LOUD.

Copy to:

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CincPac - 3 advance copies direct



COMMANDER MINECRAFT  
UNITED STATES PACIFIC FLEET

AL6-3  
Serial: 01523

ll/jbs

~~CONFIDENTIAL~~

4 AUG 1945

FIRST ENDORSEMENT to:  
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serial 0106 of 3 July 1945.  
(R/S #01796)

From: Commander Minecraft, U.S. Pacific Fleet.  
To: Commander in Chief, U.S. Fleet.  
Via: (1) Commander Amphibious Forces, U.S. Pacific Fleet  
(CTF 51).  
(2) Commander FIFTH Fleet.  
(3) Commander in Chief, U.S. Pacific Fleet.

Subject: Report of Capture of OKINAWA GUNTO, Phases One and Two,  
19 March - 21 June 1945.

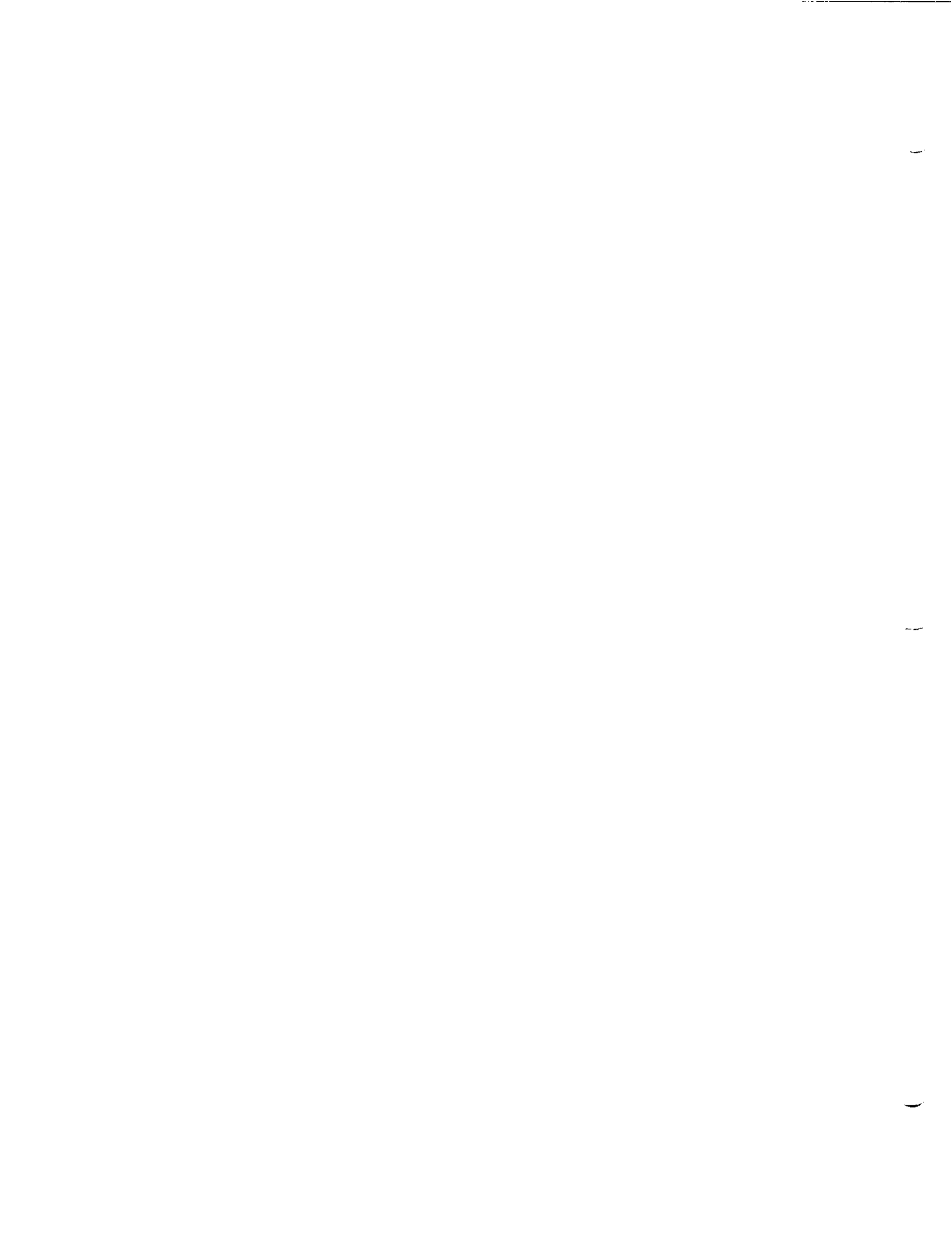
1. Forwarded.

2. The limited fire power of the class of vessel in Mine Squadron TWENTY (1630-ton DMS) is a matter of serious concern to this command in view of the heavy battle damage suffered by this type during the OKINAWA Campaign.

3. This class of vessel is not equipped for radar picket duty either with Fighter/<sup>Director</sup>equipment or necessary gun power and should therefore not be so employed.

  
ALEX. SHARP.

cc: Cominron 20



U.S.S. Emmons (DD-457/DMS-22) - Photograph Credits

<u>Description</u>	<u>Source Code/Ident. No.</u>	
<u>Historical Data Plate</u>	NA	19-N-35193
On the ways, Bath, Maine, 8/23/41	NA	19-N-35196
Sponsor, Mrs. Frances E. Peacock	NA	19-N-35200
Sponsor's Party, Bath, 8/23/41	NA	19-N-35201
Christening, Bath Iron Works, 8/23/41	NA	19-N-35201A
Launching, 8/23/41	NA	19-N-35197
Afloat, fully dressed, 8/23/41	NA	19-N-35195
Commissioning ceremony, Boston, 12/5/41	NPS	(Order with a photocopy)
Full length, anchored, p. beam, 1941-42	USNI	(Order with a photocopy)
After gun platform, <u>Aaron Ward</u> (DD-483)	NA	19-N-30718
1.1-inch/75 quad mount	RWP	N-11247
20-mm. Oerlikon mount	NA	19-N-31965
Approaching <u>Santee</u> (CVE-29), 11/42	NA	80-G-470079
<u>Santee's</u> flight deck, looking forward	NA	80-G-470022
Torpedo tube mount, looking aft, 2/43	NA	19-N-42395
Midships, looking forward, 2/43	NA	19-N-42393
Fantail, looking aft, 2/43	NA	19-N-42396
Moored/anchored, N.Y., 3/43, port bow	NA	19-N-42388
U/way, Norfolk, 11/1/43, Stbd. beam	NA	19-N-55046
"Fox Green Beach" (color), 6/6/44	NA	KN-570
"Target of Opportunity" (color), 6/6/44	NA	428-KN-17504
40-mm. Bofors twin gun mount	RWP	N-6569A
"The Tough Beach" (from color print)	NA	428-KN-17825
USS <u>Rodman</u> (DMS-21), s. beam, 12/17/44	NA	80-G-382794
<u>Rodman</u> , damaged, at Kerama Retto, 4/9/45	NHF	NH69111
USS <u>Ellyson</u> (DMS-19), p. beam, 12/17/44	NA	80-G-382792
F6F "Hellcat" carrier-based fighter	USNI	(Order with a photocopy)
PGM-11 motor gunboat, port bow, u/way	USNI	(Order with a photocopy)

\* \* \* \* \*

Key to Sources:

- NA National Archives II, 8601 Adelphi Road  
College Park, MD 20740-6001  
Still Picture ref.: (301) 713-6625, Ext. 234  
(Request addresses/price lists of private vendors)
- NPS National Park Service, Boston National Historical Park  
Charlestown Navy Yard  
Boston, MA 02129-4543  
(617) 242-5620
- USNI U.S. Naval Institute Photo Service, 118 Maryland Avenue  
Annapolis, MD 21402-5035  
(410) 268-6110; FAX: (410) 269-7940
- RWP Real War Photos, P.O. Box 728, Hammond, IN 46325
- NHF Naval Historical Foundation Photo Service, Washington Navy Yd.  
901 M Street, S.E., Washington, DC 20374-5060  
(202) 433-2765

E. A. Wilde, Jr.  
January, 1998





U.S.S. Emmons (DD-457/DMS-22) - BIBLIOGRAPHY

Books:

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Article:

- Schreier, Konrad F., Jr., "The Chicago Piano," Naval History, U.S. Naval Institute, July-August 1994, pp. 44-46.

Action Reports: (National Archives)

- USS Emmons (DD-457/DMS-22)  
Commander Mine Squadron TWENTY

Ship's Deck Logs:

- USS Emmons (DD-457/DMS-22)  
PGM-11

War Diaries:

- USS Ellyson (DMS-19)  
USS Emmons (DD-457/DMS-22)

Miscellaneous:

- Oral Histories, Operational Archives, Naval Historical Center, Washington Navy Yard.
- Personnel Diary (Muster rolls), USS Emmons (DD-457/DMS-22) on microfilm. (National Archives)
- Reports by C.O.'s of Navy Yards in Boston and New York summarizing alterations completed (11/26-12/7/42 & 1/26-2/3/43 resp.)
- WWII Citations File, Naval Historical Center, Operational Archives, Washington Navy Yard.



### About The Editor

E. Andrew Wilde, Jr., Commander, USNR (Ret.), received his commission through the NROTC Program at Dartmouth College in 1950. Following graduation he saw action off Korea aboard the USS Douglas H. Fox (DD-779) when this destroyer dueled with numerous North Korean shore batteries in the Sea of Japan. Many of the photographs he took during this period have been donated to the Naval Historical Foundation, and two of them appeared in the coffee-table book, The Navy, published by the Foundation in 2000. After completing three years of active duty he began a civilian career in public accounting and later in management positions at Raytheon Company in Waltham, Massachusetts.

In 1993 he developed a strong interest in naval history and began editing a series of illustrated ships' histories primarily of U.S. destroyers sunk in World War II. Primary source documents such as action reports, ships' war diaries, medal citations and muster rolls are included in these histories as well as many firsthand accounts. His booklets are not for sale, but he sends complimentary copies to the survivors and to the families of crewmembers killed on these vessels.

Commander Wilde is a life member of the Naval Historical Foundation and the U.S. Naval Institute.



Historical Compilations by the Editor:

(Destroyer/Destroyer Escort Hulls in World War II)

<u>United States Ship</u>	<u>Date Sunk/ (Damaged)</u>	<u>Area</u>	<u>Killed/ Wounded<sup>1</sup></u>
<u>Aaron Ward</u> (DD-483)	04/07/43	Guadalcanal	42/139*
<u>Barton</u> (DD-599)	11/13/42	Guadalcanal	164/32
<u>Borie</u> (DD-215)	11/01/43	North Atlantic	27/00
<u>Colhoun</u> (APD-2)	08/30/42	Tulagi	51/18
<u>Gorry</u> (DD-463)	06/06/44	Normandy	24/55
<u>Cushing</u> (DD-376)	11/13/42	Guadalcanal	72/67
<u>DeHaven</u> (DD-469)	02/01/43	Guadalcanal	168/40
<u>Douglas H. Fox</u> (DD-779)	(05/17/45)	Okinawa	10/36
<u>Drexler</u> (DD-741)	05/28/45	Okinawa	158/54
<u>Duncan</u> (DD-485)	10/12/42	Guadalcanal	48/35
<u>Emmons</u> (DMS-22)	04/06/45	Okinawa	60/78
<u>Fiske</u> (DE-143)	08/02/44	North Atlantic	33/65
<u>Glennon</u> (DD-620)	06/10/44	Normandy	25/49*
<u>Halligan</u> (DD-584)	03/26/45	Okinawa	160/43
<u>Hammann</u> (DD-412)	06/06/42	Midway	84/63
<u>Laffey</u> (DD-459)	11/13/42	Guadalcanal	59/114
<u>Lansdale</u> (DD-426)	04/20/44	Mediterranean	49/76
<u>McFarland</u> (AVD-14)	(10/16/42)	Guadalcanal	12/13
<u>Meredith</u> (DD-726)	06/09/44	Normandy	35/28
<u>Monssen</u> (DD-436)	11/13/42	Guadalcanal	145/37
<u>Perry</u> (DMS-17)	09/13/44	Angaur/Peleliu	8/17
<u>Preston</u> (DD-379)	11/15/42	Guadalcanal	117/26
<u>Spence</u> (DD-512)	12/18/44	Luzon, P.I.	315/24
<u>Strong</u> (DD-467)	07/05/43	Cent. Solomons	45/61
<u>Walke</u> (DD-416)	11/15/42	Guadalcanal	82/48

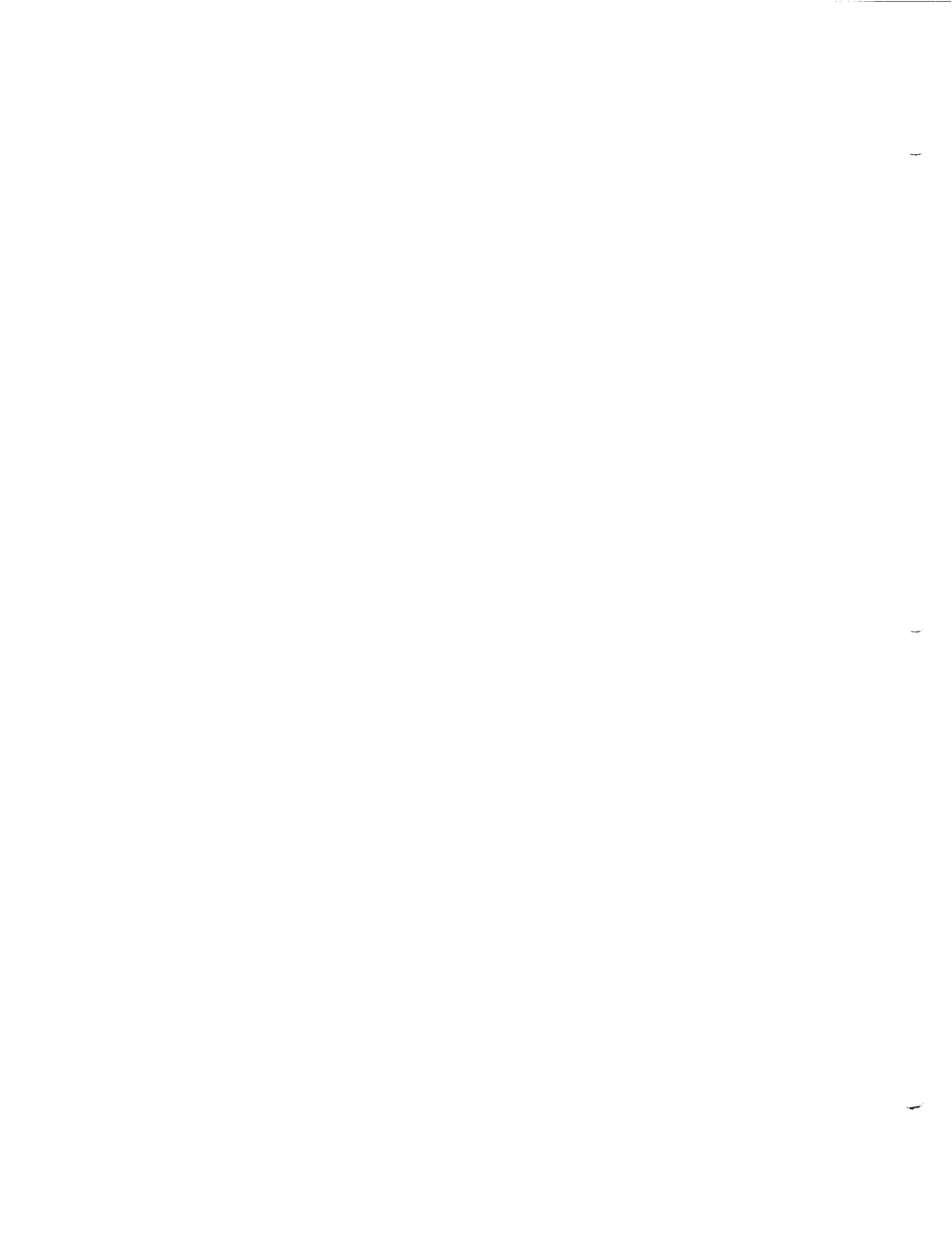
\* \* \* \* \*

Notes:

\* Total for two engagements with the enemy

<sup>1</sup> Including those presumed dead more than a year subsequent to the date they were reported missing either due to enemy action or by drowning.

E. Andrew Wilde, Jr.  
Commander, USNR (Ret.)  
June, 2005





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World War, 1939-1945 -- Campaigns -- France -- Normandy.  
World War, 1939-1945 -- Campaigns -- Japan -- Okinawa Island.  
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Locations Where Historical Compilations by the Editor  
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- <sup>1</sup> Air Zoo, Guadalcanal Campaign Collection, Potage, Michigan  
ECU Manuscript Collection, Joyner Library, Greenville, NC  
Louisiana Naval War Memorial Library, Baton Rouge, Louisiana
- <sup>2</sup> Maine Maritime Museum Library, Bath, Maine  
Mariners' Museum Research Library, Newport News, Virginia  
Mystic Seaport's G. W. Blunt White Library, Mystic, Connecticut
- National Archives II Library, College Park, Maryland
- <sup>3</sup> National D-Day Museum Library Collection, New Orleans, LA  
National Museum of Pacific War, War Studies, Fredericksberg, TX
- Naval Historical Center, Navy Dept. Library, Washington Navy Yard  
\_\_\_\_\_, Operational Archives Branch, Washington Navy Yard  
\_\_\_\_\_, Ships' Histories Branch, Washington Navy Yard
- Naval War College, Naval Historical Collection, Newport, RI  
N.Y. Public Library, 42nd & 5th Ave., Room 315, New York, N.Y.
- <sup>2</sup> Portland Public Library, Portland Room, Portland, Maine
- <sup>4</sup> Tin Can Sailors, Inc., Research Library, Somerset, Massachusetts  
US Naval Academy, Nimitz Library Special Collections, Annapolis  
U.S. Naval Institute, History Division, Beach Hall, Annapolis, MD
- U.S. Navy Memorial's Research Library, Washington, D.C.  
USS Slater (DE-766) Library, Albany, New York

\* \* \* \* \*

Notes:

- <sup>1</sup> Only ships which participated in the Guadalcanal Campaign:  
Aaron Ward, Barton, Colhoun, Cushing, DeHaven, Duncan, Laffey,  
McFarland, Monssen, Preston, Walke.
- <sup>2</sup> Only Bath-built ships: DeHaven, Drexler, Emmons, Meredith,  
Spence, Strong
- <sup>3</sup> Only ships sunk off the Normandy Beachhead: Corry, Glennon,  
Meredith
- <sup>4</sup> By appointment only: (508) 677-0515

E. A. Wilde, Jr.  
June, 2006



1210 Greendale Ave., Apt. E3  
Needham, MA 02492-4622  
August 16, 2003

Marty Morgan, Historian  
The National D-Day Museum  
945 Magazine Street  
New Orleans, LA 70130

Dear Sir:

I'm sending you four historical compilations on destroyers which participated in OPERATION NEPTUNE. Three of these ships were sunk off the Normandy Beachhead in shallow water: USS Corry (DD-463), USS Glennon (DD-620) and USS Meredith (DD-726).

The USS Emmons (as DD-457, before she was converted to a mine-sweeper and redesignated DMS-22) provided effective gunfire support (841 rounds of 5-inch shells on June 6th) of the landings at OMAHA BEACH. After firing on assigned targets this destroyer closed to within 1500 yards of the shore to engage enemy batteries and fire at targets of opportunity. Although she was bracketed by enemy fire she was not hit and had no personnel casualties.

The three destroyers which were sunk had a total of 84 killed/missing and 125 wounded. My booklets identify these men and list both the grave sites for those interred overseas and the cemeteries where the missing are memorialized.

My Corry booklet contains several very moving personal accounts of the hardships these survivors endured before they were rescued.

I hope your museum makes visitors aware of the important role destroyers played at Normandy on D-Day, June 6th, 1944.

Yours truly,



E. Andrew Wilde, Jr.  
Commander, USNR (Ret.)  
(781) 449-0392





April 12, 2004

E. Andrew Wilde, Jr.  
1210 Greendale Ave., Apt. E3  
Needham, MA 02492-4622

RE: Library Donation

Commander Wilde,

The purpose of this letter is to acknowledge receipt of the material you forwarded to this office on August 16, 2003. These booklets are certainly of great interest to this institution and I am confident that future researchers will benefit from their content as well.

As you well know, US Navy destroyers played a very important role during Operation Neptune. Had it not been for the direct fire support of the USS *Emmons* (DD-457), the battle at Omaha beach would definitely have turned out much differently than it did. Also, the loss of USS *Corry* (DD-463), USS *Glennon* (DD-620) and USS *Meredith* (DD-726) proves that naval combat on D-Day was every bit as ferocious as combat on the beaches and drop zones.

Your donation of these pieces of source material has made a meaningful contribution to the collection of historical literature held by The National D-Day Museum. This library collection is open to researchers and consequently available for future historians who wish to continue the development of human understanding of this historic event.

Thank you very much for contributing to this institution's library collection. We are deeply appreciative of your support.

Sincerely,

Martin K.A. Morgan  
Research Historian



*America's World War II Museum*

