

E. Andrew Wilde, Jr., Editor

**The U.S.S. *Peary* (DD-226) in World War II,  
Manila to Darwin, 12/10/41–2/19/42:  
Documents and Photographs**

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# USS Peary (DD-226) in World War II

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A sketch by Albert Rosenthal of Rear Admiral Robert E. Peary, USN (1856-1920), on the occasion of the commissioning of the USS Peary (DD-226) on October 22, 1920. On his eighth Arctic expedition in 1909 Admiral Peary became the first man to reach the North Pole. Among the several books he wrote describing his experiences were, The North Pole; It's Discovery in 1909 (1910), and, Secrets of Polar Travel (1917).

(U.S. Naval Historical Center Collection)

REAR ADMIRAL ROBERT EDWIN PEARY, U.S. NAVY

Rear Admiral Robert Edwin Peary, American Arctic explorer, was born at Cresson, Pennsylvania, on May 6, 1856.

In 1877 he graduated at Bowdoin College. He was made a lieutenant in the U.S. Navy in 1881, acting as civil engineer and was assistant engineer in the Nicaragua ship canal surveys in 1884, becoming their director in 1887-88. In 1886, however, he also made a study of the West Coast of Greenland, in the region of Disco Bay, with reference to its use as a base for polar exploration.

In 1891 the Philadelphia Academy of Natural Sciences put him in charge of a polar expedition of seven, including his wife. Inglefield Gulf, on the northwest coast of Greenland, was the base. In the spring of 1892 he went, with the Norwegian Eivind Astrup, to the northeast coast, thereby proving that Greenland is an island. The Cape York (Smith Sound) Eskimos, the most northerly people in the world, were also studied. This expedition was described by Mrs. Peary in "My Arctic Journal."

In the following year he organized another expedition, also from headquarters in Inglefield Gulf, where Mrs. Peary gave birth to a daughter. In 1894 Peary, Matt Henson, the negro member of the expedition, and Hugh Lee, were left alone and again crossed to the east coast. In the summer three meteorites, which the Eskimos used in making their iron implements, were found. These had been reported in 1818 by Sir John Ross. All were eventually brought to the United States. In 1898 Peary described his work to date in "Northward Over The Great Ice." In that year also, with the support of the Peary Arctic Club and Morris Jesup, he started on a four year's exploring schedule. He used Eskimos in this expedition, which demonstrated, in 1900, that Greenland is bounded on the North by the Polar Ocean; the North Coast of the island was surveyed. In 1902 Peary, with Henson and an Eskimo, advanced as far north as lat.  $84^{\circ} 17' 27''$ , the highest point then reached in the Western Hemisphere.

Lieutenant Peary had now been promoted to the rank of commander, and on his return he was elected President of the American Geographical Society. In November 1903 he went to England on a naval commission to inquire into the system of naval barracks in Great Britain, and was presented with the Livingstone Gold Medal of the Royal Scottish Geographical Society. Commander Peary then began preparations for another expedition by the construction of a special ship, named the "ROOSEVELT," the first ever built in the United States for the purpose of Arctic exploration. He sailed from New York on July 16, 1905, having two years' supplies on board. The "ROOSEVELT" wintered on the north coast of Grant Land, and on February 21st., a start was made with sleds.

The party experienced serious delay owing to open water between 84° and 85°, and farther north the ice was opened up during a six days' gale, which cut off communications and destroyed the depots which had been established. A steady easterly drift was experienced. But on April 22, 1906, 87° 6' was reached - the "farthest north" attained by man - by which time Peary and his companions were suffering severe privations, and had to make the return journey in the face of great difficulties. In 1907 the narrative of his journey, "Nearest the Pole," was published.

In 1908 Peary started in the "ROOSEVELT" on the journey which was to bring him his final success as the discoverer of the North Pole. He left Etah on August 18th, wintered in Grant Land, and set forward over the ice from Cape Columbia on March 1, 1909. A party of six started with him, and moved in sections, one in front of another. They were gradually sent back as supplies diminished. At the end of the month Captain Bartlett was the only white man left with Peary, and he turned back in 87° 48' N., the highest latitude then ever reached. Peary, with Henson and four Eskimos, pushed on, and on April 6, 1909 reached the North Pole. They remained some 30 hours, took observations, and on sounding, a few miles from the pole, found no bottom at 1,500 fathoms. The party, with the exception of one drowned, returned safely to the "ROOSEVELT," which left her winter quarters on July 18, and reached Indian Harbour on September 5th. Peary's "The North Pole: Its Discovery in 1909" was published in 1910.

In 1911 he was given the rank of Rear Admiral and delegated to the International Polar Commission in Rome. In addition to the works already mentioned he wrote, "The North Pole" (1910), and "Secrets of Polar Travel" (1917). He died in Washington, D.C., on February 20, 1920.

DD226 was named PEARY; stricken from the Navy List May 8, 1942.

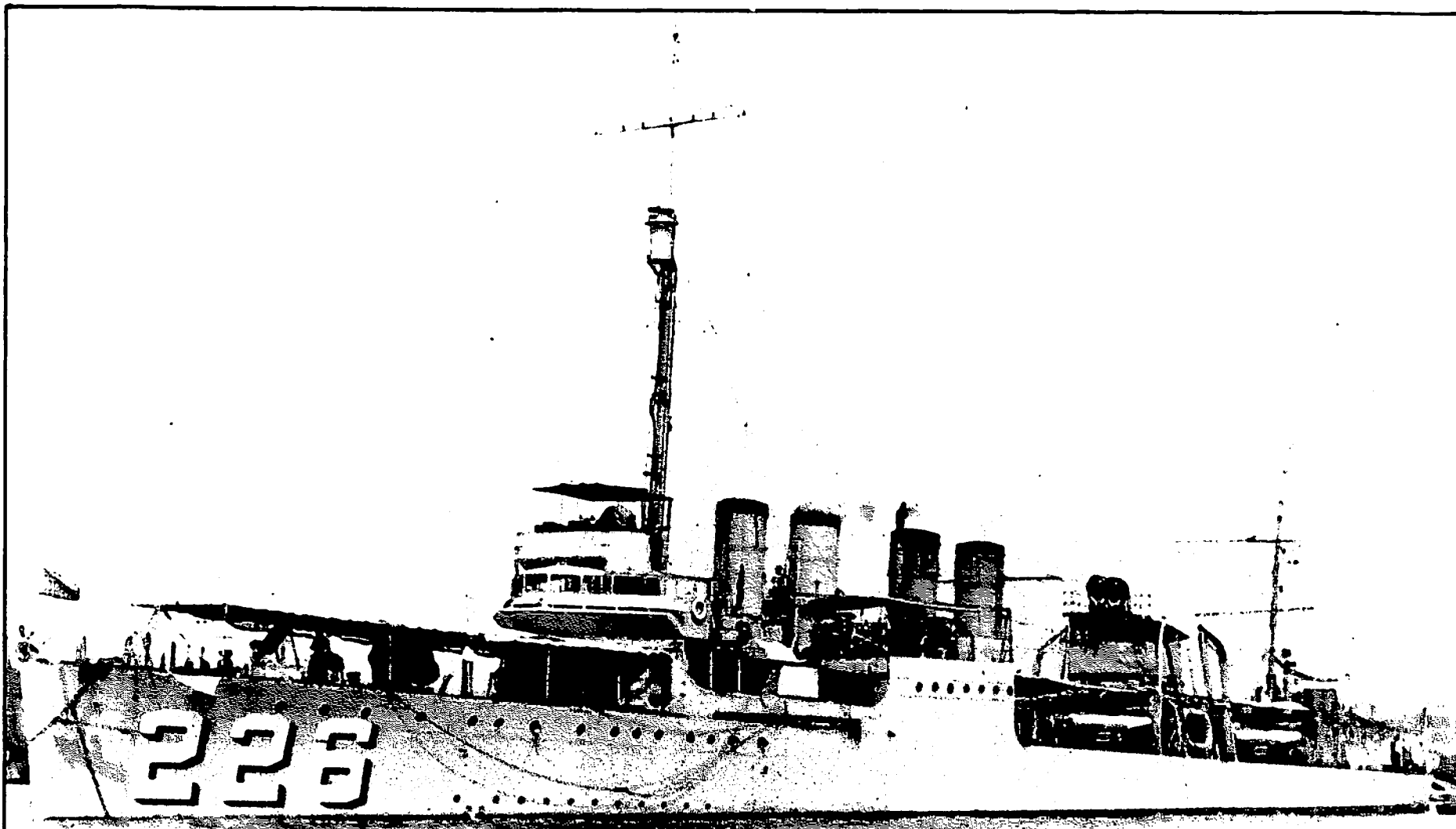
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Retyped, unedited, July 11, 2007  
E. A. Wilde, Jr., Editor

**Source:** A difficult-to-read copy at Ships' Histories Branch, Naval Historical Center, Washington Navy Yard, Washington, D.C.



Rear Admiral Robert E. Peary's daughter, Marie Peary Stafford, was selected by the Navy Department to sponsor the destroyer USS Peary (DD-226) named in his honor. She is shown here at the shipyard of William Cramp & Sons, Philadelphia, for the launching on April 6, 1920. Unfortunately, Admiral Peary had died about seven weeks earlier, on February 20, 1920. (Naval Historical Center)



## USS PEARY

*USS Peary (DD-226), a Clemson-class destroyer, was one of the 273 flush-deck 'four-pipers' mass produced from 1917 to 1922. Most of these Wickes and Clemson-class ships were not commissioned prior to the 1918 Armistice, but many rendered excellent service in World War II. In 1940 fifty were transferred to Great Britain in exchange for bases, and 16 of the 118 which served with the U.S. Navy earned Presidential Citations, either as destroyers or after being modified for more specialized roles such as fast transports (APD's) or minesweepers (DMS's). Characteristics of Clemson-class destroyers: (U.S. Naval Institute)*

Displacement	1,190 tons	Maximum beam	30' 8"	Shaft power	27,000 H.P.
Length overall	314' 4"	Maximum draft	13' 6"	Designed speed	35 knots



Navy Department  
Office of the Chief of Naval Operations  
Division of Naval History (Op-29)  
Ships' Histories Section

#### HISTORY OF USS PEARY (DD 226)

USS PEARY, one of the thirteen old four-piper destroyers assigned to the Asiatic Fleet at the outbreak of World War II, escaped from Manila just ahead of the invading Japanese only to be sunk by an enemy air raid at Port Darwin, Australia ten weeks after the war's beginning.

The old destroyer, named for the late Rear Admiral Robert E. Peary, Arctic explorer, was built by William Cramp and Sons of Philadelphia, Pennsylvania. Her keel was laid on 9 September 1919, and she slid down the ways on 6 April 1920. Mrs. Edward Stafford, a daughter of Rear Admiral Peary, christened the ship which was placed in commission on 22 October 1920.

Rear Admiral Peary, USN, in addition to his Arctic explorations, was in charge of the Nicaragua Canal survey 1887-88. He invented a type of rolling lock gates for the canal. His first Arctic expedition was in 1886, and on his eighth expedition he became the first man to reach the North Pole overland, arriving on 6 April 1909, following a final dash covering 130 miles in five days. He was promoted to the rank of Rear Admiral and given the thanks of Congress by a special act of 30 March 1911.

Rear Admiral Peary received honors from numerous scientific societies of Europe and America for his Arctic explorations and discoveries and wrote several books on his experience in the polar regions.

USS PEARY was moored at Cavite, P.I., when news of the Pearl Harbor raid reached her and was caught in the raid on the Cavite Navy Yard, Philippines, three days later. On the early afternoon of 10 December more than 50 two-engined high level bombers appeared over Cavite, and cruising leisurely above the range of anti-aircraft fire, destroyed practically the entire establishment.

PEARY, tied up at a small pier, took one bomb forward, which riddled the superstructure and stack, and killed 8 of her crew. However, she found herself in a very precarious position, as fires began to set off torpedo warheads in a torpedo overhaul ship on the wharf next to her. Fortunately, the minesweeper WHIPPOORWILL noted her precarious position and towed her out.

The towing operation was made more difficult by the constant heat and explosions from the fires. WHIPPOORWILL put her bow against the destroyer's stern, made fast with a six-inch line, and backed. The line parted, and she tried it again. Again the line parted. The third time the PEARY came clear. The gallant little sweeper then went between PEARY and barges which were burning off Guadeloupe Pier, playing her hoses over the destroyer to keep her from catching fire. Her damage control party boarded PEARY, and found her helpless, completely without power.

USS PILLSBURY (DD 227) came alongside and passed her fire hoses over to the PEARY. The fires were extinguished in five minutes. Her commanding officer, Commander H. H. Keith, USN, was wounded in this engagement and was relieved by Commander J. M. Bermingham, USN.

On 26 December 1941, PEARY was under way to Corregidor when the Japanese came over again. Several bombs were dropped near the ship, but no hits were scored and she continued onward to the Southwest Pacific.

By the morning of the 27th, PEARY was in Campomanes Bay, Negros Island, where she decided to put in for the day. Her crew camouflaged her enthusiastically with green paint and palm fronds, hoping to elude Japanese patrol bombers. Five of them passed overhead without spotting the ship that morning and when darkness fell she set out through the Celebes Sea for Makassar Strait.

A four-engined Japanese bomber spotted PEARY the next morning, and shadowed her until early afternoon when three other bombers joined her in a two-hour attack. The planes dropped 500 pound bombs and then launched two torpedoes only 500 yards from the ship. PEARY quickly backed on one engine and both torpedoes narrowly missed the bow. Seconds later, two more missed the stern by ten yards. The bombers then withdrew.

The New Year found PEARY at Darwin, Australia. During January and a part of February, she operated out of Darwin, principally on antisubmarine patrol.

At about 1045 on 19 February PEARY was attacked by single-motored Japanese dive bombers and suffered 80 men killed and 13 wounded. The first bomb exploded on the fantail, the second, an incendiary, on the galley deckhouse; the third did not explode; the fourth hit forward and set off the forward ammunition magazines; the fifth, another incendiary, exploded in the after engine room. A .30 caliber machine gun on the after deckhouse and a .50 caliber machine gun on the galley deckhouse were reported firing until the last enemy plane left the scene of the engagement.

The USS PEARY sank stern first at about 1300 on 19 February 1942, in latitude 12-30 S, longitude 130-50 E. She was stricken from the Navy List on 8 May 1942.

On 20 June 1942, the Secretary of the Navy authorized a new destroyer escort to bear the name of Robert E. Peary. The USS ROBERT E. PEARY, built by the Consolidated Shipbuilding Company of Orange, Texas, received her commissioning pennant from USS PEARY when she joined the fleet. The pennant had been removed during emergency repairs as the ship was proceeding to Darwin.

USS PEARY (DD 226) earned one Battle Star on the Asiatic-Pacific Area Service Medal for the Philippine Islands Operation, 8 December 1941 - 19 February 1942.

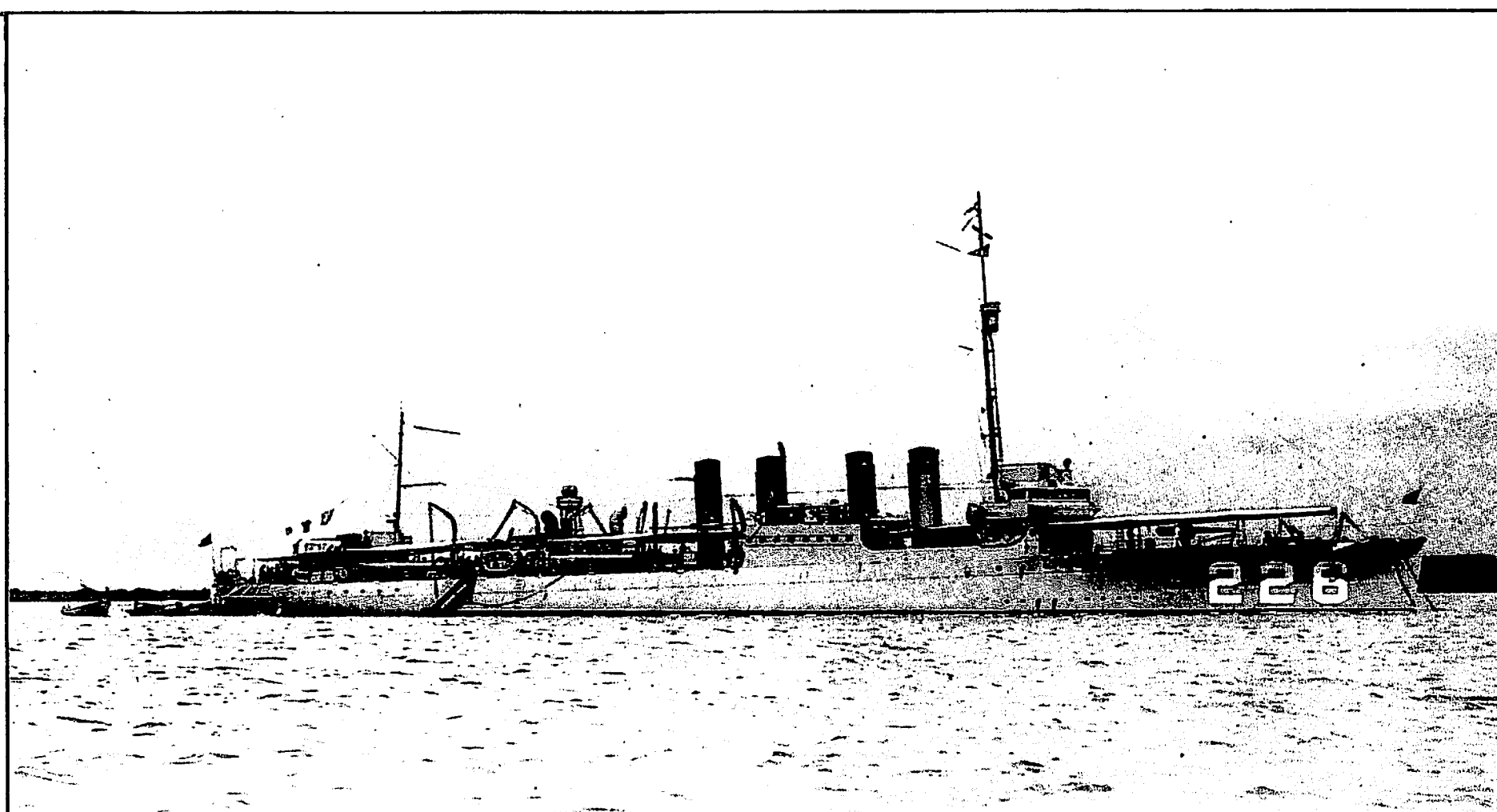
#### STATISTICS

OVERALL LENGTH:	314 feet	DISPLACEMENT:	1190 tons
BEAM:	31 feet	SPEED:	35 knots

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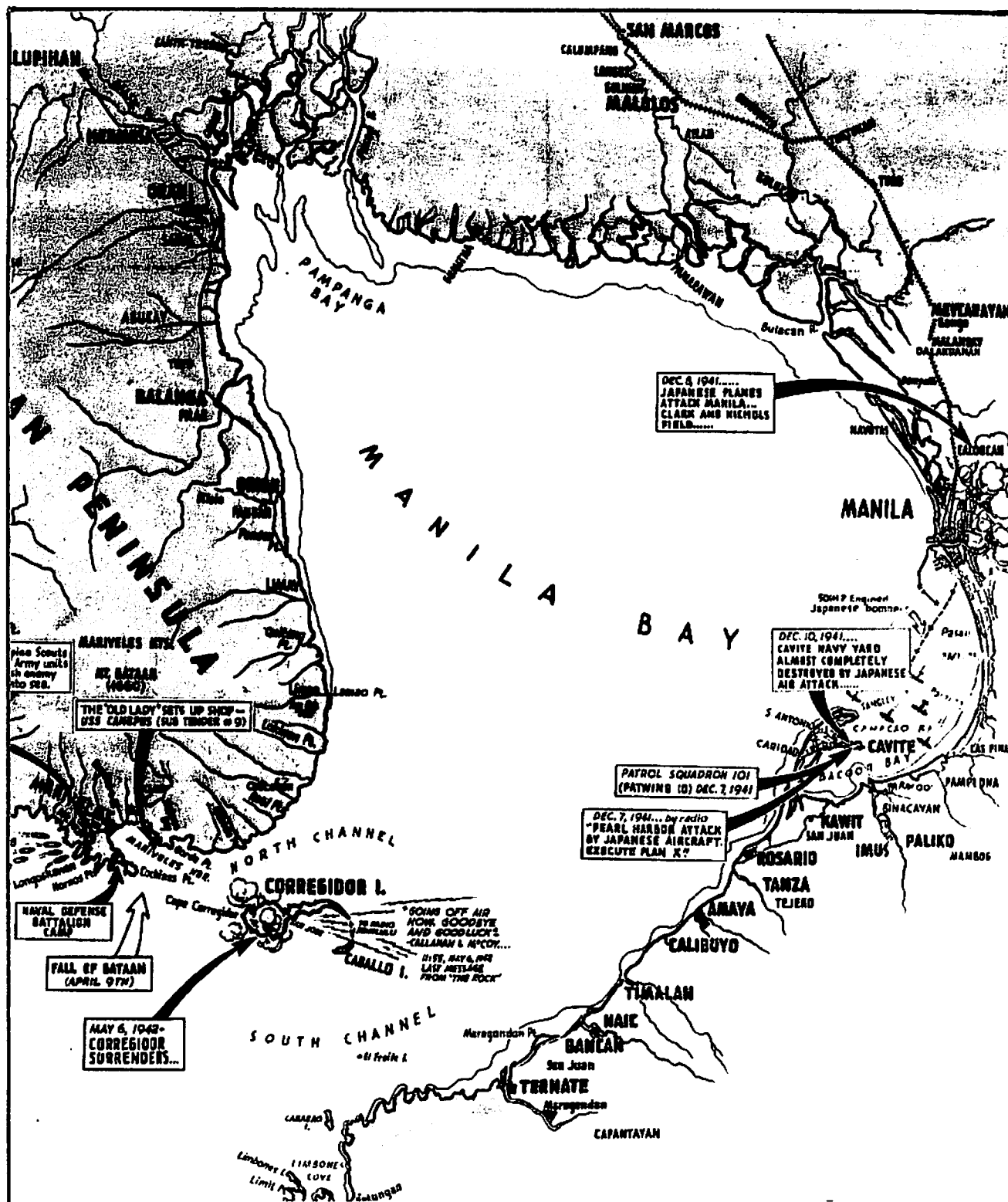
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(Retyped 27 MAR 1999)  
E. A. Wilde, Jr.



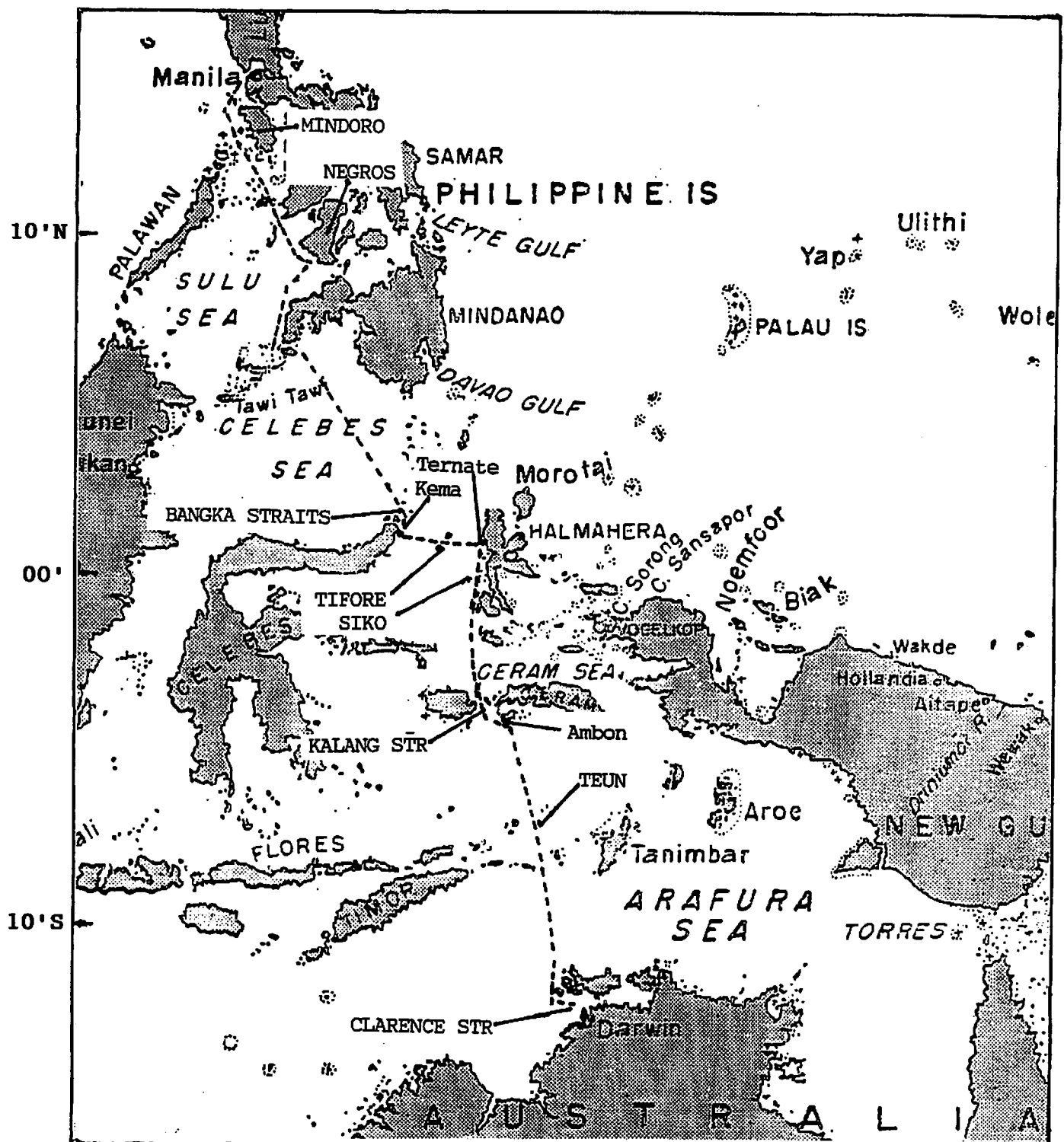
(USS Peary (DD-226), anchored, circa 1921.) In late 1941 this Clemson-class destroyer was armed with four 4-inch/50 guns (on foc'sle, galley deckhouse (2) and after deckhouse) and twelve 21-inch torpedoes in four triple-tube mounts (on the main deck, echeloned, port and starboard). Her antiaircraft armament consisted of eight machine guns (four .30-calibers and four water-cooled .50-calibers). The 4-inch/50's maximum elevation was 20 degrees, but when they were fired into the water ahead of torpedo planes the splashes could disrupt their attacks. Peary's antisubmarine armament consisted of depth charges in two stern racks and a 'Y-gun' (a depth charge launcher which could fire a depth charge to both sides at once) centerlined on her fantail.

(U.S. Naval Historical Center Collection)



The Peary (Lt. Cdr. Harry H. Keith, USN) was undergoing repairs at the Cavite Navy Yard, about 20 miles south-southwest of Manila, when a bomb hit her foremast during an air attack on 12/10/41. Lt. Cdr. Keith was among the many wounded and was hospitalized. The ship was attacked again by high level bombers on 12/26/41 while under way off Corregidor, about 60 miles southwest of Manila, but this time she escaped damage by abrupt changes in course and speed. (Official U.S. Navy Photograph)

**The 2,000-Mile Voyage of USS PEARY (DD-226): Manila, P.I., to Darwin, Australia, 12/26/41-1/3/42. (Scale: 260 miles/inch)**



Source: Enclosure (C) of the action report dated 1/6/42. Many of the islands/cities noted by the Peary's navigator, Lt. W. J. Catlett, Jr., USN, are shown on this map. The ship was attacked near the Bangka Straits by enemy patrol bombers and torpedo planes on 12/28/41 but not hit. Later, an attack by 3 Australian bombers caused minor damage and personnel casualties: 1 killed, 2 wounded and a man blown overboard (became a repatriated P.O.W.).

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ACTION REPORT

U.S.S. PEARY

DD 226

U.S.S. PEARY - ENGAGEMENTS WITH THE ENEMY, REPORT OF.  
[CAVITE, PHILIPPINE ISLANDS AREA]

SERIAL 3-42  
JANUARY 6, 1942.

[ JAPANESE AIR ATTACK ON NAVY YARD, CAVITE,  
DECEMBER 10, 1941; ALSO OFF CORREGIDOR, 26  
DECEMBER, 1941. AND SUBSEQUENT ACTIONS IN  
BANGKA STRAITS, ]

OFFICE OF NAVAL RECORDS AND LIBRARY

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DD226/A16-3/  
( 3-42 )

UNITED STATES ASIATIC FLEET  
DESTROYER DIVISION FIFTY-NINE  
U.S. PEARY (DD226) (Flagship)

/Th

**DECLASSIFIED**

January 6, 1942.

From: The Commanding Officer,  
To : The Commander in Chief, U.S. ASIATIC FLEET.  
Via : The Commander, DESTROYER SQUADRON TWENTY-NINE.  
Subject: U.S.S. PEARY - Engagements with the enemy,  
Report of.

Reference: (a) Articles 712, 762, 874, 948, 2029,  
U.S. Navy Regulations.

Enclosures: (A) Executive Officer's Report.  
(B) List of damage in Navy Yard, Cavite.  
(C) Navigator's Report.  
(D) Gunnery Officer's Report.  
(E) Assistant Gunnery Officer's Report.  
(F) Engineer Officer's Report.

1. On December 10, 1941, while moored to east side of Central Wharf, U.S. Navy Yard, Cavite, P.I., undergoing repairs to damage incurred in a collision with U.S.S. FILLBURY and a general overhaul, U.S.S. PEARY sustained a direct hit during the bombing plane attack by the enemy. The bomb was a combination shrapnel and incendiary type estimated at 250 pounds. The bomb struck the foremast between the fire control platform and the crow's nest causing the mast to break below the crow's nest and also below the fire control platform. The damage to personnel and material is listed in Enclosure (B). Throughout the attack an ineffective fire was maintained on the enemy planes with the ship's caliber fifty and caliber thirty A.A. machine guns.

2. The Commanding Officer, Lieutenant Commander H.H. Keith, having been injured, was transferred to U.S. Naval Unit, Sternberg Hospital and Lieutenant J.M. Birmingham was ordered to command. PEARY was made ready for sea. The facilities of the Atlantic Gulf and Pacific Company were employed to effect the minimum of repairs in order to fit the ship for sea. On December 23-24, 1941, PEARY carried out a patrol assignment in Verde Island Passage.

3. On December 26, 1941, while underway in Manila Bay, PEARY was attacked by five flights of enemy high level bombers in quick succession. Each flight consisted of from 6 to 9 planes. The bombs used were shrapnel and totalled approximately 45. All missed as the result of the efficient

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maneuvering of the ship under the direction of Lieutenant M.M. Koivisto who was commanding officer during the attack, the Captain having been in conference with the Commandant, Thirteenth Naval District, at Corregidor. A continuous fire with four caliber .50 machine guns and four caliber .30 machine guns, the total A.A. armament of the PEARY, was kept up during this attack. The damage sustained was slight and from near misses, pieces of shrapnel striking the superstructure, radio antennas, etc.

4. At 2030, December 26, 1941, verbal permission was obtained from the Commandant, Thirteenth Naval District, for PEARY to put to sea and proceed south by the best route and report to Commander Task Force FIVE.

5. At 0830, PEARY arrived at Campomanes Bay, Negros and camouflaged with green paint obtained from U.S. Army at Corregidor and palm branches to blend with the landscape. At about 0835 five enemy bombers passed over Negros bound north in full view of the ship. Since it was possible that the PEARY may have been sighted by these planes the ship got underway and proceeded close inshore to Asia Bay arriving at 1030. About 1430 five enemy bombing planes passed this vicinity southbound. Apparently the PEARY was not observed as the planes did not depart from their course.

6. At 1806 course was set for Pilas Strait at twenty-five knots.

7. At 0800 in the Celebes Sea speed was reduced to eighteen knots. At 0810 a four engine enemy patrol bomber was sighted which immediately attempted a bombing approach. However, the ship was maneuvered during each approach and the enemy plane withdrew to a position toward the sun and from there shadowed the PEARY throughout the day. A despatch received from Commander Task Force FIVE reported an enemy minelaying submarine in Makassar Strait and an enemy cruiser off North Borneo. At 0815 course was therefore set for Menado and speed increased to twenty-five knots. A despatch reporting the ship being shadowed by the enemy plane was drafted but no stations could be raised on the frequencies used by PEARY's TBL transmitter. About 1400, 2 PEY's were sighted but did not reply to the Andrews Challenge.

8. At 1420 the shadowing patrol bomber was joined by three others of the same type and PEARY was attacked by each in succession during the following two hours. Each plane dropped two bombs estimated at 500 pounds each. There was no apparent



DD226/116-3/  
( 3-42 )

U.S.S. FLARY (DD226)

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January 6, 1942.

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Subject: U.S.S. FLARY - Engagements with the enemy,  
Report of.

explosion as these struck the water. As the ship was maneuvered during these attacks, changing speed and course, all the enemy planes, at one time or another, broke off during the approach and withdrew to start another. The FLARY's A.A. machine guns were kept firing throughout these attacks. A few hits were observed but the enemy was apparently not damaged. Finally when each plane but one had made two attacks, a twin engine, single wing torpedo plane was sighted approaching on the port bow at an altitude of about fifty feet. Two torpedoes were dropped at a distance of about 300 yards. The ship was backed on the starboard engine and the torpedoes missed ahead. About ten seconds later a second torpedo plane was sighted approaching on the port quarter, which dropped two torpedoes from the same height and distance. The FLARY's stern was swung clear and the torpedoes passed along the starboard side about ten yards off the ship. During these torpedo attacks the fourth enemy bomber approached from astern. However, it was possible to ring up emergency full ahead on the engines and the ship was brought from a standstill up to a speed between ten and twenty knots before the enemy plane released its bombs which struck the sea about 100 yards astern.

9. The torpedo planes after dropping their torpedoes fired a few strafing bursts which struck the stacks but were beaten off by a strong caliber .50 and caliber .30 machine gun fire. Attempts to directly hit these planes with the 4" - .50 caliber guns were not successful.

10. The enemy bombers and torpedo planes withdrew having dropped approximately 16 heavy bombs and 4 torpedoes. They headed off in a northeasterly direction.

11. Course was set to pass through Bangka Strait since the approach of darkness made it unnecessary to take shelter in Menado. Menado was passed at 1743 and the signal searchlight was used to inquire if the strait was mined. No reply could be obtained. At 1800, off Kina (See Chart 3057) three Lockheed Hudsons were sighted approaching from astern. One passed ahead and crossed the FLARY's course from starboard to port. The Anderson challenge was made on FLARY's signal searchlight and the pilot was seen to wave his arm. The markings on the plane were identified as British. However, one of the planes which remained astern was seen approaching in a glide bombing attack. A.A. fire was immediately opened on this plane and the ship maneuvered radically. The bomb missed landing 100 yards on the port beam. As the ship heeled to hard rudder,

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Report of.

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GREEN, Billy E., 316 69 12, Seaman first class, stationed at #4 caliber .50 machine gun lost his balance and fell overboard. When last seen he was swimming with a life jacket which had been thrown to him, toward the Island of Bunakang about one mile distant. The authorities at Manado have been requested to render him assistance should he have succeeded in reaching land.

12. Each Lockheed Hudson made two dive-bombing attacks with a single 250 pound shrapnel bomb each time. All missed. The last bomb dropped, however, was a near-miss, exploding in the water about 10 yards off the port propeller guard. One large piece of shrapnel pierced the shell plating port side of after engine room. About 20 pieces of varying size pierced the shell plating of the steering engine room port side. Another piece cut the wheel ropes to bridge steering control. Another piece stranded but did not part the wheel ropes to after steering control. The steam supply line to the steering engine was ruptured. A 4" cartridge was pierced and set afire and burned for a few seconds before it was thrown overboard by FRYMAN, Glenn A., 279 71 84, P.3c, U.S.N. A large piece of shrapnel pierced the mount of the caliber .30 machine gun on the fire control platform and struck QUINAUX, Kenneth E., 250 57 84, Seale, U.S.N. killing him instantly. QUINAUX at this time was engaged in firing at the diving plane. Approximately fifteen other pieces pierced the after deck house structure in some cases cutting wiring, piping, etc., but causing no important damage. Three depth charges were found to have been pierced by shrapnel and were disposed of overboard.

13. As each plane pulled out of its glide after releasing its bomb it fired a number of strafing bursts which struck at various places on the topside but caused no damage.

14. Steering control was shifted to hand steering in the steering engine room. The starboard engine's Kingsbury thrust was found to be overheating and headway was maintained on the port engine. An examination revealed that the starboard thrust had been wiped. The fuel remaining on board was known to be low and an acute shortage was found to exist in the amount of feed water available. A despatch report of the day's attacks and the ship's needs as to fuel and water together with the information that the ship was proceeding to Bodinga Bay in the Balmahera group was sent to Commander Task Force FIVE. Enroute to the latter place an examination of the chart showed that Maitara Island near Ternate provided ideal conditions for

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consigning the ship -- a steep to reef close to the shore with high land on all approaches. The Netherlands East Indies pilot indicated communication facilities at Ternate and the possibility of obtaining fuel and water.

16. Course was therefore changed for Maitara. At 0510 the ship was anchored parallel to the face of the reef, port side to. A bow line was run and secured to trees on the shore and the stern breasted in by the ship's boat. A stern line was then run to a tree on the shore. The cane fender fitted with a dip rope was submerged and secured in place to protect the port propeller. A timber about 10 feet long and 8 inches in diameter obtained on the beach was used as a spur shore. About 2 fathoms lay under the keel. There was no swell or appreciable tide, and the ship rode easily in this berth. Additional palm fronds and other greenery were placed on the sides and superstructure. The jury foremast was lowered. During the period 29 and 30 December the thrust bearing was repaired, new wheel ropes rove, replacement caliber fifty ammunition belted, and the holes in the shell plating of the steering engine room patched with temporary patches. The Captain called on the Dutch military commandant and the assistant Resident at Ternate. A good supply of potable water, ice, bread, and native fruits was obtained. 19,000 gallons of fuel were found to be remaining and by draining boilers 3 and 4 into the feed bottom it was determined that the ship could reach Ambon. At sunset December 30 the PEARY got underway for Ambon arriving there at noon December 31. The passage was made on the port engine as the starboard thrust, in spite of the repairs, continued to overheat. At Ambon fuel and water were obtained and the ship proceeded to Port Darwin arriving January 3, 1942.

17. At Ambon the bombing of the PEARY by the Australians was explained as follows:

After Manado was attacked and bombed by the enemy it was expected they would send a landing force to occupy it, probably in a small cruiser. The PEARY was observed by two PBY patrol planes enroute to Jolo making high speed in the Celebes Sea on a course headed for Manado, convoyed by a 4-engine Japanese patrol bomber. Although the PEARY appeared to resemble an American 4-stack destroyer, the observing pilot was convinced that the ship was a small Japanese cruiser inasmuch as the stern did not have a 3" 23 caliber A.A. gun. The "Y" gun installed just forward of the depth charge rack appeared to be a catapult. This

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Subject: U.S.S. FERRY - Engagements with the enemy,  
Report of.

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Information radioed to Ambon brought the 3 Australian planes to the attack in spite of FERRY's continued use of the Anchored challenge and a No. 7 set of colors flying from the improvised foremast.

RECOMMENDATIONS:

1. When a high level bomber is making a bombing approach the engines should be slowed and a slight amount of rudder, about 5 degrees, put on, right or left. At bomb release full speed should be rung up and as soon as the ship has started to move about 20 degrees rudder put on. This technique was successful both against pattern bombers and stick bombers. The engine room should be warned to answer all bells promptly and the full speed bell with maximum acceleration.
2. When a bombing attack is probable water ballast compensation is not recommended unless it is absolutely necessary as the ship will maneuver better and respond to her engines more readily when light.
3. Avoiding hits by combination of high level bombers and torpedo planes requires split second timing in the use of engines and rudder. The main battery should be fired into water ahead of the attacking torpedo plane and not at the plane as there is better chance of disabbling the enemy's approach by the splash than by the chance of getting a direct hit on so small a target although the temptation to fire direct at the plane is strong.
4. Detection by enemy aircraft in daylight, is more likely when steaming at high speed as the wake of a destroyer steaming at 25 knots can be seen in a smooth sea on a clear day for as much as thirty miles according to the aviators attached to Patrol Wing TEN operating from Ambon, N.E.I. The maximum speed which can be used without leaving a noticeable wake is reported by them to be 13 knots.
5. Caliber .50 and .30 A.A. machine guns have little value in deterring enemy bombing or torpedo planes. In a prolonged attack the enemy planes establish the height beyond which these guns are comparatively harmless, observed to be about 5000-6000 feet, and operate leisurely at this level. The torpedo plan

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readily accepted the fire of these guns during the short time of the torpedo approach and following strafing attack.

6. Destroyers can hide during daylight by anchoring in a sheltered anchorage with high land on at least three sides. Green paint plus palm fronds and other vegetation obtained ashore is effective camouflage. PEARY hid in Asia Bay on the coast of Negros and was unobserved by Japanese bombers both on their northward flight and return flight although the planes were plainly seen from the PEARY. The PEY's sent from Ambon to contact PEARY at Ternate although aware of her location spent four hours searching finally being attracted by the ship's boat.

7. The following personnel distinguished themselves as indicated in action with the enemy:

Lieutenant M. M. KOIVISTO on 26 December 1941 maneuvered the PEARY in Manila Bay efficiently and courageously during sustained attack by five flights of enemy high level bombers which dropped five "sticks" totalling approximately 45 bombs.

Lieutenant W. J. CATLETT, Jr. on December 28, 1941, assisted the Captain in effectively maneuvering the PEARY during a three hour sustained attack by 4 enemy 4 engined bombers and 2 twin engined torpedo planes by his alert and courageous observations and reports of the enemy's tactics without which it is probable the PEARY could not have been maneuvered to escape damage.

Lieutenant (jg) A. L. GUSTAFSON performed his duties as Gunnery Officer with conspicuous gallantry directing from an exposed position on the fire control platform the fire of both the A.A. battery and 4 inch battery in spite of shrapnel and strafing during the attacks of December 10, December 26, and December 28, 1941.

QUINAUX, Kenneth E., 250 57 84, Seaman first class, U.S.N., performed his duties as machine gunner on a .30 caliber machine gun with conspicuous gallantry maintaining his fire in spite of shrapnel and strafing. He was killed December 28, 1941, by shrapnel from a near miss while serving his gun. It is recommended that he be awarded the Navy Cross posthumously.

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FRYMAN, Glenn A., 279 71 84, Fireman third class, U.S.N., on December 28, 1941, during an attack by three British Lockheed Hudsons with great daring and presence of mind, and imminent danger to himself seized a 4-inch cartridge which had been pierced and set afire by a piece of shrapnel and threw it overboard. As the flames were about to set off the primer in the base of the cartridge FRYMAN not only prevented injury to the personnel of gun #4 and the machine guns on the after deck house but also probably saved the ship from serious damage.

In general the entire ship's company particularly those personnel attached to the PEARY on the day of the attack on Cavite Navy Yard December 10, 1941, are to be commended on the expeditious manner in which the ship was brought from its Navy Yard overhaul status to an operating status in spite of considerable material damage and personnel losses. In the subsequent attacks the morale of the PEARY remained at a high level. When the circumstances of the attack by the British Lockheed Hudsons was explained there was no bitterness or animosity. The PEARY joined with the Australians at Ambon in heartfelt regret that the offensive and defensive technique of each had not been used against the common enemy.

J. M. BURLINGHAM.

Copy to:  
Comdesron-29

*Enclosure "A"*

DD226/A16-3

mda

January 6, 1942.

**From:** The Executive Officer (Lieutenant,  
M.M. Koivisto, U.S.N., Executive Officer)

**To :** The Commanding Officer, U.S.S. PEARY.

**Subject:** U.S.S. PEARY - engagements with the enemy,  
report of.

1. The following is a report of recent engagements with the enemy by the U.S.S. PEARY (DD226) as observed by the Executive Officer:

ENCLOSURE (A)

January 6, 1942.

## 1. REPORT OF BOMBING IN NAVY YARD, CAVITE, P.I.

The PEARY was moored to Central Wharf, Navy Yard, Cavite, P.I. undergoing routine Navy Yard overhaul. The engines were decommissioned and the fires dead.

On December 10, 1941, at about 1230, air alarm was sounded. At about 1300 thirty-six Japanese planes were seen approaching from a northerly direction flying at about 15,000 feet. This formation soon broke up into four groups or waves, each wave attacking in turn from a different direction. The first two waves dropped bombs, some of which missed the stern by 500 yards, most of which fell in the water.

The third wave dropped bombs across the PEARY, one of which made a direct hit. The bomb apparently of the instantaneous detonation fragmentation type, did not penetrate when it hit either the foremast itself or on the fire control platform near the foremast.

MATERIAL DAMAGE

The following material damage resulted:

- (a) The foremast was broken into three separate sections.
- (b) Bomb fragments damaged instruments and wiring on the director and pierced the rangefinder.
- (c) The navigating bridge structure including sides and deck was pierced by shrapnel. The special treatment steel splinter protection on the forward part of the bridge was pierced.
- (d) The torpedo directors were badly damaged.
- (e) The well deck around No. 1 stack was pierced in about 35 places, one fragment denting the steam drum of No. 1 boiler and pierced steam lines.
- (f) The galley deck house forward bulkhead was pierced in about 6 places.
- (g) Guns 2 and 3 were slightly damaged but not beyond repair.
- (h) The searchlight was demolished.
- (i) All stacks were pierced by about 25 holes.

PERSONNEL CASUALTIES:

Due to the flat trajectory and spray effect of the shrapnel, the fire control platform, the bridge, galley, etc.



January 6, 1942.

house, well deck and starboard galley passage was literally sprayed. It was in these areas that the greatest personnel casualties took place, principally on the galley deck house where the .50 caliber machine gun crews were stationed.

The following were killed on board:  
 GASHAW, J.K., 282 66 32, Seale U.S.N.  
 GEORGE, R.B., 325 85 43, Sea 1c. U.S.N.  
 HINTON, C.J., 287 25 31, Cox, U.S.N.  
 KERR, J.H., 285 66 21, QM1c, U.S.N.  
 LEWIS, C.A., 256 32 54, Cox, U.S.N.  
 RUSSO, A., 281 79 05, Seale, U.S.N.  
 THROCKMORTON, L.L., 372 11 45, FC3c, U.S.N.  
 TODD, C.L., 556 23 58, SK3c, U.S.N.

The following died of injuries:  
 Lieutenant A.E. GATES, Jr., U.S.N.

The following were wounded and removed to a hospital.  
 Lieut. Comdr., H.H. KEITH, U.S.N.  
 Lieut. (jg), D.W. HAMILTON, Jr., U.S.N.  
 Ensign, C.S. GEORGE, Jr., U.S.N.  
 Ensign, J.H. PATTERSON, D-V(G), U.S.N.R.  
 ALCOCK, V.E., 393 29 55, SM3c U.S.N.  
 BIRKS, W.R., 223 40 39, Seale, U.S.N.  
 BUTLER, F.E., 310 88 89, CMM(PA), U.S.N.  
 CREEL, E.E., Jr., 356 04 63, QM2c, U.S.N.  
 GREEN, B.E., 316 69 12, Seale, U.S.N.  
 GRISWOLD, W.H., 381 36 44, Seale, U.S.N.  
 GROGG, W.D., SM2c, U.S.N.  
 GROVESBOR, R.C., 316 09 07, Seale, U.S.N.  
 HALL, A.D., 206 97 23, MM1c, U.S.N.  
 HASTINGS, E.W., 171 89 00, CPM(PAP), U.S.N.  
 MC CULLA, H.F., 274 48 02, QM2c, U.S.N.  
 PINGO, L.M., 274 48 51 Seale, U.S.N.  
 SELMAN, W.H., 337 11 67, Seale, U.S.N.  
 WARREN, C.L., 337 10 82, S.K.3c, U.S.N.  
 WINIG, C.A., 238 46 48, FC1c, U.S.N.

The following are missing. Many undoubtedly were killed in the yard while proceeding to the dispensary either as wounded or carrying wounded.

BERIO, A.E., 206 85 64, CTM(PA), U.S.N.  
 BRANDT, T., Jr., 299 86 74, Cox, U.S.N.  
 DAUGA, J., 273 98 57, WT1c, U.S.N.  
 DE FUENTES, S.J., 274 19 48, MM1c, U.S.N.

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FOSMO, O., 385 81 35, QM3c, U.S.N.  
GIONCARDI, R.J., 201 58 39, SC3c, U.S.N.  
HERIO, A.E., 206 85 64, CTM(PA), U.S.N.  
MC NAUGHTON, D.M., 371 71 80, CY(AA), U.S.N.  
PELTIER, W.N., Jr., 223 74 55, F3c, U.S.N.  
PINKHAM, A.W., 375 91 59, Sealc, U.S.N.  
PLATT, P.F., 300 03 07, Sealc, U.S.N.  
RANDOL, M.W., 337 41 90, Sealc, U.S.N.  
SCOLLIS, M.B.F., 337 52 35, Sea2c, U.S.N.  
SPURLOCK, G.H., Jr., 360 36, 44, Sea2c, U.S.N.  
STRANATHAN, D.C., 316 26 66, CMM(AA), U.S.N.

The conduct of the crew was commendable both in caring for the wounded and putting out a fire on the well deck. However, it was apparent that most of the unwounded suffered badly from shell shock as most simple orders had to be repeated and simple directions had to be given by one of the four officers left aboard.

The actions of the Commanding Officer, Lieutenant Commander H.H. Keith, U.S. N., was salutatory in that he remained aboard until the ship was safely moored, though he was wounded in both knees and bleeding profusely.

Had it not been for the effective action of the Commanding Officer of the WHIPPOORWILL in coming in to pass a towline and towing the PEARY to a safe mooring, the PEARY would have suffered severely alongside the burning dock. This operation was carried out under the hail of flying debris from the exploding torpedo workshop and high flames from adjoining buildings.

The engineering force and engineer officer, Lieutenant (jg) A.L. Gustafson warrant special credit for the efficient manner in which they placed the engineering department in an operating condition so quickly after the bombing attack.

## 2. REPORT OF BOMBING OFF CORREGIDOR, DECEMBER 26, 1941

On December 26, 1941, an extensive bombing of Mariveles and Manila Harbor and shipping was undertaken by high flying Japanese horizontal bombers. During this attack, at about 1300, the PEARY was singled out as a target by two or three groups of Japanese planes.

January 6, 1942.

The first bombs were dropped between the PEARY and two merchant ships anchored off Carregidor. The ship then put out into the bay towards Manila to gain sea room for maneuvering.

In all, six separate attacks were made and about 8 bombs dropped in each attack. The planes flew at about 10,000 and 12,000 feet. Due to atmospheric conditions and the haze, the planes were impossible to see when approaching from the sun until they were in the bomb release position. Only the motors were heard, indicating the approach.

Abrupt changes of course away from the planes approach was one method used to avoid the bombs. Also speed changes were introduced. The ship was slowed to 10 knots when the planes approached and either 20 or 25 knots rung up when the course was changed. During one attack the ship was slowed from 20 to 10 knots during the approach.

The conning officer was aided considerably by the Gunnery Officer, Lieutenant (jg) A.L. Gustafson, who indicated the approach course of the planes. As was stated before, when the planes approached from the sun it was impossible to see them except through smoked glasses.

During one attack, the ship was not maneuvered until the bombs were released. If released from high altitude and visibility is good, this method appears feasible if care is taken that the stern is not swung into the bombs and only a small amount of rudder used at first. This method precludes a "dummy run" on the part of the planes in that they do release bombs. During one run bombs were not dropped, possibly because the ship was already maneuvering.

The bombing was surprisingly accurate, almost all salvos being near misses. In most cases, if the ship had not been maneuvered, the row of bombs would have scored a direct hit. Some of the "sticks" fell directly into the spot where the ship would have been without course or speed change. Evidently an accurate bombsight was used, probably on the leading plane and the planes of the group dropped bombs in turn for each attack.

January 6, 1942.

Material damage was slight and no personnel casualties resulted. The main steam line in the steering engine room was cut by fragments. The radio antenna was cut.

The crew behaved in a commendable manner. The excellent manner in which Lieutenant (jg) A.L. Gustafson, the Gunnery Control Officer, aided the conning officer is highly commendable. The helmsman, CHAPMAN, C.D., 268 20 40, CM3e, U.S.N. stayed at his post throughout the engagement.

The machine gun fire was apparently ineffective except to keep the planes at a high altitude. A high rate of fire was maintained throughout each attack.

3. REPORT OF ATTACK OFF BANGKA STRAITS, FIRST PHASE:

At about 0815 of December 28, 1941, a four motor sea-plane was sighted to the eastward about 8 miles away. This plane, later identified as a Japanese, sighted the PEARY and began trailing operations. This plane was relieved at about 1100 by another, which kept sight contact on this vessel.

At about 1400, two PBV patrol planes were sighted to the westward on same course about 5 miles away. At this time the two enemy planes were to the eastward. The planes were challenged by light but no reply was received. They appeared to be friendly and later information proved this to be correct.

About 1530, when the patrol planes (PBV) had disappeared, one of the bombers made an approach over the stern. The plane had not been identified up to this time, and evasive action by a change of course and speed was taken. Two bombs were dropped some distance astern. This attack was at low altitude, about 3000 feet.

Just prior to this two torpedo planes (enemy) appeared on the scene. Another bombing attempt was made but was driven off by machine gun and 4" fire. This was followed by another bombing attack at about 6000 feet altitude and two bombs were dropped. Evasive actions by turning away and increasing speed was taken and the two bombs fell about 100 yards astern.

About three minutes later, the two torpedo planes, one on the port bow and one on the port quarter came in to attack with torpedoes from about 200 feet altitude and about 1000 yards away. These planes came in through a heavy machine gun fire.

January 6, 1942

The material damage resulted in the following:

1. Wheel ropes from bridge completely severed and after steering station ropes partly severed.
2. About 20 holes varying from 4-inches to one half inch in diameter were made in steering engine room above water line.
3. One 4" shell case was punctured and set afire on fantail.
4. One .30 caliber machine gun was put out of action by a bomb fragment.
5. Two depth charge cases were pierced and thrown over the side.

The following personnel casualties resulted:

- (a) QUINAUX, K.E., 250 57 84, Seale was killed on the fire control platform by a bomb fragment.
- (b) GREEN, B.E., 316 69 12, Seale was lost overboard, presumably being caused to fall due to gun blast.
- (c) RODGERS, M.B., SM3c was wounded in the left heel by a bomb splinter.
- (d) DOE, H.D., 131 46 29, RM1c suffered a cut beside right eye.

FRYMAN, M.E., 279 71 84, F3c, U.S.N. deserves special commendation for throwing the burning 4" shell over the side.

M.M. KOIVISTO,  
Lieut., U.S. Navy,  
Executive Officer.

ENCLOSURE (A)

DD226/ALS-3

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Enclosure "B"

CONFIDENTIAL

UNITED STATES ASIATIC FLEET  
DESTROYER DIVISION FIFTY-NINE  
U.S.S. PEARY(DD226)(Flagship)

/McI

**DECLASSIFIED** January 7, 1942

From: The Commanding Officer.  
To : The Chief of the Bureau of Ships.

Subject: War Damage Report.

Reference: (a) BuShips Conf. ltr. C-EP13/A 9(374) of  
October 28, 1941.

1. The information required by reference (a) is  
forwarded herewith following the outline of reference (a).

2. At the time the damage was sustained, this vessel  
was undergoing routine Navy Yard overhaul which had not yet  
been completed. The ship was obtaining all services from the  
Navy Yard, the engineering plant being out of commission.  
The attack was centered on the Navy Yard, this vessel receiving  
a hit from a bomb apparently intended for the main target.

3. Subject information of the Commanding Officer's  
report of damage follows:

A. GENERAL

1. U.S.S. PEARY (DD226)
2. 1330, 10 December 1941.
3. In Navy Yard, Cavite, P.I.
4. Moored to Central Wharf at Navy Yard.
5. No change in draft; no underwater damage.
6. Calm.
7. Weather fair  
Visibility - excellent.

B. DIRECT HITS

1. Bomb, shrapnel and incendiary, about 250  
pounds, 8 inches in diameter.
2. Horizontal release from about 25,000 feet.
3. Direct hit on foremast four feet above fire  
control platform.
4. Did not penetrate.
5. Foremast apparently set off bomb.
6. Point of impact and detonation apparently  
the same.

# DECLASSIFIED

CONFIDENTIAL  
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Subject: War Damage Report. (Cont'd)  
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7. High order detonation; largest fragments weighed about six pounds, other four pounds. Some small pieces of granite weighing 6 to 8 ounces found and were apparently also used for fragmentation effect.
8. (a) No actual point of impact could be found as bomb detonated upon contact.  
(b) The blast effect or fragments splintered all glass in forward part of ship, such as bridge windows, port glasses, glasses on instrument dials, and binocular lenses.  
(c) The splinter effect was most pronounced, the fragments piercing all four stacks, swept the galley deck house and bridge where most of the casualties occurred, and penetrated the forward bulkhead of the galley deck house. Fragments also pierced the splinter mattresses and the  $\frac{1}{2}$ " special treatment steel splinter protection on the bridge. The deck over the forward fireroom was penetrated by fragments in about 25 places. One fragment dented the steam drum of No. 1 boiler but did not penetrate.  
(d) A sheet of flame was seen covering the starboard side of the well deck immediately after the bomb landed, setting fire to the paint and to some life jackets and other material. Sand and water was used to put out fire of thirty minutes duration. There were no subsequent explosions.
9. No noxious gases or other fumes were noted except those due to the fire.
10. No action was taken or was necessary to localize effects.

C. There were no underwater explosions.

D. No comment.

4. Additional damage to the ship's equipment is as follows:

1. Rangefinder struck by shrapnel and wrecked.

# DECLASSIFIED

CONFIDENTIAL  
DD 228/A16-3( )

Subject: War Damage Report. (Cont'd)

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2. Searchlight struck by shrapnel and wrecked.
3. Torpedo Director struck by shrapnel and wrecked.
4. Gun director struck by shrapnel and damaged.
5. Degaussing girdle struck by shrapnel and severed,
6. in engineer officer's stateroom.
6. Bridge overheads blown overboard.

The following equipment was destroyed in the  
Navy Yard by fire:

1. All sound gear equipment except generators and sound head.
2. All radio receivers.
3. Twelve torpedo exploders.
4. Charts, sextants, chronometers and other miscellaneous navigational equipment.

J. M. BERMINGHAM

ENCLOSURE (B)



UNITED STATES ASIATIC FLEET  
DESTROYER SQUADRON TWENTY NINE  
U.S.S. PEARY (DD226)

January 7, 1942.

From: The Navigator (Lieut. William J. Catlett, Jr.,  
U.S. Navy.).  
To : The Commanding Officer.  
Subject: Voyage Manila, P.I. to Port Darwin, Australia -  
Report of.  
Reference: (a) U.S.N. Regulations, Art. 712.

1. Originally it was planned to proceed from Manila to Balikpapan via Sulu Archipelago and Makassar Strait. After passing Cape Calavite the PEARY received the Dutch report that enemy ships were at Jolo. The itinerary briefly logged in paragraph two was followed instead.

2. Log Extracts

Friday 26th December 1941.

2000 to 2400

2030 Underway on various courses and speeds passing thru mine fields. 2100 Cleared mine field and steadied on course 220°T. 2113 G/e to 170°T. increased speed slowly to 30 knots. 2141 Passed Fortune Island abeam to starboard, distant 2 miles; G/e to 190°T. 2233 With Olo Island abeam to starboard changed course to 246°T. 2300 G/e to 214°T. 2307 With Cape Calavite bearing 090°T. distant 3.2 miles set course 150°T., speed 30 knots.

Total miles steamed 83  
Average speed 24.7 knots.

Saturday 27th December 1941.

0000 to 2400

On course 160°T. speed 30 knots. 0106 Passed Apo Island abeam to starboard distant 15 1/2 miles. 0230 Passed Ambulang Island abeam to port, distant 5 miles; G/e to 154°T. 0647 Passed Negros Island abeam to port, distant 5 1/2 miles; G/e to 130°T., slowed to 22 knots. 0830 - 1030 On various courses and speeds coasting off the coast of west Negros Island. 1030 Lined to in Bay just north of Boog Point. 1806 Departed Boog Point on course 160°T. speed 22 knots. 2347 With Bataranpan Point abeam to port distant 8 miles G/e to 190°T. 2400 In position N 6°-59'; 121-47' East.

Total miles steamed 439 miles  
Average speed 18.4 knots

UNITED STATES ASIATIC FLEET  
DESTROYER SQUADRON TWENTY NINE  
U.S.S. FEARY (DD226).

January 7, 1942.

Subject: Voyage Manila, P.I. to Port Darwin, Australia -  
Report of.

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Sunday 28 December 1941.

0000 to 2400

On course 190°T. speed 22 knots. 0046 With South tangent Balukbaluk Island abeam to starboard distant 1 mile C/e to 180°T. 0126 With East Bolod Island bearing 241°T. distant 9.5 miles C/e to 120°T. 0200 With south Tatalan Island bearing 270°T. distant 3 miles, C/e to 145°T, speed 22 knots - departure for Bangka Strait. 0600 Slowed to 18 knots. 0810 to 1200 On various courses and speeds, base course 155°T. (Enemy patrol plane following ship). 1200 C/e to 180°T. 1420 - 1620 On various courses and speeds during enemy air attack base course 155°T. 1645 Made landfall off Arurung Bay, C/e to 055°T. 1743 Entered pass between Bunakong Island and Tango Pisok, course 045°T. speed 22 knots. 1800 On various courses and speeds during air attack; passed thru Bangka Strait, piloting; steering from aft by hand steering; port engine only in use. 1940 With Lembah Island south tangent, bearing 255°T. distant 4 miles, took departure for Manipa Strait, course 160°T. speed 22 knots, on port engine. 2000 Stopped, on various courses and speeds off Lema, North Celebes Island. (Ship sounded, damage investigated and radio report sent). 2305 With Lembah Channen bearing 340°T. distant 10 miles took departure for Dodinga Bay, Halmahera Island; Course 105°T, speed 22 knots on port engine.

Monday 29 December 1941.

0000 to 0500

0105 Passed Tifore Island abeam to starboard distant 9 miles. C/e to 109°T. 0315 Sighted Tenante, Maitara and Tidore Islands. 0400 Entered channel between Maitara and Tidore Islands from the south - Navigator conning, Captain steering from after deck house. 0500 Moored port side to Maitara Island. Position Lat. N 00-45'; 127-22 East.

Total miles steamed	649 miles
Average speed	21.2 knots.

Tuesday 30 December 1941.

1800 to 2400

Moored Maitara Island. 1830 Underway on various courses and speeds unmooring from Maitara Island. 2030 In position

DD226/A16-3

UNITED STATES ASIAN FLEET  
DESTROYER SQUADRON TWENTY NINE  
U.S.S. PEARL (DD226)

January 7, 1942.

Subject: Voyage Manila, P.I. to port Darwin, Australia -  
Report of.

00-40'N., 122-17' East steadied on course 110°T. speed 22 knots.  
2147 Passed Siko island abeam to starboard, distant 5 miles,  
C/c to 195°T. 2242 With south Latalata tangent bearing 144°T,  
distant 9 miles, C/c to 180°T. 2309 With Pac Br. bearing  
070°T, distant 9 miles C/c to 168°T. 2400 In position 900-40';  
127-00 East.

Total miles steamed	95
Average speed	27 knots.

Wednesday 31 December 1941.

0000 to 1800

Passed Cbi Latoe abeam to port distant 6 miles, remained  
on course 168°T, speed 22 knots. 0750 C/c to 190°T. entering  
Kelang Strait. 0842 Steadied on course 158°T. 1020 C/c to  
090°T. 1104 Stopped off Tango Noesanive waiting pilot. On  
various courses and speeds in Ambon Bay passing thru mine fields.  
1430 Anchored off Government Pier Ambon. 1800 Went alongside  
Government pier for fuel.

Total miles steamed	226 miles
Average speed	20.6 knots.

Thursday 1 January 1942.

0800 to 2400

Cleared pier and anchored in Ambon Bay. 1009 On various  
courses and speeds leaving Ambon Bay. 1200 With Tango No-san-iv  
bearing 350°T, distant 10 miles, took departure for Sernata  
Island; course 167°T., speed 22 knots, under Australian plane  
escort. 1940 C/c to 155°T. 2110 Passed Teun Island abeam to  
port distant 16 miles; C/c to 167°T. 2400 Sighted Sernata  
Island bearing 212°T, distant 15 miles.

Total miles steamed	267
Average speed	20.4 knots.

Friday 2 January 1942.

0000 to 1600

C/c to 155°T. 0626 C/c to 180°T. 1220 C/c to 190° Rocky  
Point abeam distant 12 miles. 1300 C/c to 130° Cape Fourcroy in  
sight. 1345 C/c to 120°T. 1400 C/c to 107°T. 1500 Heavy rain

UNITED STATES ASIATIC FLEET  
DESTROYER SQUADRON TWENTY NINE  
U.S.S. PEARL (DD226).

DD226/A16-3

January 7, 1942.

Subject: Voyage Manila, P.I. to Port Darwin, Australia -  
Report of.

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squalls set in slowed to 5 knots. 1600 Anchored in Clarence Strait in 19 fathoms of water; position doubtful, due to current and rain.

Saturday 3 January 1942.

0500 to 0900

0548 Underway on various courses and speeds entering Port Darwin. 0840 Anchored in Port Darwin Australia.

Exhibit 1 appended is a track chart of the voyage.

3. Favorable weather was expected off Negros for hiding on the 27th of December according to the best weather predictions obtainable in Manila. Rain fell in the afternoon and clouds moved by strong northeast winds aloft blew over the mountains from eastward. This together with the fact that the ship was blanked off and blended into the shore line made it difficult to see the ship from the air in Asia Bay. Hence interception by enemy planes was avoided during the day of the 27th.

4. During the passage of Pilas strait 5 knots current was experienced. This gave the ship a navigational speed of 27 knots.

5. The northeast shore of Maitara was chosen as a mooring site rather than Dodonga Bay after careful consideration of the 6,000 foot mountain level of the islands of Tanae and Tidore and the perpendicularity of the shore line of Maitara. The difficulty the PBY pilots had in finding the ship at Maitara was planned. Enemy planes would have had even a more difficult time in finding the ship.

6. The east channel between Maitara and Tidore (see Chart 3081 or exhibit 2) was entered at 5 knots on port engine at about four o'clock. The moon had set and the beach lights of native barrios were available for piloting. An estimated one knot current setting northward thru the channel assisted the navigator in conning the ship to anchorage and moorage.

UNITED STATES ASIATIC FLEET  
DESTROYER SQUADRON TWENTY NINE  
U.S.S. PEARY (DD226)

DD226/A16-3

Subject: Voyage Manila, P.I. to Fort Darwin, Australia -  
Report of.

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At 0500 the ship was anchored off the northeast shore of Maitara in 10 fathoms of water. The whaleboat aft, and a bowline forward led to the capstan from a palm tree were used to breast the ship into the steep beach. The ship was moored successfully to two palm trees. A maximum of two feet rise and fall of the tide was experienced.

7. Using green paint on horizontal surfaces, the complete obliteration of all white colors topside, reducing movement of men on deck to a minimum, placing the ship as close as possible to altitudinous shore lines are the necessary requirements to avoid air detection. The moorage at Maitara substantiates observations made with Lt. Comdr. J.L. Pratt at 4,000, 8000 and 12,000 feet in planning the camouflage of the U.S.S. CHILDS.

W. J. Catlett, Jr.,  
Lieutenant, U. S. Navy,

ENCLOSURE (C)

*Enclosure*  
"D"  
DD226/A16-3

UNITED STATES ASIATIC FLEET  
DESTROYER SQUADRON TWENTY-NINE  
U.S.S. PEARY (DD226)

January 6, 1942.

From: The Gunnery Officer.  
To: The Commanding Officer.  
Subject: U.S.S. PEARY, engagements with the enemy,  
report of.  
Reference: (a) U.S. Navy Regulations, article 712.

1. Following is a description of the attack on the U.S.S. PEARY on December 10, 1941, in Navy Yard, Cavite, P.I.:

About 1400 the third wave of nine planes dropped a stick of bombs across the PEARY. One bomb estimated at 100 pounds struck the foremast and sprayed well deck, bridge, galley deck house, and after deck house with fragments.

Until the bomb struck the PEARY, morale was high and machine gun crews maintained a high rate of continuous fire. Since altitude of planes is estimated at 20,000 feet, fire was ineffective.

All A.A. personnel were necessarily in exposed positions. In addition about 25 men were in comparatively unsheltered positions such as bridge and ends of galley deck house passages watching the bombing. Some men were in the Navy Yard and the remainder took shelter in the lower compartments.

Of eight officers on board, Lieutenant A. E. Gates was mortally wounded and died at 0900, December 11, 1941. Lieutenant Commander H. H. Keith, USN, Lieutenant (jg) D. W. Hamilton, USN, Ensign C. S. George, USN, and Ensign J. H. Patterson, USNR were also wounded. Lieutenant M. M. Koivisto, USN, received minor cuts from bomb fragments. Lieutenant (jg) A. L. Gustafson, USN, and Ensign P. M. Joyce USNR, received no injuries.

Of 126 men on board, 8 known dead were identified, tagged and removed. 23 others are dead, wounded, or missing.

Most of the wounded were promptly given first aid and removed to the Navy Yard.

About 1600 the U.S.S. WHIPPOORWILL, despite the flaming yard and exploding torpedo shop, towed the PEARY to a safe mooring about 1500 yards from the Navy Yard.

UNITED STATES ASIATIC FLEET  
DESTROYER SQUADRON TWENTY-NINE  
U.S.S. PEARY (DD226)

DD226/A16-3

January 6, 1942

Subject: U.S.S. PEARY, Engagements with the enemy,  
report of.

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The remaining members of the crew were in general shocked and incompetent. Detailed explanation and close supervision was required for performance of the simplest operations except first aid.

Captain Keith, though weak from loss of blood and disabled from his wounds, remained on board until fires were out, the wounded removed, and the ship was safe.

In the period following the bombing, PIKE, J. E., CMC, USN, and SKROCK, A., WTLc, USN, were outstanding in leadership and effort in repairing the engineering plant. CHAPMAN, R.F., GM3c, USN, almost single handed put the armament of the vessel in operating condition.

2. Following is a description of the bombing of the U.S.S. PEARY in Manila Bay on the afternoon of December 28, 1941:

Attacks were carried out between 1215 and 1430 by five waves of two engine horizontal bombers estimated to be at 20,000 feet.

The ship was saved by changes of course and speed after bombers had released bombs. Lieutenant W. M. Koivisto, USN, was conning.

Ensign P. M. Joyce, USNR, was instrumental in saving the ship by his continuous and fearless observations of the attacking planes from an exposed station.

Machine gunners HOWELL, L.R., Seale, USN, SPATA, J.J., Seale, USN, GRIFFIN, R., Seale, USN, and FORD, E.A., Seale, USN, were in a large measure responsible for the ship's safety for they remained at their stations under fierce bombardment firing at the attackers and reporting their movements to the conning officer.

After these attacks morale of the crew was extremely low, for they had no effective means of counterattacking.

UNITED STATES ASIATIC FLEET  
DESTROYER SQUADRON TWENTY-NINE  
U.S.S. PEARY (DD226)

DD226/A16-3

January 6, 1942

Subject: U.S.S. PEARY, engagements with the enemy,  
report of.

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3. Following is a description of the attack on the U.S.S. PEARY in the Celebes Sea on December 28, 1941:

Commencing about 1430 and lasting until 1600 two 4 engine flying boats and two 2 engine patrol planes conducted repeated bombing, torpedo and strafing attacks against the PEARY.

The first bombing attacks were made at very low altitudes but later runs were made at about 5-6,000 feet due to heavy machine gun fire. Several of the lower approaches were discontinued due to PEARY A.A. fire.

The 4" 50 cal. main battery guns were employed against low flying planes and it is believed that they aided in breaking up the attacks.

All hands performed admirably in this attack and at its completion morale was very high.

The ship was saved by maneuvering. Since bomb release point was low, a close watch had to be maintained for immediate maneuvers after release of the bombs.

4. Following is a description of the attack on the U.S.S. PEARY off Manado on December 28, 1941:

Three two engine friendly aircraft approached the ship about 1715. The recognition signal was flashed. One plane approached over the port quarter, but the PEARY held her fire. As a wise precaution the Captain put over the rudder and the bombs released missed.

These planes pressed home their attacks in the face of heavy machine gun fire. They approached in a shallow glide at 3-4,000 feet, and released bombs. Only by skillful and timely changes of speed and course by the conning officer was the ship able to avoid a direct hit. This necessitates an immediate and continuous flow of information by lookouts and foretop officer to the conning officer.



UNITED STATES ASIATIC FLEET  
DESTROYER SQUADRON TWENTY-NINE  
U.S.S. PEARY (DD226)

DD226/A16-3

January 6, 1942

Subject: U.S.S. PEARY, engagements with the enemy,  
report of.

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The last attack was the most dangerous. Despite maneuvers two bombs lit close aboard the port guard rail. GUINHAUX, K.E., Sealc, USN, who was machine gunner on the foretop was immediately killed by a fragment while bravely serving his gun. Several four inch rounds in the ready racks aft were penetrated and one round was ignited. Acting instantly and with great bravery, FRYMAN, G.A., FSc, USN unstrapped the burning cartridge and threw it overboard before the fire could spread and the shell could detonate.

During the two attacks on this date, KENNAUGH, G. T., GMlc, USN, performed his duties in servicing the .50 cal. A.A. battery with great efficiency and utmost bravery in that he worked unceasingly in exposed positions under heavy bombardment and strafing attacks and was largely responsible for maintenance of the heavy A.A. fire.

5. Following are observations and conclusions:

Apparently the enemy bombsights are excellent. In almost every attack the ship was saved by maneuvering. The altitude of Japanese torpedo planes at release is estimated at 150 feet. Though torpedos were not seen by this officer when released, one was observed to breach twice about 600 yards on the port quarter, and it is assumed that release occurred shortly before this time. The track of this torpedo was observed continuously until it passed the ship. It is estimated from comparison with our own peace time practices that this torpedo had a speed no greater than 30 knots.

.50 cal. ammunition was belted in the following order; 1 tracer, 1 ball, 1 A.P. while .30 cal. was panned 1 tracer to 1 ball.

For high flying horizontal bombers, machine gun fire appeared to be absolutely useless.

In several instances low flying horizontal bombers were driven up to 5,000 feet by concentrated machine gun fire or driven off, but above 6,000 feet their movements seemed undisturbed by heavy fire from 4 .50 cal. and 4 .30 cal. machine guns.

DD226/A16-3

UNITED STATES ASIATIC FLEET  
DESTROYER SQUADRON TWENTY-NINE  
U.S.S. PEARY (DD226)

January 6, 1942

Subject: U.S.S. PEARY, engagements with the enemy,  
report of.

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The friendly planes which attacked this vessel later reported a, "large number of holes in wings and fuselage". It is the opinion of this officer that an explosive bullet is absolutely necessary to effectively strike modern warplanes.

A. L. GUSTAFSON.

ENCLOSURE (D)

Enclosure E

DD226/A16-3

:Gn

January 6, 1942

MEMORANDUM FOR COMMANDING OFFICER:

From: Ensign P.M. Joyce, D.V(G), U.S.N.R.,  
Assistant Gunnery Officer.

Subject: Recent actions fought by U.S.S. PEARY.

1. Navy Yard, Cavite, P.I., December 10, 1941:-

About 1235 the air raid alarm sounded and we manned the anti-aircraft battery. My station was on the after deck house directing the fire of the two .30 caliber machine guns and a B.A.R. I was soon joined there by Lieutenant (jg) Donald W. Hamilton, U.S.N., who took charge.

The conduct of the men with me was courageous, cool, and exemplary throughout.

Around 1250 a large squadron of enemy bombers, perhaps thirty-five or forty, and at a considerable altitude, flew over Cavite towards Manila. They dropped no bombs. A hot fire was opened on them by ship and shore batteries.

A short time later (I lost all sense of time) a similar formation of enemy bombers flew over Cavite, from the westerly, I believe. Again a very hot fire was opened on them including .50 caliber machine guns, which, of course, fell far short. Apparently the fire from the three-inch anti-aircraft guns was also short, though I saw three planes fall in flames. One plane, a darkly painted, low wing, single engine machine suddenly appeared flying very low over Bacoor Bay (directly astern of us) and losing altitude steadily; apparently the plane was injured. We opened fire on it with all the guns on the after deck house, but without apparent effect.

At approximately 1300 nine enemy bombers in a "V" formation and at a probable altitude of 20,000 feet or better flew directly overhead and dropped bombs which fell in Bacoor Bay only a few hundred feet from the stern of U.S.S. PEARY. A small tug of the "Six-eighty" type was destroyed completely.

One survivor was seen on the wreckage and a motor launch put out from the end of Machina Wharf to rescue him. About that time another salvo of bombs hit in the bay and whether or not the motor launch was destroyed I do not know. In the meantime, the U.S.S. ISABEL, anchored not far astern of us, got underway and stood out into Manila Bay.

January 6, 1942

Subject: Recent Actions fought by U.S.S. PEARY

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Not all of the second salvo of bombs landed in the bay, as the Receiving Station was hit, and a steam line on the end of Machina Wharf ruptured. The U.S.S. OTUS, moored to the end of Machina Wharf, was undamaged as far as I could see; she got underway a few minutes after the attack.

Shortly, there was a third attack and I could see the bombs falling right on us. Water, thrown up by near misses, drenched up. Lieutenant (jg) Hamilton, lying beside me, was badly wounded in the shoulder and in the back. Leaving him in care of the men I ran forward to get the pharmacist's mate. I was astounded to see many wounded lying in the starboard passageway through the galley deck house, and other wounded being carried off the ship. The only officer in sight was Arthur L. Gustafson, Lieutenant (jg), U.S.N. who was unhurt and directing the removal of the wounded. I ran aft to my gun station where the men were dressing Mr. Hamilton's wounds. It was about this time that I first noticed numerous large fires in the Yard, and one on our well deck on which the PILLSBURY was plying a hose. Then I noticed that our mast was down and lying across the bridge, and that the firing from our guns had ceased. Only then did I realize we had been hit.

The U.S.S. TANAGER moored to Machina Wharf on our port hand got underway as did also the Army Ferry, GENERAL JOHN Mc E. HYDE moored on our starboard quarter. By this time the smoke was thick over the yard.

There was another attack but the planes could not be seen for the smoke, where the bombs landed I do not know. The anti-aircraft fire in this last attack was very weak. Around this time the U.S.S. PILLSBURY got underway and stood out into Bacoar Bay.

When the air raid was over there were left aboard the Captain, wounded in the legs but still able to walk, three other officers, including myself, about twenty-four unwounded ratings, eight dead men and a few wounded. We were almost cut off from the rest of the Yard by a wall of fire. The fire on the ship we finished extinguishing by buckets of water.

January 6, 1942

Subject: Recent Actions fought by U.S.S. PEARY.  
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Soon a building at the head of Central Wharf began blowing up, then the torpedo shop began exploding. At the same time burning lighters began drifting down on us. We tried to make signals to the PILLSBURY, TANAGER and another minesweeper, all lying in Bacoar Bay. Finally, the U.S.S. WHIPPOCORWILL came into the bay, and seeing the situation closed in on us. A motor boat commanded by George Petrich, Ensign D-V(G), U.S.N.R., ran the line for us and we were hauled clear.

2. Off Corregidor, December 26, 1941:-

Early in the afternoon two groups of enemy planes, one of nine planes and one of six, both in "V" formations and at an altitude of approximately 15,000 feet attacked the PEARY five times in succession.

There were many near misses and on several of the attacks there would have been one or more direct hits had we not turned when the bombs were released. Fragments from the near hits cut a signal halliard, a forestay and did other minor damage. We had great difficulty in keeping track of both groups of planes, once we did not know we were being attacked until the bombs were almost on us.

About the second or third attack someone on the galley deck house yelled "secure" and the talker there passed the word over the phones and took them off. I was on the control platform and the first thing I knew all the machine gunners had run below. By dint of much ordering they were gotten back to their stations and Lieutenant (jg) Gustafson took charge on the galley deck house. After that we put up machine gun fire whenever the bombers came over, but it was totally ineffective at that range.

Mr. Koivisto was on the bridge in control of the ship and did a good job of dodging. He was aided by the bridge force which were of even more value than the regular lookouts as they could tell him more quickly when the bombs were released.

January 6, 1942

Subject: Recent Actions fought by U.S.S. PEARY.  
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## 3. Off Celebes, N.E.I., December 28, 1941:-

Around 1500 we were attacked by four Japanese planes, two four motor, and two two motor ones. They endeavored to bomb us from a low altitude, and also to torpedo us.

The repeated attacks must have covered a period of several hours. Several attacks were turned back by our hot fire; we even fired on them with our four inch battery. There were no injuries to the ship and no casualties sustained by personnel.

About dusk, as we were approaching Manado, we were suddenly attacked by three planes which came in on us fast and were promptly driven off by our fire, one bomb falling well astern. At this time we noticed the British insignia on these planes and tried to challenge them with our signal searchlights but got no response. One of the three started coming in on us again, but we were ordered not to fire. The plane flew directly over us, the crew stood up and cheered and at the same instant the plane strafed us with its machine guns. Then another one of the planes glide-bombed us; two near hits off the fantail damaged the steering engine, split open three depth charges and set a four inch shell afire. We shifted to hand-steering.

The last plane to attack was driven off before reaching a bombing position. After this the planes left. The casualties were: one dead, one overboard, and two wounded.

Signed,

Philip Michael Joyce,  
Ensign, D-V(G), U.S.N.R.

ENCLOSURE (E)

January 6, 1942.

From: The Engineering Officer,  
Ensign R.L.R. Johnson, D-V(G), U.S.N.R.

To : The Commanding Officer, U.S.S. PEARY.

Subject: Bombing attacks on U.S.S. PEARY - report of.

1. In Manila Bay off Corregidor on January 26, 1941, air alarm was sounded about 1030, but it was nearly 1200 before we were actually attacked. At that time I observed the first flight of nine planes flying at a very high altitude and heading right over us. I went to my station in the engine room so did not see the bombs actually fall from the first few flights of planes. However, it was possible to get a fairly accurate picture of the activities going on above from the speeds rung up by the bridge. Therefore, we ~~could tell~~ just about when the bombs were going to drop. The second stick of bombs came very close to the port side and from the engine room it felt like the ship had been hit. But the engine room force stayed right at their stations and promptly carried out all speed signals rung up by the bridge.

2. During the fourth attack my station was on the galley deck house as I had temporarily relieved the officer at that station. I observed a flight of nine planes at very high altitude, 1500 or 20,000 feet, making a run over us. We opened fire with the fifty caliber but they fell far short. They let go a stick of three bombs which fell about 30 yards off our starboard bow.

I went back to my station in the engine room during the fifth and possibly sixth attacks and found that the engine room force was holding up very well under the terrific strain.

3. Off Celebes, December 28, 1941,

About 1530 we were attacked by four Japanese bombers, two four motored and two two motored torpedo carrying planes. The four motored bombers opened the attack and made several practice runs before dropping any bombs. My station was on the galley deck house. We opened fire with the fifty caliber but the only effect was to make them go a little higher.

January 6, 1942

Subject: Bombing attacks on U.S.S. PEARY - report of.  
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The planes came one at a time dropping two bombs only when they felt sure of a hit. However, none of the bombs came very close as we kept up a steady fire which kept them high enough so that we could maneuver out of the way. Then the two torpedo carrying planes came in from different directions launching four torpedoes while a high bomber dropped two bombs at approximately the same time. Due to expert maneuvering we managed to miss them all. However, during the bombing we wiped our aft main thrust. The gunners held up very well under fire and were in good spirits after the Japanese attack.

About forty-five minutes after the Japanese bombers left we were attacked by three two motored bombers which turned out to be Australian. We opened fire thinking they were Japanese and then stopped firing when we saw the marking. However, they dropped their bombs and used machine guns so we opened fire again. The last two bombs they dropped landed right close to the fantail, putting about 18 holes in the steering engine room and cutting the wheel ropes. We shifted to hand steering and kept going. The morale of the crew was much lower after that, probably due to being bombed by our allies and also having four casualties, one man killed, one man lost overboard, and two injured.

R.L.R. JOHNSON,  
Ensign, D-V(G), U.S.N.R.  
Engineer Officer.

ENCLOSURE (F)



# DECLASSIFIED

DESTROYER SQUADRON TWENTY-NINE  
UNITED STATES ASIATIC FLEET  
U.S.S. BLACK HAWK, Flagship

00/ea

FF6-3/A16-3  
(OF-0006)

January 7, 1942.

~~CONFIDENTIAL~~

First Endorsement to C.O. PEARY  
ltr. File DD226/A16-3/(3-42) of  
January 6, 1942.

From: Commander Destroyer Squadron TWENTY-NINE.  
To : The Commander-in-Chief, U.S. ASIATIC FLEET.

Subject: U.S.S. PEARY - Engagements with the enemy,  
Report of.

1. Forwarded.
2. Commander Destroyer Squadron Twenty-Nine had this report for only a few hours and forwards it at this time in order not to delay it until the next mail at an indefinite date.
3. From a hurried study of this report and from conversation with the Commanding Officer, the Squadron Commander is impressed with the efficiency and bravery of the Commanding and other officers of the ship and the performance of duty of the crew under most trying and difficult circumstances. After further study additional recommendations may be made, but at this time the Squadron Commander desires to recommend awards as follows:
  - (a) FRYMAN, Glenn A., #279 71 84, V30, USN, Navy Cross for extraordinary heroism during the engagement of December 28, 1941, while under a bombing attack, he seized a burning 4-inch service cartridge and threw it overboard before it exploded, thereby saving the lives of several members of the crew and averting probable severe damage to the ship.
  - (b) Lieutenant J.M. Birmingham, USN, Commendation by the President for devotion to duty, efficiency and initiative in preparing the ship for service and in handling the ship during attacks; for ingenuity and efficiency of camouflage measures taken, and concealment of the ship during the voyage, and for his calm leadership during extraordinarily hazardous and trying duty.

# DECLASSIFIED

FF6-3/A16-3  
(CF-0006)

DESTROYER SQUADRON TWENTY-NINE  
UNITED STATES ASIATIC FLEET  
U.S.S. BLACK HAWK, Flagship

00/ga

**CONFIDENTIAL**

January 7, 1942.

First Endorsement to C.O. PEARY  
ltr. File DD226/A16-3/(3-42) of  
January 6, 1942.

Subject: U.S.S. PEARY - Engagements with the enemy,  
Report of.

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3.(cont'd) (c) Lieutenant W.M. Koivisto, USN, Lieutenant  
W.J. Catlett, USN, and Lieutenant (jg) A.L.  
Gustafson, USN, Commendation by the Secretary  
of the Navy for devotion to duty, leadership,  
efficiency and bravery during repeated attacks  
upon the ship.

4. The recommendations regarding handling of ships  
during a bombing attack will be published to Destroyer Squadron  
Twenty-Nine.

/s/ H. V. WILEY.

# DECLASSIFIED

## 2nd Endorsement

FF6/A16-3

UNITED STATES ASIATIC FLEET B2  
Headquarters, South West Pacific Command,  
Java

January 26, 1942.

(CLASS 001)  
**CONFIDENTIAL** A L

From: The Commander in Chief, U.S. ASIATIC FLEET.  
To : The Commanding Officer, U.S.S. PEARY.  
Via : The Commander Destroyer Squadron Twenty-Nine.  
Subject: U.S.S. PEARY - Engagements with the enemy,  
Report of.

1. Returned.

2. The Commander in Chief, U.S. ASIATIC FLEET, regrets that he is obliged to disapprove the recommendations for awards. It is appreciated that PEARY passed through experiences which were trying for personnel undergoing their first war service. Such was particularly the case in the first attack, during which ship and personnel received considerable real injury. However awards, if they are to serve their proper purpose, should be reserved for more conspicuous service than appears to be the case in this instance.

/S/ THOS. C. HUNT.

Copy to:  
Cinsaf (Admin).

(COPY)

# DECLASSIFIED

DESTROYER SQUADRON TWENTY-NINE  
UNITED STATES ASIATIC FLEET  
U. S. S. BLACK HAWK, Flagship

01/McI

Refer to No.

FFG-3/ A16-3  
(CF18)

3rd Endorsement on GO PEARY  
conf. ltr. DB226/A16-3(3-42)  
of Jan. 6, 1942.

**CONFIDENTIAL**  
CONFIDENTIAL

February 12, 1942

From: The Commander Destroyer Squadron TWENTY-NINE.  
To: The Commanding Officer, U.S.S. PEARY.

Subject: U.S.S. PEARY - Engagements with the enemy -  
report of.

1. Returned.

H. V. WILEY.

# DECLASSIFIED

COMMANDER DESTROYER SQUADRON TWENTY-NINE

01/McI

FC4-29/A16-3  
(CF-0074)

4th Endorsement on CO PEARY  
conf. ltr. DD226/A16-3(3-42)  
of Jan. 6, 1942

CONFIDENTIAL

August 9, 1942

From: The Commander Destroyer Squadron Twenty-Nine.  
To : The Secretary of the Navy.  
Via : The Commander Destroyers, Pacific Fleet.

Subject: U.S.S. PEARY - Engagements with the enemy -  
report of.

Reference: (a) Lieut. W. J. Catlett's conf. ltr. DD226/  
A16-3 of March 6, 1942 and endorsements  
thereto.

1. Forwarded in the belief that this report of the U.S.S. PEARY's engagements with the enemy has not reached the Department in other form.

2. In his second endorsement the Commander-in-Chief, U.S. Asiatic Fleet, evidently considered the basic letter as primarily recommendations for award. Commander Destroyer Squadron Twenty-Nine was unable to deliver this correspondence to PEARY which was sunk at Darwin, N.T. Australia on February 19, 1942. It was held afterwards, and until now, awaiting a decision as to whether the question of awards would be re-considered.

3. Between January 3, 1942 and February 19, 1942 the PEARY performed valuable service. Temporary repairs to make the ship seaworthy were completed by BLACK HAWK on January 22, 1942. PEARY acted as submarine escort vessel on numerous occasions. On January 30, 1942 PEARY transported one hundred (100) drums of aviation gasoline on deck from Darwin to Noilmina Bay, Timor (approximately 50 miles east of Soepang) landing drums in the dead of night on a beach adjacent to a temporary landing field. This operation was particularly hazardous in view of the fact that a Japanese Carrier had been reported north of Timor and because PEARY had only caliber .50 machine guns for anti-aircraft protection. U.S. Army Aviators had planned to fly P-40's from Townsville to Darwin, thence to Noilmina Bay, and, by refueling at these stops, to continue west to Java. They anticipated greater success refueling at an unknown field than at Soepang which had been attacked several times. Whether this gasoline was utilized for this purpose is not known.

# DECLASSIFIED

## COMMANDER DESTROYER SQUADRON TWENTY-NINE

FC4-29/A16-3  
(CF-0074)

4th Endorsement on CO PEARY  
conf. ltr. DD226/A16-3(3-42)  
of Jan. 6, 1942

**CONFIDENTIAL**

Subject: U.S.S. PEARY - Engagements with the enemy -  
report of.

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4. PEARY was an anti-submarine escort for LANGLEY enroute Darwin to Fremantle from approximately 8 to 13 February 1942, although without sound equipment, and she operated with HOUSTON escorting a Darwin - Keapang convoy from 14 to 19 February 1942.

5. Reference (a) details the final engagement of and the loss of the PEARY.

J. H. GARVIN  
By direction.

DECLASSIFIED

DESTROYERS, PACIFIC FLEET

A16-3

Serial 1863

**CONFIDENTIAL**

FIRST ENDORSEMENT to  
FRANK ltr. DD226/A16-3/  
(3-42) dated Jan. 6, 1942.

From: Commander Destroyers, Pacific Fleet.  
 To : The Secretary of the Navy.  
 Via : (1) Commander-in-Chief, U.S. Pacific Fleet.  
 (2) Commander-in-Chief, U.S. Fleet.

Subject: U.S.S. FRANK (DD226) - Engagements with the  
 Enemy - Report of.

Reference: (b) Cincpac ltr. A2-11/P-12 P15(1)/(05)  
 Serial 1863 of April 25, 1942.

1. Forwarded.

2. In view of the statements contained in  
 paragraph 6 of reference (b), Commander Destroyers, Pacific  
 Fleet, recommends that the question of awards for deserving  
 personnel be reopened in this case. The necessary action  
 will be initiated in separate correspondence.

W. L. ALLENORTH.

# DECLASSIFIED

FF6-3/A16-3/  
(CF-0007)

DESTROYER SQUADRON TWENTY-NINE  
UNITED STATES ASIATIC FLEET  
U.S.S. BLACK HAWK, Flagship

01/Th

Exact Copy

January 8, 1942.

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

From: Commander Destroyer Squadron TWENTY-NINE.  
To : Destroyer Squadron TWENTY-NINE..

Subject: U.S.S. PEARY (DD226) - Engagements with  
the enemy - Report of.

1. Commander Destroyer Squadron TWENTY-NINE has reviewed subject report and was impressed with the efficiency and bravery of the Commanding and other officers of the ship and the performance of duty of the crew under most trying and difficult circumstances.

2. The Commanding Officer of the PEARY, Lieutenant Commander J. M. Bermingham, U.S. Navy, made several recommendations, quoted herein:

"1. When a high level bomber is making a bombing approach the engines should be slowed and a slight amount of rudder, about 5 degrees, put on, right or left. At bomb release full speed should be rung up and as soon as the ship has started to move about 20 degrees rudder put on. This technique was successful both against pattern bombers and stick bombers. The engine room should be warned to answer all bells promptly and the full speed bell with maximum acceleration.

"2. When a bombing attack is probable water ballast compensation is not recommended unless it is absolutely necessary as the ship will maneuver better and respond to her engines more readily when light.

"3. Avoiding hits by combination of high level bombers and torpedo planes requires split second timing in the use of engines and rudder. The main battery should be fired into water ahead of the attacking torpedo plane and not at the plane as there is better chance of disturbing the enemy's approach by the splash than by the chance of getting a direct hit on so small a target although the temptation to fire direct at the plane is strong.



# DECLASSIFIED

FF6-3/A16-3/  
(CF-0007)

DESTROYER SQUADRON TWENTY-NINE  
UNITED STATES ASIATIC FLEET  
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Subject: U.S.S. PEARY (DD226) - Engagements with  
the enemy - Report of.

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"4. Detection by enemy aircraft in daylight is more likely when steaming at high speed as the wake of a destroyer steaming at 25 knots can be seen in a smooth sea on a clear day for as much as thirty miles according to the aviators attached to Patrol Wing TEN operating from Ambon, N.E.I. The maximum speed which can be used without leaving a noticable wake is reported by them to be 13 knots.

"5. Caliber .50 and .30 A.A. machine guns have little value in deterring enemy bombing or torpedo planes. In a prolonged attack the enemy planes establish the height beyond which these guns are comparatively harmless, observed to be about 5000 - 6000 feet, and operate leisurely at this level. The torpedo planes readily accepted the fire of these guns during the short time of the torpedo approach and following strafing attack.

"6. Destroyers can hide during daylight by anchoring in a sheltered anchorage with high land on at least three sides; green paint plus palm fronds and other vegetation obtained ashore is effective camouflage. PEARY hid in Asia Bay on the coast of Negros and was unobserved by Japanese bombers both on their northward flight and return flight although the planes were plainly seen from the PEARY. The PEY's sent from Ambon to contact PEARY at Ternate although aware of her location spent four hours searching finally being attracted by the ship's boat."

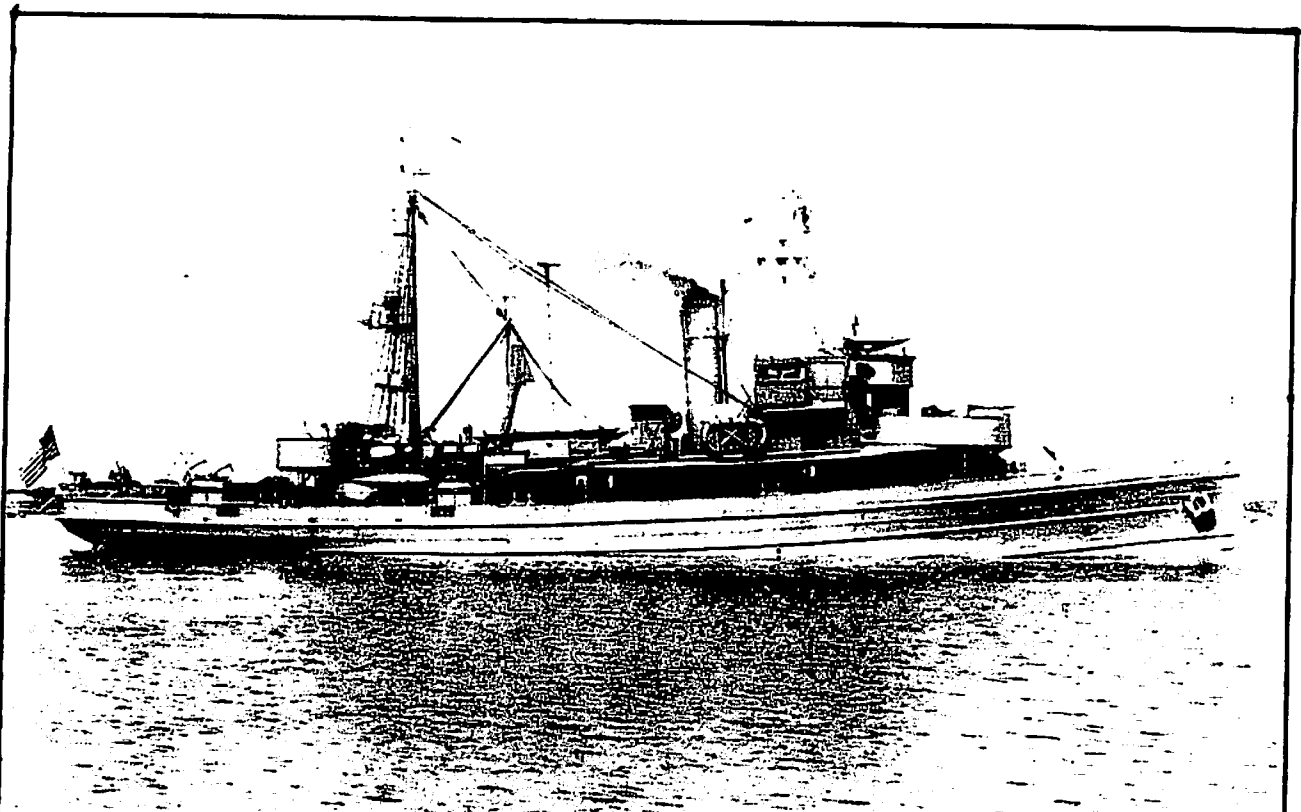
3. The complete report of the PEARY is available for reading to any officer of the Squadron on application to the Senior Aide.

H. V. WILEY.

J. S. FAHY,  
Lieutenant, U.S. Navy,  
Squadron Secretary.

-2-

ENCLOSURE (A)



The commanding officer of the minesweeper USS Whippoorwill (AM-35), Lt. Charles A. Ferriter, USN, was awarded the Navy Cross for his courage in towing Peary clear of flames and flying debris from exploding torpedo warheads on a nearby pier. Peary was unable to get under way following the bomb hit on 12/10/41 because her engineering plant was out of commission. After mooring the destroyer about a mile away the minesweeper's Damage Control Party assisted the Peary's crew with repairs while her boat took the wounded ashore to a hospital. Whippoorwill was 188 feet long, displaced 840 tons and had a normal complement of 75 officers and men. She was decommissioned and struck from the Navy list in 1946.

(Official U.S. Navy Photograph)

Excerpt from, "The Captain of the 'Whip'," by LCDR C. A. Ferriter, USN, Commanding Officer of the Minesweeper USS Whippoorwill (AM-35)\* (Recounting the events on 10 December 1941 at Manila Bay, P.I.)

"General Quarters!" "Heave Around!" got the ship to Battle Stations and under way. We headed for Manila. Submarines were coming out as fast as they could from their buoys and from alongside tenders. They submerged when they were clear of the breakwater. There were some merchant ships inside the breakwater. They remained. The *Lark* and *Finch* were near Corregidor sweeping.

Then we saw the enemy. All sorts of planes, light bombers, fighters, heavy bombers, were there. There appeared to be over a hundred of them. Our big, slow-moving flying boats were flying toward Corregidor, keeping close to the water.

An attack was started on our starboard side, toward Nichols Field, an Army airport. We shot at a number of planes in that direction. Two planes were hit and crashed. We were shooting at them but so were a lot of other people. Every once in a while a submarine would show his conning tower, so we would not run over them. They became quite a nuisance. It seemed that we annoyed some sub or other every time we turned. After we neared the breakwater we turned and headed toward San Nicholas Shoal. Bombs were dropped on Manila Harbor among the merchant ships. Only one was hit. The attack on the navy yard was now in progress. We kept up a fire on low flying fighters and dive bombers coming out from attacks on the navy yard. One came very near to us. He came up on our port quarter. The after machine guns fired at him. Some light colored smoke came out of his fuselage. He tried some kind of a maneuver. He banked his plane and put a burst of machine gun bullets about 50 feet ahead of the ship. We put on full left rudder and went from "Ahead" to "Full Astern" in an effort to let him get ahead of the "Whip." He crossed close aboard ahead of us and fell into the water about a thousand yards away from us. He sank immediately.

Cavite Navy Yard was a mass of flame. We headed for the navy yard to see if we could help, and to see if our boat was still there. The boat had been left in Canacao Bay to reduce the splinter hazard. We left one man in the boat, the boat engineer. He was armed with a Springfield rifle. As we approached Sangley Point Buoy we passed the *Quail*. The *Quail* turned and followed the "Whip" to the navy yard. We passed the *Tanager* off the Sangley Point Buoy. The *Quail* and *Tanager* had been moored together at a pier in the navy yard at the start of the raid. The *Quail's* engineering plant had been in operation. The *Quail* took the *Tanager* out of the yard. They separated near the Sangley Point Buoy. The *Tanager* anchored and completed preparations to get under way.

About this time the *Isabel* reported over the radio telephone that she was in communication with the navy yard. I asked her to have the navy yard tell me where they needed us most. The navy yard never answered. We saw the yard signal station. It was flying a distress signal. I said, "Boy! she isn't lying! She is in distress if anything ever was!" It was difficult to decide where to go. The *Pidgeon* was playing her hoses on some barges that were burning at the end of Guadeloupe Pier. I made out a destroyer at the small pier between Machina Wharf and Guadeloupe Pier.

I sent the *Pidgeon* a signal: "The 'Whip' is going in and take out that destroyer." We went in between Guadeloupe Pier and Machina Wharf. It was a mess. It was the *Peary*. The ship had many little fires all over her. She had been strafed and had been struck by bomb fragments and debris. The war heads and torpedo air flasks in the torpedo overhaul shop on Machina Wharf next to her were exploding. The air was filled with clouds of debris. A small motorboat under the command of an Ensign, a young reserve officer,

\* U.S. Naval Institute Proceedings, November 1942.

attached to Inshore Patrol, assisted in the efforts to take out the *Peary*. The heat and explosions made ship handling difficult. The pressure would be on one side and then on the other. The Ensign tried to take lines from the "Whip" to the *Peary* without success as we made our approach. We put our bow against her stern. We made fast with a 6-inch line. We backed and parted the line. The heat or a falling fragment might have caused the line to part. We tried it again. Again the line parted. It became more difficult to keep in position for backing out. The wind and the current kept working to put the "Whip" broadside to the end of the pier. This was bad. Guadeloupe Pier and Machina Wharf each extended a good distance beyond this little pier. We came up to the *Peary* again. We went quite far up on her port quarter. This was the side away from the pier. I sent a man over to the *Peary* to make sure that she had no mooring lines to the pier. The "Whip's" man reported when the lines were clear. We backed and she came away.

We backed clear of the dock. There was shoal water not far from the piers. We went alongside the *Peary*. This was more easily done than jackknifing her. The "Whip" went between the *Peary* and the burning barges off Guadeloupe Pier. We had all of our hoses going all of the time. Once in a while we played the water on the bridge to cool that place off. The men on deck were kept cool by hosing them down when it became too hot.

Our boat was near by and my boy was in it. The three others ashore on duty never returned. They joined the Naval Battalion on Corregidor. My boy was returning to the ship at the time of the attack. He made his way through the burning navy yard to Puerta del Mar Wharf and found our boat there. The engineer had stayed near the landing during the attack. He brought the boat alongside when we got the *Peary* moored to the buoy. He brought some Pharmacist's Mates and Hospital Corpsmen from the navy yard. The dispensary had been burned.

The *Peary* was short of men. Some of her officers and crew had been killed in the

navy yard where they were working. Others were in the navy yard but unable to get back to the ship.

We went out of the navy yard searching for the target raft mooring buoy. I asked the acting executive officer of the *Peary* whether he had any other ideas to suggest concerning the *Peary*. He replied in the negative. There was a great deal of loose gear floating around in the water. It seemed that we might not be able to find the buoy. The *Peary* had no anchors aboard. We connected one of our bower anchors to a heavy piece of wire rope which was led from the bow of the *Peary*. After getting ready to anchor the *Peary* we found the buoy and moored her to it.

We put our Damage Control party aboard the *Peary* as soon as she came clear of the pier. She had no power and was helpless. The Damage Control party with the aid of the *Peary's* crew put out the fires and cleared away the wreckage. The Pharmacist's Mate and a working party tended the wounded and removed the bodies of the casualties to the "Whip." Our boat took the wounded to the hospital in Canacao.

The Commissary Department had been busy. Hot coffee and sandwiches were ready as soon as she was taken alongside. All of the men of the *Peary* were fed a meal after she was moored to the buoy.

The work on the *Peary* was well and quickly done. Our Engineer Officer made an inspection of the engineering parts of the ship. He reported to me that it could be made ready for operation with little work. The Boatswain reported that there was no apparent structural damage. The Gunner checked the ordnance equipment and took all steps necessary for its safety. An officer from the Admiral's Staff came alongside the "Whip." He asked me for information concerning the *Peary*. I reported that the *Peary* was structurally undamaged and could be put in operation in a day or two at most. The *Peary* had much bad luck. She was sunk later in Darwin, Australia, during an air raid.

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FERRITER, CHARLES A. Lt. USN. 57802

Station: C.O. USS WHIPPOORWILL Action: Cavite, P.I.

Awarded: NAVY CROSS by Sec. Navy. P15(AA)(1273)  
Recommended by: Comdr. Mine Div. 9 A16-3(43) dated  
Dec. 19, 1941--(b) C.O. USS TANAGER ltr.  
AM5/A16-3(481) dated Dec. 18, 1941.

Awarded: June 1, 1942.

"For distinguished service in the line of his profession as C.O. USS WHIPPOORWILL during the aerial bombardment of the Navy Yard, Cavite, on Dec. 10, 1941, by enemy Japanese planes. Despite the fires and frequent explosions of air tanks and war heads at the Navy Yard at the time, Lt. Ferriter, displaying extraordinary courage and determination

(COVER)

proceeded to the dangerous area and towed disabled surface ships alongside docks to a safe area, thereby undoubtedly saving the crews from serious danger and the vessels for further service."

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ZONE DESCRIPTION -8

## REMARKS

0-4:

Moored port side to east side of Central wharf, Navy Yard, Cavite, P.I., with standard destroyer mooring lines, undergoing navy yard overhaul. Bofler #1 in use for auxiliary purposes. Receiving fresh and flushing water and telephone services from the yard. Ships present: USS PEARY (SOPA), PILLSBURY, SEALION, SEADragon, TANAGER, QUAIL, LARK, BITTERN, S-37, GENERAL JOHN Mc E HYDE, YP-97 and various yard and district craft. Anti-aircraft battery in condition of readiness II. Ship in material condition of readiness BAKER.

T.A. HILGER

Lieutenant (jg), U.S. Navy.

4-8:

Moored as before. Anti-aircraft battery in condition II. Ship in material condition of readiness BAKER.

R.W. GERMANT, Jr.

Lieutenant, U.S. Navy.

8-12:

Moored as before. Anti-aircraft battery in condition II. Ship in material condition of readiness BAKER. 0800 Mustered crew on stations. No absentees. 0915 USS OTUS stood in and moored. Made daily inspection of magazines and smokeless powder samples. Conditions normal.

H.P. FISCHER,

Ensign, U.S. Navy.

12-16:

Moored as before. Anti-aircraft battery in condition II. Ship in material condition of readiness BAKER. 1240 Air alarm sounded. All hands to General Quarters. Set condition AFIRM. A group of nine (9) Japanese dive bombers were observed attacking Nichols field. A group of twenty-seven (27) Japanese heavy bombers, flying at an altitude of about 15,000 feet circled over the navy yard. A little later about nine (9) planes dropped bombs, most of which fell in the bay immediately to westward of Machina wharf. Another large group of about twenty-five (25) planes followed and circled over the navy yard. Opened fire with A.A. Battery. A small group of about nine (9) followed by another group of about the same number flew directly over the ships moored to Central wharf. Ceased firing. Bombs from these two groups straddled this ship. No direct hits were made. Made all preparations for getting underway. Opened fire with A.A. Battery. Another group of planes then bombed the navy yard near-by. Ceased firing. Large fires were started on the barges and buildings, 15 to 50 yards to starboard of this ship. The ship got underway under its own power immediately after the fourth attack. Lines were out and ship cast off, cutting all lines to the dock, using boiler #3, steered from aft and conned from forward. As a result of the bombings, two fires were started; one on the forecandle deck amongst supplies there and the other on the galley deck house in the vicinity of #3 50 caliber machine gun. Both fires were put out promptly causing no appreciable damage. All damage to the ship and casualties to personnel were as a result of fragments and splinters. The following is the casualty list in so far as it is known: Killed: ASHING, CARL BLAKE, 356 11 23, R.C.3c, USN. BORENSSEN, JAMES KENNETH, 368 46 11, S.C.3c, USN (Reported killed while carrying wounded persons to dispensary in yard). Wounded:

Lieutenants: Henry F. BURKEIND, USN - Transferred to U.S. Naval Hospital, Canacao.

Ensign H.P. FISCHER, USN - Lacerations, abdomen.

Lieutenant T.A. HILGER, USN - Lacerations, Back. Buttocks. Arm.

Ensign L.S. SULKIS, USNR - Laceration penetrating right ankle.

BEK, R.H., F.1c, USN - Laceration, leg.

DAVIS, H.R., S.M.3c, USN - Laceration, leg.

PEPPERS, C.G., S.C.3c, USN - Laceration, thigh.

ZEILER, J.H., T.M.2c, USN - Laceration, forehead.

JOHNSON, Burt G., G.M.2c, USN - Transferred to Naval Hospital, Canacao, P.I.

BRENDLE, Henry F., M.M.2c, USN - " " " " " "

ELLIS, Gerald J., G.M.3c, USN - " " " " " "

TRULOVE, David M., F.1c, USN - " " " " " "

DIMOND, Clark W. Jr., Q.M.1c, USN - " " " " " "

TAZZANI, John, Sea.1c, USN - " " " " " "

WOOD, Jimmie, Sea.1c, USN - " " " " " "

Approved:

H.C. POUND

Lieutenant Commander, U.S. Navy,  
Commanding.

Examined:

R.W. GERMANT, Jr.,  
Lieutenant.

U. S. N. Navigator.

## ADDITIONAL SHEET

U. S. S. PILLSBURY (227)

Wednesday

Date December 10, 19 41

12-16(continued)

OZMENT, Andrew F., C.G.M.(AA), USN - Transferred to U.S. Naval Hospital, Canacao, P.I.

BUEHLER, Otto F., R.M.3c, USN - " " " " " "

ENOS, Lawrence, C.M.M.(AA), USN - " " " " " "

During the time the ship was alongside the dock various of PILLSBURY'S personnel assisted the PEARY in fighting fires on board that vessel and removing wounded from the dock, as a result of which, some of PILLSBURY'S crew were not on board when the ship cleared the dock. The following named men are still unaccounted for:

BISHOP, JOHN J., Sea.1c, USN

PAYTON, Walter C., Sea.1c, USN

BRICKLEY, Roy L., F.1c, USN

FRATT, Lyman W., F.1c, USN

FETKO, Joseph, Sea.2c, USN

ROSS, Robert A., S.M.3c, USN

HARPER, Paul B., F.2c, USN

WELCH, Bradford D., S.M.2c, USN

MOVILLA, Baltazar, O.C.3c, USN

WISE, Charles R., Sea.1c, USN

PARSONS, Charles H., Sea.1c, USN

The following was the material damage: (a) Fuel oil tank A-210 was punctured above the waterline. This hole is very small and the leak has been stopped. (b) Jagged hole made in the forward engine room is taking some water but in an amount easily controllable. (c) The starboard guy to the foremast was severed. (d) In the fire-rooms there is a shrapnel hole in the overhead between frames 64-65 and one fuel oil service pump in No.1 fireroom was damaged, but not beyond repair. (e) Ice machine damaged. (f) Rivets knocked out at frames 64-65; 70-81 port side, about six (6) feet above the waterline. (g) Torpedo tube no. 3 pierced by a fragment which embedded itself in the after body of the torpedo, itself, causing its destruction. There was no apparent damage to the other eleven (11) torpedoes and tubes. (h) Gun director training wheel gears damaged. (i) One thirty (30) caliber machine gun stand was pierced by fragments. (j) Numerous other holes were made in the skin of the ship above the waterline in the upper structures, stack, etc. 1830 Anchored south end of Manila Bay in three (3) fathoms of water with 15 fathoms of chain to the starboard anchor. 1530 Lighted fires under boiler #4. Made all preparations for getting underway.



E. GANDIA,  
Lieutenant (jg), U.S. Navy.

16-20:

Anchored as before. 1600 Underway on various courses at various speeds shifting anchorage. Standard speed 15 knots(176 rpm). Boilers #3 and #4 in use. Captain at the conn, the Navigator on the bridge, with steering aft. 1630 Anchored in Manila Bay in 5½ fathoms of water with 20 fathoms of chain to the starboard anchor on the following anchorage bearings: Sangley Point 291°(T), Right radio tower 273°(T), Buoy #2 305°(T). Anti-aircraft battery fully manned. Full head of steam to throttle. Ship in material condition of readiness AFIRM.



T.A. HILGER,  
Lieutenant (jg), U.S. Navy.

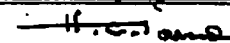
20-24:

Anchored as before. Boilers #3 and #4 in use, with full head of steam to throttle. Anti-aircraft battery fully manned, ship in material condition of readiness AFIRM.



R.W. GERMANY, Jr.,  
Lieutenant, U. S. Navy.

Approved:

  
H.C. POUND,  
Lieutenant Commander, U.S. Navy,  
Commanding.

Examined:

R.W. GERMANY, Jr.,  
Lieutenant.

U. S. N., Navigator.

~~SECRET~~

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DECLASSIFIED

Narrative by: Commander H. H. KEITH, U.S.N.  
Philippine Invasion.

Commander Keith tells of the Japanese attack on the USS PEARY and his escape from the Philippines on the two masted schooner LANAKAI. He also gives some details of his service as Material Officer in Java where he supervised repairs to such ships as the HOUSTON and the MARBLE-HEAD.

- - - - -

Commander Keith served on Admiral Harts Staff in the Philippines and later as Intelligence Officer, Allied Naval Forces, based at Fremantle. Before returning here for duty in the Bureau of Ships, he was also Commander Service Forces Subordinate Command, Seventh Fleet.

Film No. 114  
Recorded on August 6, 1943.

Copy No. / of four copies.  
Rough transcript: Hatch 11-18-43.  
Smooth transcript: Mosca 12-23-43.

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~~RESTRICTED~~

Narrative by: Commander H. H. Keith, USN  
Philippine Invasion.

Film No. 114  
Recorded: August 6, 1943  
Rough transcript: Hatch 11-1:  
Smooth " : Mosca

Lieutenant Porter:

This recording is being made by Commander Harry H. Keith, USN, in room 3450, Main Navy Building, Washington, D. C., August 6, 1943. Go ahead Commander Keith.

Commander Keith:

The war came to us, me personally, in the Philippines about 4:30 or 5:00 o'clock Monday morning, the 8th. Our ship at that time was undergoing overhaul at the Cavite Navy Yard--the USS PEARY. All of the officers whose ships were in the Navy Yard under overhaul, practically all the commanding officers, were living at the Army-Navy Club in Manila due to the lack of any shore living facilities in Cavite, and the overhaul making it impossible to live on board. All of us were called by telephone, the announcement being merely by the Philippine Operator, "War has been declared," and she hung up to call someone else.

We all gather in the lobby of the Army-Navy Club immediately, grabbed taxis and started back to Cavite. All work immediately was doubled in attempt to get the ships together in condition to sail. My ship, unfortunately, was so far to pieces, so far under overhaul, that at the time of the bombing on the 10th it was still unable to raise steam or to get underway.

Due to the repair work in the Wardroom and so forth, we were having lunch on the forecastle. I recall very well that last lunch there. We were just finishing it when the air raid sirens sounded. It so happened that I had several things scheduled for my crew up in the Yard at about 1:00 o'clock. A large number were being inoculated for yellow fever, getting the rest of their shots, getting their pictures taken for their identification tags. The ship's office had been established in the Navy in a temporary building, all the ship's records and so forth being there. When the air raid siren sounded, a great number of the crew who had already left the ship for these various meetings and various assignments returned. A great number took refuge, I believe, some place in the Yard. The squadron or the formation of bombers came in over Manila Bay in their normal "V's" of nine to a "V". They circled more or less over the city and swung out toward the Army Air Field, separated, and, I believe some of the formation went on to bomb Nichols Field while the rest of the formation came in out of the sun over the Navy Yard.

The first flight dropped their bombs just at the lower edge of the Yard near Machina wharf where the USS OTS and other ships were tied up. Of this first salvo, the majority, as I saw it from my position at a wharf a little further up in the Yard, dropped clear, well out into the water. It was very easy by sighting the point of the "V", the way they were coming in, to foretell approximately where the bombs were going to land, as far as deflection was concerned. The second group of nine came in and by sighting that "V" I said

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to myself, although they would come close that I still had little danger of my ship personally. And that was true. They did get the lower end of the Yard, Receiving Station, part of the Supply Department, buildings of that nature, but still did not penetrate up into the Yard where my ship was lying. The third group though was dead on. I remember remarking that they were on in range and deflection and the only thing that could possibly save us were shorts and overs.

Unfortunately, I took one direct hit on the foremast. It was a fragmentation bomb and an instantaneous fuse. Broke just about the searchlight, the overhead of the bridge on the foremast. The fact that it was an instantaneous fuse is what resulted in large personnel casualties because breaking that light it sprayed the entire ship. It wiped out everyone on the fire control tower, most of the people on the galley deck house that were manning the 50 cal. machine guns and even got people as far back as the after deck house. At the same time, the repair parties whose normal station was in the galley passageways where they had some protection from the overhead, the guns directly overhead. The fragments from this bomb sprayed through the galley passageways and got a great number of the repair party personnel.

I've thought since, due to the lack of experience at the first time anything like that happened, that if I was ever in that position again where I was being bombed by high level bombers on a ship that was unable to move, the only protection 50 cal. machine gun, it was impossible to reach them for lack of range, that the proper thing to do would have been to clear all the personnel off topside and tell them to seek protection below. At that time why we naturally had all guns manned and were on the lookout for any dive bombers or strafing attacks which we had been given to understand we could expect. After the bomb hit on the PEARY, I observed little or none of the resulting bombing of the Yard. The ship was on fire in several spots, particularly all forward around the bridge and in the well deck, and some of the awnings, canvass and so forth aft of the galley deck house. We had no power, no pressure on the fire mains from the Yard. The first consideration was caring for the wounded. The stretcher brigades, a number of people I had on board, it practically took the entire crew to carry the wounded off the ship and up to the First Aid Dressing Stations in the Yard. After that it was a question of bucket brigades to put out the fires. The PILLSBURY, directly across the wharf from the PEARY, escaped any direct hits although they did have a few casualties from fragments of the bomb that struck the PEARY. The PILLSBURY was also undergoing overhaul but was nearly completed. She was in a position to get underway. They immediately started to back clear after the bombing. Prior to that she attempted to lead a fire hose over to control the fires on the PEARY, but with all the equipment off the ship having been stowed ashore under overhaul, there was not enough hose readily available. It was imperative that the PILLSBURY get clear so she proceeded to back out.

Most of the destruction of the Yard as I saw it from my angle was from the fire and not from the bombing. A direct result of the bombing, of course. Had water pressure been available, and people available, I think the destruction

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could have been largely controlled. I found later that one of the first bombs was a direct hit on the power plant which put the entire power plant out of commission resulting in the loss of water pressure on the fire mains. The Yard was on fire in all directions wherever the bombs had struck, burning furiously, everything being of tropical light construction, light wooden buildings packed in together as they were. The PEARY seemed to be little damaged as far as regards her ultimate repair and so forth at that time. The well deck was like a sieve from the fragments of this bomb, necessitated patching and plugging all the holes before it was possible to hold air pressure in the forward fireroom, but there was no damage to the hull, she was not taking water any place and I thought the best thing to do was to stay put and see what would happen next. But as the fires approached, the wooden pier started to burn. Directly at the head of the dock was the acetylene welding shop, the oxygen cylinders, acetylene cylinders began to go up. Directly across from the ship was the torpedo overhaul shop, the Yard Torpedo overhaul shop. As that started to burn, the air flasks and the war heads let go, which in reality was worse than the bombing, because there were sailing pieces of metal eight or ten feet in diameter up in the air and they were showering the ship, so I knew if there was any possibility of saving the ship, we could have to get clear before it burned. About, I should say, 3:00 or 4:00 o'clock in the afternoon, one of the minesweepers that had been out on patrol in the bay, came in. We managed to get a line to her, but the multitudinous number of air hoses, electric leads and so forth instant to an Navy Yard overhaul clear, cut the ship clear from the dock, the minesweeper towed us out into the middle of Canacao Roads and we anchored the ship there. About 5:00 o'clock there was two more wounded on the ship that had not had time to get off prior to pulling out into the stream, so I borrowed a boat from the minesweeper, took these two wounded and checked into Canacao Hospital.

In expectation that the Japs would come back and would make an attack very shortly on the radio stations, they evacuated the Canacao Hospital which was adjacent taking all the wounded to the Army Hospital, Sternberg Hospital in Manila. I was moved over to Sternberg, stayed there for a week approximately. During my stay in the hospital I heard and was visited by Lieutenant Birmingham who had been ordered to command the PEARY while I was in the hospital. Lieutenant Birmingham had been the Executive Officer of one of the other destroyers, finished his Asiatic cruise, had been detached and was in Manila at that time, awaiting transportation to the United States. He was immediately available and was ordered to command the PEARY.

When I came out of the hospital I was ordered on the staff of Admiral Hart, Materiel and Maintenance Officer. At that time, the Chief of Staff and the Officer who had been materiel officer and myself, started to investigate the possibilities of setting up a base in Java. I took over the duties of Material Maintenance Officer. With the facilities of the Cavite Navy Yard completely wiped out, the job consisted in lining up the stores and supply facilities available in the Manila area. It was surprising the amount we accomplished, in servicing the ship just from that source.

It was also an interesting commentary, doing business in that manner at that time when we were not bothered with any paper. A sudden change from the old Navy standard.

~~RESTRICTED~~

I'll always remember one of the high spots, when Admiral Hart said that he felt that it would be advisable to have two fast motor boats available to visit the ships as they came into the Harbor and alleviate the dangers of those ships having to come in behind the breakwater. I heard that there were two boats that might be suitable up the Pasig River about 10 miles. I got in the car and drove up there and found two beautiful motor boats belong to an old Spaniard. I told him I was very sorry but I had come for his boats. He was quite willing and anything he could do to help would be perfectly alright. I took a piece of scratch paper and pencil and wrote on it "received two motor boats" and signed my name, got in the river and came down in one of them, left the crew to bring the other down. I would roughly estimate it was in the neighborhood of forty or fifty thousand dollars worth of motor boats, but that was the way we were doing business and we were getting things accomplished.

On the morning of the 24th of December, at the ten o'clock conference, Admiral Hart announced that we were abandoning Manila, that he had decided to go south to Java. Arrangements had been made for all the Staff to go with him, but due to the loss of two or three PBV's that day, due to Jap strafing, transportation for the Staff was necessarily limited. Those who could not be accommodated in the one available PBV and the one or two submarines that were available were to go out to Corregidor or Bataan and wait for further transportation or wait for developments.

It so happened that just prior to this time the Navy had taken over a two-masted schooner, the LANAKAI which was there at that time in Manila Bay. The flag secretary, then Commander O'Dare and myself, I guess it was a joint idea, decided that it would be a worthwhile venture to attempt to go out on the LANAKAI. We talked it over that night. Christmas day, in the morning, we met in the office at seven o'clock, all to say more or less "Good bye". We broached the subject to Admiral Hart. I'll never forget how the gentleman's eyes fairly sparkled when he said that if we made it we'd have a wonderful trip and that he wished he could go with us. He told us to go ahead after, of course, getting Admiral Rockwell's permission.

All hands moved out to Corregidor and Bataan that day. We had several things to do out there, lining up a possible crew and so forth, loading stores and supplies. The worst thing was finding some green paint to camouflage this beautiful snowwhite yacht or schooner. We loaded all available radio equipment on the schooner, which consisted of two complete sending and receiving stations or sets. The crew we took in addition to the Philippine crew that was already on the ship consisted practically entirely of Chief Radiomen. We knew they would be of value down in Java.

On the night of the 27th, as I recall, all arrangements having been made, the schooner camouflaged after a fashion right after dusk we slipped through the mine fields and headed south. The trip down was surprisingly without incident. We sailed at night and practically beached the schooner at dawn every morning underneath the overhanging palm trees in the jungles and the first two or three days out, during the daytime, plane patrols were over us several times, but I don't believe we were ever sighted.

~~RESTRICTED~~

With the limited speed and only traveling at night, it took us twenty-eight days to make Soerabaja. We made the headquarters in Soerabaja, checked in there and most of the people on board were assigned to other jobs.

I went back on the Staff, Assistant Materiel Officer, assigned to Soerabaja Navy Yard until the bombing of the MARBLEHEAD and HOUSTON. Those two ships after the bombing put into Tjilatjap on the south coast of Java. I was sent down there at that time to see what I could do about making voyage or other necessary repairs on these ships. The repairs to the MARBLEHEAD and also, more or less the HOUSTON, have been written up many times. There is no use going into that. I might just comment on the way we had to do business there. I'll mention one interesting item.

This hole in the deck of the HOUSTON, as a result of a bomb hit, was about 6 x 10 feet. It had been originally planned to just put a wooden canvass patch over it but cutting back the wooden deck they found that the metal underneath was sound. They figured if they could get a steel plate the right size, they could slap it on the hole, weld it all around and make a permanent job. I knew where some plate was available about three or four miles out in the jungle, so I drove out there and asked if they would send one of these plates down to the HOUSTON immediately. They said that it would start within ten minutes. Unfortunately, the only plate available was half inch plate which weighs around 50 lbs. per square foot, so it made a sizable load.

As I stopped by the HOUSTON that noon, this order having been placed early in the morning, they were very much up in the air because their plate hadn't arrived. I started back out into the jungle, got about half way, and found the plate was actually on the way. It had started ten minutes after I ordered it, but it was on the backs of anywhere between 50 or 100 natives. They had set it down to rest about then, but it was on the way and it finally arrived that night. But that was the only way, I'll admit, I thought that was the only way, that the plate could have gotten down to the HOUSTON, as there were no other facilities available.

I stayed in Tjilatjap from then on until final evacuation of Java. More and more of our ships were being based there. The last week was most hectic because there was a general rush of civilian population to get out of Java. The American consul's wife, and the American consul himself later, two days later; a large number of British women and children, some of them who had escaped from Singapore; worked their way over through Sumatra down into Java and were trying to leave through Tjilatjap, it being the only port open. We had a great number of Dutch, British and some American merchant ships in, very few of them with passenger accommodations. Of course, there were no living accommodations in the town Tjilatjap for this number of people awaiting transportation, but by some means we managed to pile practically everybody on board some ship. The last day, we at Tjilatjap received a call about 10:30 in the morning that they were finally abandoning Java.

The Staff was on the way down from Bandoeng. We had orders to sail all of our surface ships that were available and present at Tjilatjap with all the

~~CONFIDENTIAL~~

personnel we had there on board and all the gear there and sail them south. Admiral Glassford and the Staff drove down from Bandoeng arriving anywhere between six o'clock and midnight that night. They had ordered all the available PBY's and submarines in to take care of this evacuation and either that night or early the next morning we got practically all hands, we did get all hands that were available there, on board and sailed. The wounded from the ECUSTON and the MARBLEHEAD were in a hospital inland away. We told them to proceed to Tjilatjap. I waited in Tjilatjap with Captain Wagner, now Admiral Wagner, in the last PBY 'till practically noon of the next day, checking into the railroad station and all roads to see if they had arrived. Finally, in desperation we had to leave on the last plane that was available at that time. Luckily the wounded with Doctor Wassel in charge did get down and aboard a Dutch freighter and made the trip to Australia safely. From the check that was made right after we arrived in Australia, I understand that there was only one American Naval man left in Java. All others got out.

I made the flight from Java to Fremouth Gulf, from there to Perth. We set up the first operating base, with supplies available in Perth and from then on it was a different life.

~~CONFIDENTIAL~~

KEITH, Harry H.

CAPT

058075 USN (RET)

First Endorsement on Request for Reconsideration of Awards by Capt Harry H. Keith, 058075, USN, (RET) ltr of 9 Oct 1956.

AWARDED: LEGION OF MERIT (with Combat "V") - BdDec&Med End (above) of 19 Nov 1956, Ser 980 AppSecNav 2/5/57

"For heroic services as Commanding Officer of the U.S.S. PEARY in action against an enemy of the United States on 10 December 1941. When the Cavite Naval Station was bombed on 10 December 1941, the PEARY, which at the time was moored to the dock undergoing overhaul, received a direct hit on the foremast just above the bridge. Fragments from this bomb showered the ship, killing eight men and wounding many more, including Captain (then Lieutenant Commander) Keith, and set many fires. Capt. Keith, though wounded, retained active command. He supervised the removal of the wounded to the Yard Dispensary, and, the ship being without power, organized bucket brigades and brought the fires under control. Later, when the wooden pier to which the ship was moored, began to burn and the ship was being showered with debris resulting from the exploding war heads and air flasks in the near-by burning torpedo overhaul ship, Captain Keith rejected arrangements for abandoning ship. With great presence of mind he had the mooring lines cast off which allowed the ship to drift clear of the pier where it was picked up by another vessel and towed out of danger. Capt Keith was then hospitalized for his wounds. His presence of mind and devotion to duty saved the PEARY for further service and was in keeping with the highest ....!"

UNITED STATES SHIP PEARY (DD226)

Wednesday 10th December

1941

(Day) (Date) (Month)

ZONE DESCRIPTION Minus-8

## REMARKS

0 to 4

Moored starboard side to Central Wharf, Cavite, P.I. with six (6) Manila lines. Receiving all services from the wharf. In company with various units of the U.S. Asiatic Fleet and various yard and district craft. Commanding officer U.S.S. PEARY SOPA. 0125 Air raid alarm, manned anti-aircraft battery. 0218 Secured from air raid stations. 0245 Air raid alarm, manned anti-aircraft battery.

*P.M. Joyce*

P.M. JOYCE, Ensign D-V(G), U.S.N.R.

4 to 8

Moored as before. 0610 Secured from air raid stations. Transferred following men to duty indicated: GLOVER, William L., Jr., 274-47-11, Sea 2c, to U.S.S. HOLLAND, and FOURNET, G.J., Jr., 360-22-30, Sea 2c, to Patrol Wing 10.

*P.M. Joyce*

P.M. JOYCE, Ensign D-V(G), U.S.N.R.

8 to 12

Moored as before. 0800 Mustered crew on stations, no absentees. 0945 U.S.S. OTIS stood in and moored to end of Machina Wharf; commanding officer U.S.S. OTIS SOPA.

*P.M. Joyce*

P.M. JOYCE, Ensign D-V(G), U.S.N.R.

12 to 18

Moored as before. 1230 Quarters for muster. 1240 Air raid alarm, manned anti-aircraft battery. About 1250 sighted approximately thirty (30) two engine bombers over Manila Bay flying south at an altitude of around 20,000 feet. A hot fire was opened on them from ship and shore batteries. About 1300 sighted approximately thirty-five (35) two engine enemy bombers flying westerly over Sangley Point at around 20,000 feet. One plane of undetermined type crashed at the head of Bacoar Bay. All ship and shore batteries maintained a heavy anti-aircraft fire. Two planes were observed to be in distress and left enemy formation. About 1315 nine (9) enemy bombers from the west in a "V" formation and at an altitude of around 20,000 feet passed overhead and dropped bombs most of which apparently fell in Bacoar Bay to the south of the Navy Yard. One "six-eighty" boat was destroyed. About 1320 U.S.S. ISABELL got underway and stood out of Bacoar Bay. About 1330 nine (9) enemy bombers in "V" formation and also around 20,000 feet flew over and dropped bombs which fell across the south-east end of the Navy Yard hitting the Receiving Station and rupturing a steam line on the end of Machina Wharf. About 1345 the U.S.S. OTIS got underway and stood out. At about 1350 a similar formation of enemy bombers flew overhead at around 20,000 feet and dropped bombs which again fell across the south-east end of the yard making a direct hit on the mast of the U.S.S. PEARY, killing or wounding almost everyone on the fire-control platform, bridge, and starboard passageway through the galley deck house. A severe fire was started on the after starboard side of the well deck and in the starboard passageway. The bomb contained scrap-metal, rock, and incendiary material. Most of the wounded were immediately taken to the yard dispensary. In this attack a bomb, or bombs, hit the buildings across the ship to the north-east of the PEARY. By this time much of the Navy Yard was in flames and a heavy smoke pall obscured the sky. As there was no water pressure on U.S.S. PEARY's fire main, the U.S.S. PILLSBURY, moored across the wharf, was obliged to aid PEARY by use of a fire hose; the fire was extinguished on board the PEARY in about five (5) minutes. At about 1355 the U.S.S. TANAGER, the U.S.S. PILLSBURY, and the army ferry General John Mc E Hyde got underway from the Navy Yard. About 1400 a fourth formation of nine (9) enemy bombers flew over the yard.

Approved:

*M.M. Koivisto*  
M.M. KOIVISTO

Lieutenant, U.S.N., Commanding.

Examined:

*M.M. Koivisto*  
M.M. KOIVISTO

Lieutenant,

U.S.N., Navigator.



## ADDITIONAL SHEET

U. S. S. PEARY (DD226)

Date December 10, 1941

from westerly at approximately 20,000 feet and dropped bombs which apparently fell in the center of the yard. The fire from ship and shore batteries was very weak in this attack. At about 1445 the U.S.S. PEARY was taken in tow by the U.S.S. WHIPFORWILL. 1545 Moored to buoy in Manila Bay approximately one (1) mile north-east of the Navy Yard, Cavite, U.S.S. WHIPFORWILL moored starboard side to port side U.S.S. PEARY. The following are the dead found on board: THROCKMORTON, Lester Lee, 372-11-95, FC3c; TADD, Cecil Leon, 356-23-58, SK3c; KEAR, James 385-66-27 QM1c; RUSSO, Albert, 201-79-05, Sealc; GASHAW, James "K", 262-66-32, Sealc; LEWIS, Clifford Alton, 256-32-54 Cox; HIN TON, Carson Jinks, 287-25-31, Cox; GEORGE, Ray Patrick, 385-85-43, Sea2c. The following officers were wounded and taken ashore: Lieut. Commander H.H. KEITH, Commanding, U.S.S. PEARY; Lieutenant Albert Eugene GATES, Jr., U.S.N.; Lieutenant (jg) Donald W. HAMILTON, Jr. U.S.N.; Ensign Calvin S. GEORGE, U.S.N., and Ensign John H. PATTERSON, U.S.N.R. The following unwounded men are aboard: CROW, R.H., CBM; TRIPODI, B.L., BM2c; HEATH, F.E., Sealc; SOLOMON, B., Sealc; FRPICH, J., Sealc; GATEWOOD, W.R., Sealc; HALL, R.C., Sealc; PLANTE, R.P., Sealc; QUINN, W.V., Sealc; ALLEN, W.L., Sealc; SPATA, I.J., Sea2c; FULLER, R.J., Sea2c; PEEBLES, J.E., Sea2c; GLOVER, F.A., Sea2c; SMITH, W.Lee, Sea2c; SMITH, W. Lance, Sea2c; POLAND, E.R., Sea2c; CHAPMAN, R.F., GM3c; FRIDRICHSEN, A.A., GM3c; GRAY, A.H., TM1c; FERRO, J.M., TM2c; PARTCH, A.H., TM2c; RUDE, M.D., TM3c; KEENER, R.E., CM1c; WIDICK, D.E., SF3c; REYES, P., MAT1c; MC KAIG, T.O., Y3c; GRONAU, H.G., SF3c; BUCKLEY, C.L., MSmt1c; BALGOS, G.V., OC1a; VIELSO, B., OC3c; HARRIS, F.R., QM1c; SHOFNER, W., SM3c; ARMSTRONG, R.B., BMcr2c; KJOLHEDE, G.M., BMcr1c; MC GINNIS, J.D., SC3c; ADERS, F.C., SC3c; DEATRICH, R.L., CCStd(PA); ROONEY, G.W., CRM; KING, R.J., RM2c; HOWARD, O.E., RM2c; COSEY, V.J., RM2c; BRANCH, R.F., GEM; SIEGEL, J.J., EM2c; GRYMAN, G.A., F3c; JORDAN, J.A., F3c; STEPHENS, G.L., F3c; O'TYSON, D.C., F2c; SCHULER, M.N., F2c; PALERMO, U.M., F2c; MC NALL, D.A., F2c; ASHMAN, S., Flc; ANDREWS, J.B., Flc; BAUER, L.A., Flc; BAKER, U.D., Flc; FOSTER, J.W., Flc; MINNECI, C., Flc; NORRIS, J., Flc; PEARSON, R.B., Flc; PIKE, J.E., CMM; KAPPES, J.M., MM1c; FAIR, J.H., MM1c; WHITE, R.D., MM2c; SCHULER, N.F., MM2c; CARTER, D.C., MM2c; BOUDREAU, C.C., MM2c; HUNTER, R.T., MM2c; FRAYER, C.H., MM2c; TRUMBO, L.R., MM2c; SKROCH, Albert, WT1c; MATHEWS, F.C., WT1c; LA BRIE, Wm.C., WT2c; DAY, S.O., WT2c; FARLEY, L.T., WT2c; POLHEMUS, W., F3c; ROTH, Louis, Sealc. The following officers are on board (unwounded): Lieutenant Martin Mathew KOIVISTO, U.S.N., Lieutenant (jg) Arthur Leonard GUSTAFSON, U.S.N.; Ensign Philip Michael JOYCE, U.S.N.R. The following are the known wounded: GREEN, B.E., Sealc; SELMAN, W.H., Sealc; FINKHAM, A.W., Sealc; BUTLER, F.E., CMM; HASTINGS, E.W., CPM; HERIO, A.E., CTM; HALL, A.D., MM1c; PELTIER, W.N., Jr., F3c; WINIG, C.A., FC1c; TAGAVILLA, S. MAT1c, F-4-D; MC CAULLA, H.F., GM2c; GROGG, W.D., SM2c; ALCORN, V.E., SM3c; ROSMO, O., QM3c; BRANDT, T., Jr., Cox; BIRKS, W.R., Sealc; WARREN, C.L., SK3c; PINGNO, L.M., Sealc; CREEL, E.E., Jr., QM2c; SANTON, H.M., Sealc; GRISWOLD, W.H., Sealc; CLAMOR, E.P., OffStd 1c; DE FUENTES, S.L., MM1c; QUINAUX, K.E., Sealc; KENNAUGH, G.T., QM1c. The following men are missing: STRANATHAN, D.C., CMM; RICH, B.B., F3c; MAC NAUGHTON, D.M., CY; GROSVENOR, R.C., Sealc; PLATT, P.F., Sealc; TINSLEY, J., Jr., TM2c; DUKE, M.E., BM2c; DOUGA, J., WT1c; SOLLIS, M.B.F., Sealc; FLUMER, F.B., Sealc; SPURLOCK, G.H., Jr., Sealc; RANDOL, W.M., Sealc; GIONCARDI, R.J., SC3c; GEORGE, P.F., F2c.

*P.M. Joyce*  
P.M. JOYCE, Ensign D-V(G), U.S.N.R.

16 to 20

Moored as before. 1630 Received rations and water from U.S.S. WHIPFORWILL. 1730 U.S.S. WHIPFORWILL got underway from alongside. 1730 Lt. Comdr. E.H. KEITH was transferred to Naval Hospital; Lieut. M.M. KOIVISTO, U.S.N. assumed command.

*P.M. Joyce*  
P.M. JOYCE, Ensign, D-V(G), U.S.N.R.

20 to 24

Moored as before.

*P.M. Joyce*  
P.M. JOYCE, Ensign, D-V(G), U.S.N.R.

*M.M. Koivisto*  
M.M. KOIVISTO  
Lieutenant, U.S.N., Commanding.

Examined:

*M.M. Koivisto*  
M.M. KOIVISTO  
Lieutenant, U.S.N., Navigator.

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UNITED STATES SHIP PEARY (DD226)Thursday 11th December 1941  
(Day) (Date) (Month)

ZONE DESCRIPTION \_\_\_\_\_

REMARKS  
\_\_\_\_\_

0 to 4

Moored to Buoy, Canacao Bay, P.I. Made repairs to ship and prepared engineering plant for use. Various units of U.S. Asiatic Fleet present.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

4 to 8

Moored as before.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

8 to 12

Moored as before. 1035 Lieut. John M. Bermingham, U.S.N. reported on board in accordance with Commander in Chief, Asiatic Fleet orders dated December 11, 1941, and assumed command of the U.S.S. PEARY.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

12 to 16

Moored as before.

*A.L. Gustafson*

A.L. GUSTAFSON, Lieutenant (jg), U.S.N.

16 to 20

Moored as before. 1700 U.S.S. QUAIL moored alongside to starboard and commenced furnishing steam. Lighted fires under boiler number 3. 1800 Commenced furnishing own power.

*A.L. Gustafson*

A.L. GUSTAFSON, Lieutenant(jg), U.S.N.

20 to 24

Moored as before.

*A.L. Gustafson*

A.L. GUSTAFSON, Lieutenant (jg), U.S.N.

Approved:

*J.M. Bermingham*  
J.M. BERMINGHAM,  
Lieutenant, U.S. Navy,  
Commanding.

Examined:

*M.M. Koivisto*  
M.M. KOIVISTO  
Lieutenant, U.S.N., Navigator.

UNITED STATES SHIP PEARY (DD226)

Thursday 25th December 1941  
(Day) (Date) (Month)

ZONE DESCRIPTION Minus 9

REMARKS

0 to 4.

Moored to buoy No.4, Manila Harbor; engines on standby status; boilers #3 and #4 in use.

*A.L. Gustafson*

A.L. GUSTAFSON, Lieutenant(jg), U.S.N.

4 to 8. Moored as before. 0555 Underway on various courses and speeds proceeding to Sangley Point. 0655 Moored starboard side to Berth A, Sangley Point. 0700 Commenced fueling.

*A.L. Gustafson*

A.L. GUSTAFSON, Lieutenant (jg), U.S.N.

8 to 12.

Moored as before. 0800 Mustered crew on stations; absentees none. 0835 Completed fueling ship. Indefinite number of officers and men embarked for passage to Corregidor. 0840 Underway on various courses and speeds standing out of Canacao Bay, and proceeding to Corregidor. 1005 Laying to off Corregidor; disembarked passengers.

*A.L. Gustafson*

A.L. GUSTAFSON, Lieutenant (jg), U.S.N.

12 to 16.

Laying to off Corregidor as before. 1227 Air alarm. 1310 All clear. 1330 Air alarm. 1520 All clear.

*P.M. Joyce*

P.M. JOYCE, Ensign, D-V(G), U.S.N.R.

16 to 20.

Laying to off Corregidor as before. 1616 Underway on various courses and speeds proceeding to Sangley Point. 1751 Moored starboard side to Berth A, Sangley Point; engines on standby status. 1755 Commenced fueling. 1853 completed fueling. 1857 Underway on various courses and speeds standing out of Canacao Bay proceeding to Manila Harbor.

*P.M. Joyce*

P.M. JOYCE, Ensign, D-V(G), U.S.N.R.

20 to 24.

Steaming as before on various courses and speeds, standard speed 15 knots proceeding to Manila Harbor. 2005 Moored to Buoy No. 4, Manila Harbor; placed engines on standby status. 2300 Observed Sangley Point, N.A.D. Cavite, and Naval Hospital Canacao set off by demolition bombs. Received the following men aboard for duty from the Sixteenth Naval District: BRONSON, Clarence E., MM2c., U.S.N., DAVIS, Arthur W., 321-66-38, Sealc., U.S.N., RODGERS, Curtis, Sealc., U.S.N., KIRKBRIDE, L.E., Sea2c., U.S.N., BARNETT, Robert Whitaker EM3c., U.S.N.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

Approved:

*J.M. Birmingham*  
J.M. BIRMINGHAM,  
Lieutenant, U.S.Navy,  
Commanding.

Examined:

*M.M. Koivisto*  
for W.J. CATLETT, Jr.,  
Lieutenant,

U. S. N., Navigator.

UNITED STATES SHIP FEARY (DD226)Friday  
(Day)26th December  
(Date) (Month)

1941

ZONE DESCRIPTION Minus 9

## REMARKS

0 to 4.

Moored to budy No. 4, Manila Harbor, P.I. Boilers #1 and #2 in use; engines on standby status.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

4 to 8.

Moored as before. 0545 Underway on various courses and speeds, standard speed 15 knots, standing out of Manila Harbor enroute to Corregidor. 0600 Steadied on course 252° p.s.e., gyro out of order. 0755 Changed course to 232° p.s.c.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

8 to 12.

Steaming as before on course 232° p.s.c., speed 15 knots. 0800 Mustered crew on stations; absentees none. 0807 Stopped off Corregidor Island. 0815 Underway on various courses and speeds off Corregidor Island. 1010 Air Alarm. Five flights of enemy planes active over Mariveles, Manila Bay Area.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

12 to 18.

Underway as before off Corregidor. 1300 attacked by six flights of enemy high level bombers, nine (9) planes in each flight. The planes were at an altitude of about 10,000 or 12,000 feet. Upon the conclusion of one attack, the succeeding attack was started. Abrupt changes of speed and course were used to avoid the bombs. Visibility was very poor, especially in the direction of the sun. The fire of the .50 caliber and .30 caliber machine guns was ineffective due to the altitude of the planes. The bombing was fairly accurate, some of the bombs falling as close as twenty (20) yards from the bow and stern. 1430 Attacks ceased and ship was headed toward anchorage off Corregidor. There were no personnel casualties. The main steam line in the steering engine room and the radio antenna was out by bomb fragments.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

18 to 20.

Underway as before off Corregidor. 1808 Air Alarm. 1830 All clear. Received the following passengers on board (no written orders), from the staff of the Commander in Chief, U.S. Asiatic Fleet: GILLILAND, J.D., Ensign D-V(G), U.S.N.R.; HIRST, W.B., Jr., Ensign C-V(S), U.S.N.R.; BOAZ, Harold B., 336-78-58, CY(AA), U.S.N.; KING, Cecil S., 359-83-71, Ylc., U.S.N.; CAPPS, Elton, 380-52-31, RMLc., U.S.N.; DOE, Harold O., 237-46-29, RMLc., U.S.N.; STEVENSON, Paul M., 243-34-43, RMLc., U.S.N.; CORKERN, Willis O., 274-31-35, RM2c., U.S.N.; and SHIELDS, Taylor J., RM2c., U.S.N.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

20 to 24.

Underway as before off Corregidor. 2015 On various courses and speeds entering mine field. 2100 Cleared mine field and steadied on course 220°T. & p.s.c., speed 20 knots; took departure from Manila with the verbal permission of the Commandant 16th Naval District, proceeding south. 2113 Changed course to 170°T; increased slowly to 30 knots. 2141 Passed Fortune Island abeam to starboard, distant 2 miles; changed course to 190°T and p.s.c. 2233 With Golo Island abeam to starboard changed course to 246°T and p.s.c. 2300 Changed course to 241°T and p.s.c. 2307 With Cape Calavite bearing 090, distant 3.2 miles, set course 150°T, speed 30 knots.

*M.M. Koivisto*  
for W.J. CATLETT, Jr., Lieutenant, U.S.N.

Approved:

*J.M. Bermingham*  
J.M. BERMINGHAM,  
Lieutenant, U.S. Navy,  
Commanding.

Examined:

*M.M. Koivisto*  
for W.J. CATLETT, Jr.,  
Lieutenant,

U. S. N., Navigator.

UNITED STATES SHIP PEARY (DD226)Saturday 27th December, 1941  
(Day) (Date) (Month)ZONE DESCRIPTION Minus 9

## REMARKS

0 to 4.

Steaming as before on course 150°T, 147° p.s.c., speed 30 knots; Boilers 1, 2, 3, and 4 in use. 0106 Passed Apo Island light abeam to starboard, distant 15.5 miles. 0230 Passed Ambulang Island, Mindoro, abeam to port, distant 5 miles; changed course to 154°T, 151° p.s.c.

*W.J. Catlett, Jr.*  
W.J. CATLETT, Jr., Lieutenant, U.S.N.

4 to 8

Steaming as before on course 154°T, 151° p.s.c., speed 30 knots. 0647 With Nogas Island, Panay, abeam to port, distant 5 miles, changed course to 130°T, 127° p.s.c. 0725 Slowed to 20 knots.

*W.J. Catlett, Jr.*  
W.J. CATLETT, Jr., Lieutenant, U.S.N.

8 to 12.

Steaming as before on course 130°T, 127° p.s.c., speed 20 knots. 0800 Mustered crew at General Quarters Stations; absentees none. 0805 Went ahead to 25 knots. 0850 on various courses and speeds coasting off southwest coast of Negros. 1000 Entered Campomanes Bay, Negros. 1020 Sighted flight of five (5) enemy patrol planes headed north west, stood out of Campomanes Bay on various courses and speeds coasting southward. 1155 Laying to in 10 fathoms Cove north of Doog Point, South West Negros, P.I.

*W.J. Catlett, Jr.*  
W.J. CATLETT, Jr., Lieutenant, U.S.N.

12 to 16.

Laying to in Cove north of Doog Point, West Negros, P.I. 1440 Observed flight of five (5) enemy planes moving south east, over mountains, in clouds, light rain falling.

*W.J. Catlett, Jr.*  
W.J. CATLETT, Jr., Lieutenant, U.S.N.

16 to 20.

Laying to in Cove as before. 1806 Departed Doog Point, West Negros, on course 198°T, 195° p.s.c., speed 22 knots for Bosilais Strait.

*W.J. Catlett, Jr.*  
W.J. CATLETT, Jr., Lieutenant, U.S.N.

20 to 24.

Steaming as before on course 198°T, 195° p.s.c., at 22 knots. 2347 With Batorampan Point abeam to port, distant 8 miles, changed course to 190°T, 187° p.s.c.

*W.J. Catlett, Jr.*  
W.J. CATLETT, Jr., Lieutenant, U.S.N.

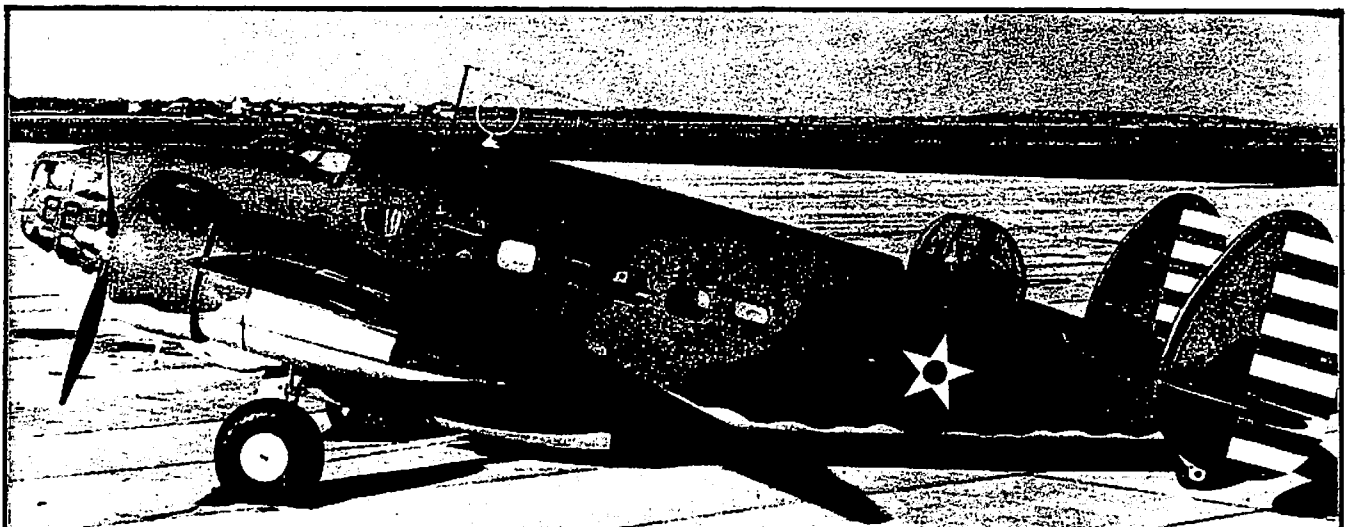
Approved:

*John Bermingham*  
J.M. BERMINGHAM,  
Lieutenant, U.S. Navy  
Commanding.

Examined:

*W.J. Catlett, Jr.*  
W.J. CATLETT, Jr.,  
Lieutenant,

U. S. N., Navigator.



**PBO-1 of VP-82**

*National Archives*

Three of these Lockheed 'Hudson' patrol bombers of Australia's air force mistook Peary for a Japanese light cruiser and attacked her when she was off the Bangka Straits on December 28, 1941. Their attacks caused minor damage, described in the ship's deck log, and personnel casualties: 1 killed, 2 wounded. Characteristics of Australia's early-model Hudsons (Mark IV's): twin 1,050-hp Pratt & Whitney Wasp engines, maximum speed 260 mph, range 1,800 miles, wingspan 65'6", length 44'4". Armament consisted of four .303-cal. machine guns, 2 fixed in the nose and 2 in the rear power turret, and 1,000 lbs. of bombs.

UNITED STATES SHIP PEARY (DD226)Sunday 28th December 1941  
(Day) (Date) (Month)ZONE DESCRIPTION MINUS 9

## REMARKS

0 to 4.

Steaming on course 190°T., 187° p.s.c., at speed 22 knots; Boilers #1 and #2 in use. 0046 With South tangent Baluk Baluk Island abeam changed course to 180°T., 178° p.s.c. 0050 Sibakel Island abeam to port reported as enemy heavy cruiser. 0126 With East Bolod Island bearing 241°T., distant 9.5 miles, changed course to 120°T., 0200 With South tangent Tatalan Island bearing 270°T., distant 3 miles, took departure for Banka Strait, course 145°T., 141° p.s.c.

*M. McKivisto*  
for W.J. CATLETT, Jr., Lieutenant, U.S.N.

4 to 8.

Steaming as before on course 145°T., 141° p.s.c., speed 22 knots. 0600 Slowed to 18 knots.

*M. McKivisto*  
for W.J. CATLETT, Jr., Lieutenant, U.S.N.

8 to 12.

Steaming as before on course 145°T., 141° p.s.c., speed 18 knots. 0800 Mustered crew at General Quarters Stations; absentees none. 0810 Changed course to 185°T., 181° p.s.c. Went ahead to 25 knots. 0823 Changed course to 195°T., 191° p.s.c. Sighted patrol plane on port beam. 0832 Changed course to 165°T., 161° p.s.c. 0844 Changed course to 155°T., 151° p.s.c. 0855 Changed course to 180°T., 178° p.s.c. 0857 Changed course to 155°T., 151° p.s.c. 0905 Sighted PBY on starboard beam. 0906-0953 Zigzagging slowly, base course 155°T.

*M. McKivisto*  
for W.J. CATLETT, Jr., Lieutenant, U.S.N.

12 to 16.

Steaming as before on course 155°T., 151° p.s.c., at 25 knots. 1200 Changed course to 180°T and p.g.c., 178° p.s.c. 1320 Sighted Celebes Island bearing 150°T. 1332 Slowed to 18 knots. 1420 Three (3) additional enemy patrol planes joined up with the shadowing plane previously sighted during morning. Ship was attacked by each in succession for the ensuing two (2) hours. Each plane dropped two (2) bombs estimated at 500 pounds each. There was no apparent explosion as bombs hit water. Ship was maneuvered during attacks by speed and course changes. All the enemy planes at one time or another broke off the attack during the approach to make another. The .50 and .30 caliber machine guns of the PEARY were kept firing during each attack. A few hits were observed on the planes but were apparently ineffective. After two attacks by each plane but one, a twin engine single wing torpedo plane was observed making an approach and attack on the port bow at an altitude of fifty (50) feet and dropped two (2) torpedoes about 500 yards away. The ship was backed on the starboard engine and the torpedoes missed ahead. About ten (10) seconds later, a second torpedo plane was sighted making an attack on the port quarter, which dropped torpedoes from the same height and distance as the first. The stern was swung clear and the torpedoes passed along the starboard side about ten (10) yards off the ship. During the torpedo attacks, one of the four heavy bombers approached from astern. Emergency full ahead was rung up and the bombs dropped 100 yards astern. The torpedo planes fired strafing bursts which struck the stacks as they passed over but the planes were driven off by the .50 and .30 caliber machine guns.

*M. McKivisto*  
for W.J. CATLETT, Jr., Lieutenant, U.S.N.

16 to 20.

Steaming as before during air attack. 1620 Attacking planes withdrew in a northeasterly direction. There were no personnel or material casualties except for the machine gun holes in the stacks. 1645 Made landfall off Amurog Bay, went ahead at 22 knots on 060° p.s.c., gyro not functioning. 1743 entered pass between Bunakeng Island and Tango Pisok, Celebes Island. 1800, Off Kina, three Lockheed Hudson planes were sighted approaching from astern. One passed ahead and crossed ship's course from starboard to port. The challenge was made on ship's signal searchlight but the planes did not reply. The markings were observed to be British. One of the planes astern approached in a glide bombing attack. The anti-aircraft guns were brought to bear on plane and ship was maneuvered radically. The bomb landed 100 yards from port beam. As the ship heeled to hard rudder, GREEN, Billy E., 316-69-12, Sealc., U.S.N., lost his balance at No. 4 .50 caliber machine gun and fell overboard. When last seen was swimming with a life jacket on.

Approved:

*J. M. Bermingham*  
J. M. BERMINGHAM,  
Lieutenant, U.S. Navy,  
Commanding.

Examined:

*M. McKivisto*  
for W.J. CATLETT, Jr.,  
Lieutenant,

U. S. N., Navigator.

## ADDITIONAL SHEET

U. S. S. PEARY (DD226)

Date December 28, 1941.

16 to 20 (Continued).

toward Bunakeng Island, about one (1) mile away. No attempt at rescue was made due to continued attacks. Each plane made two glide attacks with a single 250 pound shrapnel bomb each time. All missed except the last which dropped about ten (10) yards off port propellor guard. There were three personnel casualties. QUINAUX, Kenneth E., 250-37-84, Sealc., U.S.N., was instantly killed by shrapnel on the fire control platform. RODGERS, M.B., SM3c., U.S.N., was wounded in left heel by bomb splinter. DOE, H.D., 131-46-29, RMLc., U.S.N., suffered a cut beside right eye. Material damage was as follows: Shell plating port side after engine room pierced by a large piece of shrapnel; about twenty (20) pieces of varying sizes pierced shell plating steering engine room, port side; wheel ropes of bridge steering control severed; wheel ropes to after steering control cut but not severed; one (1) 4" cartridge was pierced, set afire, and disposed of overboard; three (3) depth charges were pierced and thrown overboard; other pieces of shrapnel caused minor material damage elsewhere such as to wiring, piping, and after deck house structure. 1940 attacking planes withdrew and ship proceeded through Banka Straits. 1940 With Lembah Island bearing 225°T., distant 4 miles, took departure for Manipa Strait; course 160°T, speed 22 knots on port engine, starboard engine being disabled during attack; steering from after steering station due to severed wheel ropes to bridge steering control.

*M M Koviato*  
for W.J. CATLETT, Jr., Lieutenant, U.S.N.

20 to 24.

Steaming as before on course 160°T, speed 22 knots. 2000 Stopped on various courses and speeds off Kema, Celebes Island. 2305 With Lembah south channel bearing 340°, distant 10 miles, took departure for Daginga Bay, Halmahera Island. Course 102°T., speed 22 knots on port engine.

*M M Koviato*  
for W.J. CATLETT, Jr., Lieutenant, U.S.N.

Approved:

*John L. Birmingham*  
J.M. BIRMINGHAM,  
Lieutenant, U.S. Navy,  
Commanding.

Examined:

*M M Koviato*  
for W.J. CATLETT, Jr.,  
Lieutenant, U. S. N., Navigator.



UNITED STATES SHIP PEARY (DD226)Monday  
(Day)29th December  
(Date) (Month)

1941

ZONE DESCRIPTION Minus 9

## REMARKS


0 to 4.

Steaming as before on course 102°T., speed 22 knots on port engine. Boilers 1, 2, 3, and 4 in use. 0105 With Tifore Island abeam to starboard, distant 9 miles, changed course to 109° T, and took departure for Maitara Island. 0315 Sighted Maitara Island bearing 098°T. On various courses and speeds entering channel between Maitara and Tifore Islands from south. Navigator conning; Port engine only in use; Captain steering by Trick Wheel from after deck house.

  
W.J. CATLETT, Jr., Lieutenant, U.S.N.

4 to 8.

Piloting as before in Maitara - Tifore Channell. 0500 Anchored and moored to two palm trees north east beach of Maitara Island in Latitude N 00-45'; Longitude 127°-22' East. Secured main engines, all sea details and watches secured; Camouflaged ship, stationed beach guard on ship and established Camp Peary.

  
W.J. CATLETT, Jr., Lieutenant, U.S.N.

8 to 12.

Moored as before. 0800 Mustered crew at quarters; absentees none. 0900 Captain and Assistant Resident Ternate exchanged calls.

  
W.J. CATLETT, Jr., Lieutenant, U.S.N.

12 to 16.

Moored as before.

  
W.J. CATLETT, Jr., Lieutenant, U.S.N.

16 to 20.

Moored as before. 1700 VP Planes 27 and 7 landed. Commanding Officer made report to Commander Patrol Wing 10. 2000 Held burial at sea for QUINAUX, Kenneth Eugene 250-57-84, Sealco., U.S.N.


  
W.J. CATLETT, Jr., Lieutenant, U.S.N.

20 to 24.

Moored as before.

  
W. J. CATLETT, Jr., Lieutenant, U.S.N.

Approved:

  
J.M. BIRMINGHAM,  
Lieutenant, U.S. Navy,  
Commanding.

Examined:

  
W.J. CATLETT, Jr.,  
Lieutenant,

U. S. N., Navigator.

# LIST OF OFFICERS

Attached to and on board of the U. S. S. PEARY (DD226), commanded  
Lieut-Comdr H.H. KEITH, and  
by Lieutenant J.M. BERMINGHAM, U. S. N., during the period covered by this Log Book, with date of  
reporting for duty, detachment, transfer, or death, from December 1, 1941, to December 31, 1941

NAME	RANK	DATE OF REPORT- ING FOR DUTY.	DETACHED.	DUTIES
			DATE	
H.H. KEITH,	Lieut-Comdr	12-31-40	12-10-41	Commanding
J.M. BERMINGHAM,	Lieutenant	12-11-41		Commanding
A.E. GATES, Jr.,	Lieutenant	2-1-41	KILLED 12-10-41	Executive, Navigator, Damage Control, Landing Force.
M.M. KOIVISTO,	Lieutenant	8-28-41		Executive, Navigator, Damage Control, Landing Force, 1st Lieut., Education.
W.J. CATLETT, Jr.,	Lieutenant	12-18-41		Navigator, Communication.
A.L. GUSTAFSON,	Lieutenant (jg)	9-3-39		Engineer, Ass't Damage Control, Ship's Service, Swimming, Baseball, Softball.
D.W. HAMILTON, Jr.,	Lieut(jg)	8-28-41	12-10-41	Ass't Engineer, Stores Officer, Ass't Education, Boxing.
R.L.R. JOHNSON,	Ens., D-V(G), USNR	12-19-41		Engineering, Stores Officer.
J.H. PATTERSON,	Ens., D-V(G), USNR	4-13-41	12-10-41	Communication, Ass't Intelligence
W.B. HIRST, Jr.,	Ens., C-V(S), USNR	12-26-41		Ass't Communication
C.S. GEORGE, Jr.,	Ensign	7-31-41	12-10-41	Gunnery, Sailing, Ass't Damage Control, Rowing, Commissary.
P.M. JOYCE,	Ens., D-V(G), USNR	8-10-41		Ass't Gunnery Ass't Communication Commissary.

Examined and found to be correct.

*J.M. Bermingham*  
J.M. BERMINGHAM,  
Lieut., U.S.N., Comdg.

*M.M. Koivisto*  
M.M. KOIVISTO,  
Lieutenant, U.S.N.,

*Navigator.*

U.S.S. Peary (DD-226)

Muster Roll of the Crew 12/7/41<sup>1</sup> Showing casualties  
From the Air Attacks On 12/10 and 12/28/41

ADERS, Frederick C.	337-16-35	SC3c
*ALCORN, Vernon E.	393-29-35	SM3c
ALLEN, Willie L.	360-09-59	S1c
ANDREWS, John Blake	368-45-70	F1c
ARMSTRONG, Robert Benton	342-04-47	Bmkr2c
ASHMAN, Stanley	223-44-41	F1c
BAKER, Delmer Eugene	321-35-78	F1c
BALGOS, Gerardo V.	110-29-08	OC1c
BANCROFT, William Emerson	410-52-61	F1c
BARNETT, George Edward	291-54-43	F1c
BAUER, Lee Anthony	299-98-06	F1c
BEARD, James D.	321-33-19	F1c
R *BERIO, Alfred E.	206-85-64	CTM
*BIRKS, William Roger	223-40-39	S1c
BOUDREAUX, Charles Camille	274-24-41	MM2c
BRANCH, Raymond F.	212-15-03	CEM
**BRANDT, Theodore, Jr.	299-86-74	Cox
BUCKLEY, Claude Lionel	204-14-87	Msmth1c
*BUTLER, Francis Edward	310-88-89	CMM
CARTER, Cyrus David	234-09-48	MM2c
CHAPMAN, Robert Fred	268-20-40	QM3c
**CLAMOR, Epifanio	121-39-80	OS1c
COSEY, Victor J.	223-47-41	RM3c
*CREEL, Edwin Earle, Jr.	356-04-65	QM2c
CROW, Richard H.	346-27-47	CBM
**DAUGA, John	273-98-57	WT1c
DAY, Shirley Otis	368-41-93	WT2c
DEATRICH, Ray Luther	243-20-36	CCStd
**DeFUENTES, Stanley Joseph	274-17-48	MM1c
DUKE, Melvin Edward	359-78-14	BM1c
FAIR, James Hammond	268-07-01	MM1c
FARLEY, Lawrence T.	258-02-41	WT2c
FERO, John M.	346-54-81	TM2c
*FOSMO, Olaf	385-81-35	QM3c
FOSTER, Jack W.	368-46-34	F1c
FOURNET, George J., Jr.	360-22-39	S2c
FRAYER, Chester Henry	359-88-20	MM2c
*FRIEDRICHSEN, Albert A.	320-61-28	GM3c
FRYMAN, Glenn A.	279-71-84	F3c
FULLER, Ralph J.	321-31-85	S2c
**GASHAW, James "K"	262-66-32	S1c
*GATEWOOD, William R.	337-36-36	S1c
**GEORGE, Paul Frederick	381-33-70	F2c
**GEORGE, Roy Patrick	385-85-45	S1c
**GIONCARDI, Ralph Joseph	201-58-39	SC3c
GLOVER, Frank Adrian	274-47-08	S2c
GLOVER, William L., Jr.	274-47-11	S2c
GRAY, Augustus Henderson	268-06-69	TM1c
R *GREEN, Billy Eugene	316-69-12	Y3c



	GRIFFIN, Ralph	311-51-72	S2c
R	*GRISWOLD, Warren H.	381-36-44	S1c
R	*GROGG, William Devon	291-55-15	SM2c
	GRONAU, Harold G.	321-35-01	SF3c
**	GROSVENOR, Reginald C.	316-09-07	S1c
	*HALL, Alonzo D.	206-97-23	MM1c
	HALL, Roland Clark, Jr.	311-47-68	S1c
	HARRIS, Franklin Rosecrans	282-92-05	QM1c
	*HASTINGS, Edward Warren	171-29-00	CPhM
	HEATH, Forrest E.	320-64-84	S1c
**	HINTON, Carson Jinks	287-25-31	Cox
	HOWARD, Otis Edgar, Jr.	355-96-60	RM2c
	HUNTER, Robert Thomas	291-59-37	MM2c
	JORDAN, Joe A.	295-54-80	F3c
	KAPPES, Joseph Michael	214-75-74	MM1c
	KEENER, Russell Eldon	393-13-07	CM1c
	*KENNAUGH, Gilbert Thomas	385-54-75	GM1c
**	KERR, James Howard	385-66-21	QM1c
	KING, Robert J.	360-00-63	RM2c
	KJOLHEDO, Gerhart Marvin	320-88-32	Bmkr1c
	LA BRIE, William Charles	223-35-19	WT2c
**	LEWIS, Clifford Alton	256-32-54	Cox
**	MacNAUGHTON, Donald M.	371-71-80	CY
	MATHEWS, Forest Cortian	371-65-85	WT1c
	*McALPIN, Clavis William	355-98-10	QM2c
	*McCAULLA, Henry Ford	274-34-02	GM2c
	McGINNIS, Jackson Deloney	262-44-93	SC3c
	McKAIG, Thomas O.	223-62-29	Y3c
	McNALL, Donald A.	368-51-30	F2c
	MINNECI, Charles	238-61-48	F1c
	NORRIS, Jack	287-33-36	F2c
	O'TYSON, Donald Clayton	385-84-40	F2c
	PALERMO, James William	223-88-16	F2c
	PARTCH, Ambrose H.	393-25-29	TM2c
	PEARSON, Raymond Bertis	207-23-79	F1c
	PEEBLES, Jesse E.	268-42-94	S2c
R	*PELTIER, William Nelson, Jr.	223-74-55	F3c
	PIKE, James E.	371-68-53	GMM
	*PINGNO, Luke Marino	274-48-51	S1c
	*PINKHAM, Arthur W.	375-91-59	S1c
	PLANTE, Roland P.	212-60-49	S1c
**	PLATT, Paul Franklin	300-02-57	S1c
	PLUMMER, Frederick Brooks	295-69-60	S1c
	POLAND, Eugene Richard	283-38-63	S2c
	POLHEMUS, Willis	223-84-32	F3c
	PRPICH, John	300-18-16	S1c
B	**QUINAUX, Kenneth Eugene	250-57-84	S1c
	QUINN, William V.	346-79-56	S1c
**	RANDOL, Mack Warren	337-41-90	S1c
	REYES, Pedro	497-89-52	Matt1c
	RICH, Benjamin Butler	376-02-34	F3c
	ROONEY, George W.	328-07-21	CEM



ROSSITER, Paul James	393-39-42	S1c
ROTH, Louis	283-33-19	S1c
RUDE, Milton Darwin	299-89-68	TM3c
**RUSSO, Albert	201-79-05	S1c
RUTTER, V. D.	No record	S2c
**SANTON, Howard Marshall	212-54-31	S1c
SCHULER, Max Newton	256-35-00	F2c
SCHULER, Norman Frank	341-71-37	MM2c
*SELMAN, William A.	339-11-67	S1c
SHOFNER, Walter	346-27-89	SM3c
SIEGEL, John J., Jr.	385-67-10	EM2c
SKROCH, Albert	238-19-59	WT1c
SMITH, William Lance	360-24-55	S2c
SMITH, William Lee	356-46-33	S2c
**SOLLIS, Milton Bernell F.	337-52-35	S2c
SOLOMAN, Bertram	376-13-95	S1c
SPATA, John Justin	395-40-32	S2c
SPURLOCK, Gid Howard, Jr.	360-36-44	S2c
STEPHENS, George L.	356-23-44	F3c
**STRANATHAN, Dale C.	316-26-66	GMM
*TAGAVILLA, Sixto	435-01-50	Matt1c
**THROCKMORTON, Lester Lee	372-11-95	FC3c
<u>R</u> *TINSLEY, John, Jr.	380-78-02	TM2c
**TODD, Cecil Leon	356-23-58	SK3c
TRIPODI, Benjamin L.	223-49-59	BM2c
TRUMBO, Leland R.	341-99-44	MM2c
VIELGO, Benancio	497-83-40	OC3c
*WARREN, Clifton Lee	337-10-82	SK3c
WHITE, Robert Doyle	268-34-15	MM2c
WIDICK, Dallis E.	316-65-31	SF3c
WILSON, John Louis	279-50-24	MM2c
*WINIGM Charles Anthony	238-46-48	FC1c

\* \* \* \* \*

Officer Casualties: LT Albert F. Gates, Jr., USN\*\*  
 LTJG Calvin S. George, USN\*  
 LTJG Donald W. Hamilton, Jr., USN\*\*  
 LCDR Harry H. Keith, USN\*  
 ENS John M. Patterson, USNR\*

\* \* \* \* \*

Notes:

1 Source: The ship's personnel diary (quarterly muster rolls and Report Of Changes sheets) on microfilm at Archives II, College Park, Maryland

R Became a P.O.W. and was repatriated after the war.

B QUINAUX, Kenneth E., was killed during the air attack on 12/28/28 and buried at sea (see the deck log for 12/29/41).



Notes: (continued)

\* Wounded during the air attack on 12/10/41 according to either the ship's deck log or a machine-generated list of casualties at Archives II prepared by BuPers after the war (the 'Battle Books') showing casualties by battle/campaign by ship. GREEN, Billy Eugene, Y3c, shown as wounded on 12/10/41, was blown overboard when the ship was mistaken for a Japanese light cruiser and attacked by Australian aircraft on 12/28/41 but survived the war as a P.O.W. Two men wounded during the same attack were not crewmembers on 12/7/41:

DOE, Harold O, RM1c, was one of the 38 replacements who reported on board 12/12-25/41.

RODGERS, Marlen B., SM2c, was a passenger; one of the nine (2 officer, 7 enlisted) received on board from the staff of Admiral Thomas C. Hart, Commander in Chief, United States Asiatic Fleet, as the ship departed from Corregidor on 12/26/41. Admiral Hart with the rest of his staff were evacuated, also on 12/26, aboard the submarine USS Shark (SS-174) and taken to Java.

\*\* Killed according to the machine-generated list of casualties (see above) either:

1. When the ship was attacked.
2. As the result of wounds received from an attack.
3. When officially declared dead after being missing for a year and a day.

LTjg Donald W. Hamilton, Jr., USN, reported wounded and hospitalized after the attack on 12/10/41, is shown as being killed because he is listed in the U.S. Naval Academy's Register of Alumni, 1996 Edition, as "K.I.A. 2/3/45, Fukuoka P.O.W. Camp."

Summary of Casualties:

	<u>Killed</u>	<u>Wounded</u>	<u>Not Wounded</u>	<u>Complement on 12/7/41</u>
Officer	<u>2</u>	<u>3</u>	<u>7</u>	<u>12</u>
Enlisted	<u>22</u>	<u>24</u>	<u>87</u>	<u>133</u>
TOTALS	<u>24</u>	<u>27</u>	<u>94</u>	<u>145</u>

E. A. Wilde, Jr.  
January, 2007

USS Peary (DD-226) in World War II

Repatriated Crewmembers

Correspondence in the Casualty Assistance Branch 1941-1945 file for the ship at Archives II (Record Group 24) documents the repatriation of the following Peary crewmembers. They were all wounded on 12/10/41 and were probably still in a hospital when Manila was captured later in the month.

			Letter Dated
BERIO, Alfred Edward	206-84-64	CTM	09/28/45
GRISWOLD, Warren Hastings	381-36-44	S1c	09/25/45
GROGG, Willia Devon	291-55-15	SM2c	09/25/45
PELTIER, William Nelson	223-74-55	F3c	10/04/45
TINSLEY, John, Jr.	380-78-02	TM2c	09/25/45

\* \* \* \* \*

GREEN, Billy Eugene	316-69-12	Y3c	- - -
---------------------	-----------	-----	-------

This crewmember was blown overboard by a near miss while manning a .50-cal. machine gun on the galley deckhouse during the air attack on 12/28/41 (see the deck log entry for the 1600-2000 watch). I know from talking to him in 1999 that he was picked up by a fisherman and then spent the entire war as a P.O.W. He stated that he had worked at a mine in Japan, but he did not disclose any other details.

Since I did not find any documentation on his repatriation I must add that my list may not be complete.

E. A. Wilde, Jr.  
October, 2006

## LIST OF OFFICERS

Attached to and on board of the U. S. S. PRARY (DD226), commanded  
by Lieut-Comdr J. M. BERMINGHAM, U. S. N., during the period covered by this Log Book, with date of  
reporting for duty, detachment, transfer, or death, from January 1, 19 42 to January 31, 19 42

[illegible]

Examined and found to be correct.

J. M. BIRMINGHAM,  
Lieut. Comdr., U.S.N., Comdg.

M.M. KOIVISTO,  
Lieutenant, U.S.N.

**Notar Publico,**



UNITED STATES SHIP PEARY (DD226) Saturday 3 January 1942  
(Day) (Date) (Month)

ZONE DESCRIPTION Minus 9

# REMARKS

0 to 4.

Anchored in Clarence Strait in 19 fathoms of water with 60 fathoms of chain out to starboard anchor; No. 1 and 2 boilers in use; Ship in condition Two.

*M. M. Kouristo*  
for W.J. CATLETT, Jr., Lieutenant, U.S.N.

4 to 8.

Anchored as before. 0500 All departments made preparations for getting underway. 0548 Underway on various courses and speeds entering Port Darwin. 0755 Passed through barrier.

*M. M. Kouristo*  
for W.J. CATLETT, Jr., Lieutenant, U.S.N.

8 to 12.

Steaming as before, entering Port Darwin. 0800 Mustered crew at quarters; absentees none. 0820 Anchored off Jetty Pier in Port Darwin. 0900 Underway. 0928 Anchored in Berth F-3 Port Darwin, in 5 fathoms of water with 15 fathoms of chain out to starboard anchor. 0930 Secured main engines. #3 boiler steaming for auxiliary purposes. 1000 Set clocks ahead to Minus 10<sup>h</sup> 30<sup>m</sup> time.

*M. M. Kouristo*  
for W.J. CATLETT, Jr., Lieutenant, U.S.N.

12 to 16.

Anchored as before.

*A. L. Gustafson*  
A.L. GUSTAFSON, Lieutenant (jg), U.S.N.

16 to 20.

Anchored as before.

*A. L. Gustafson*  
A.L. GUSTAFSON, Lieutenant (jg), U.S.N.

20 to 24.

Anchored as before. 2030 In accordance with Commanding Officer's orders of January 3, 1942, the following named officers and men were transferred to the U.S.S. LANGLEY: Ensign J.D. GILLILAND, D-V(G), U.S.N.R., BOA2; Harold B., 336-78-58, CY(AA), U.S.N., KING, Cecil S., 359-83-71, Ylc., U.S.N., CAPPS, Elton, 380-52-31, RMlc., U.S.N.; DOE, Harold B., 131-46-59, RMlc., U.S.N., STEVENSON, Paul M., 243-34-43, RMlc., U.S.N., CORKERN, Willis D., 274-31-35, RMlc., U.S.N., and SHIELDS, Taylor J., RM2c., U.S.N.

*A. L. Gustafson*  
A.L. GUSTAFSON, Lieutenant (jg), U.S.N.

Approved:

*J. M. Birmingham*  
J. M. BIRMINGHAM,  
Lieutenant, U.S. Navy,  
Commanding.

Examined:

*M. M. Kouristo*  
for W.J. CATLETT, Jr.,  
Lieutenant,

U. S. N., Navigator.

UNITED STATES SHIP FEARY (DD226)

Tuesday 6 January

19 42

(Day)

(Date)

(Month)

ZONE DESCRIPTION Minus 10 1/2

## REMARKS

0 to 4.

Anchored in berth F-3, Port Darwin, Australia, in 6 fathoms of water with 30 fathoms of chain to starboard anchor. Boiler #3 in use for auxiliary purposes. SOPA in U.S.S. BOISE. Various units of U.S. Asiatic Fleet and Royal Australian Navy present.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

4 to 8.

Anchored as before.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

8 to 12.

Anchored as before. 0800 Held quarters for muster; no absentees. KIRKBRIDE, L.E., Sealb., U.S.N., was transferred to U.S.S. OTUS for duty. Made daily inspection of magazines; conditions normal. In accordance with AlNav 4 the following officers were promoted to ranks indicated: Lieutenant J.M. BIRMINGHAM, U.S.N., to Lieutenant Commander, U.S.N.; Lieutenant (jg) A.L. GUSTAFSON, U.S.N., to Lieutenant, U.S.N.; and Ensign R.L.R. JOHNSON, D-V(G), U.S.N.R., to Lieutenant (jg), D-V(G), U.S.N.R.

*M.M. Koivisto*

M.M. KOIVISTO, Lieutenant, U.S.N.

12 to 16.

Anchored as before. 1545 BUCKLEY, C.L., Msmthlc., U.S.N., left the ship on patrol duty in Port Darwin.

*W.J. Catlett, Jr.*

W.J. CATLETT, Jr., Lieutenant, U.S.N.

16 to 20.

Anchored as before.

*W.J. Catlett, Jr.*

W.J. CATLETT, Jr., Lieutenant, U.S.N.

20 to 24.

Anchored as before.

*W.J. Catlett, Jr.*

W.J. CATLETT, Jr., Lieutenant, U.S.N.

Approved:

*J.M. Birmingham*  
J.M. BIRMINGHAM,  
Lieut-Comdr., U.S.Navy,  
Commanding.

Examined:

*W.J. Catlett, Jr.*  
W.J. CATLETT, Jr.,  
Lieutenant,

U. S. N., Navigator.

UNITED STATES SHIP FEARY (DD226) Thursday 29 January 1942  
(Day) (Date) (Month)ZONE DESCRIPTION Minus 10 1/2

## REMARKS

0 to 4.

Steaming on course 090°T and p.g.c. 086° p.s.c. at speed 16 knots, en-route Port Darwin, Australia, Boilers #3 and #4 in use. 0040 Changed course to 115°T and p.g.c., 112° p.s.c. 0155 Commenced steaming on various courses conforming to channel. 0230 Secured from condition Three and "A". Commenced steaming at various courses and speeds approaching anchorage. 0300 Anchored in berth F-1, Port Darwin, Australia, in 10 fathoms of water with 60 fathoms of chain out to the starboard anchor. Secured main engines and boiler #4.

*A.L. Gustafson*  
A.L. GUSTAFSON, Lieutenant, U.S.N.

4 to 8.

Anchored as before.

*A.L. Gustafson*  
A.L. GUSTAFSON, Lieutenant, U.S.N.

8 to 12.

Anchored as before. 0800 Mustered crew on stations, no absentees. 1100 Held 4" loading drill and battle instruction. Made daily inspection of magazines, and smokeless powder samples, conditions normal.

*A.L. Gustafson*  
A.L. GUSTAFSON, Lieutenant, U.S.N.

12 to 16.

Anchored as before. 1400 U.S.S. WILLIAM B. PRESTON stood in and anchored.

*P.M. Joyce*  
P.M. JOYCE, Ensign, D-V(G), U.S.N.R.

16 to 20.

Anchored as before. 1620 Made all preparations for getting underway. 1625 Following U.S. Army personnel embarked for passage to Timor for special duty: Charles H. Burnside, 2nd Lieutenant, U.S.A., D-418915; Nathan J. Bond, 20748225, Sergeant, U.S.A.; Olin C. Thompson, 20747913, Corporal, U.S.A.; James H. Thomas, 6862314, Pvtlc., U.S.A.; Walter Swanson, 36006784, Pvt., U.S.A.; Edward Heinz, 39677324, Pvt., U.S.A.; James L. Lanctot, Pvtlc., U.S.A.; Delbert Van Hoosier, 39677324, Pvt., U.S.A.; James L. Jaquest, 36214493, Pvt., U.S.A.; Roland V. Baier, 20747436, Pvtlc., U.S.A.; Warren G. Stiltzmillier, 20747418, Pvtlc., U.S.A.; John A. Lundbee, 20747460, Pvt., U.S.A.; Kenneth L. Wold, 20747665, Pvtlc., U.S.A.; John Johnson, 39376856, Pvt., U.S.A.; Pierre M. Mayer, 20747797, Pvt., U.S.A.; Richard W., Stafford, 20747763, Corp., U.S.A. 1630 Underway and standing out, Captain at conn. 1700 On course 340° p.g.c. at 20 knots. 1703 Changed course to 317°T and p.g.c.; set standard speed at 20 knots. 1731 Changed course to 315°T., and p.g.c. 1735 Changed speed to 1/3 ahead and changed course to starboard to clear net laying vessel ahead. 1743 On course 295°T and p.g.c. 1745 Went to General Quarters; set condition of readiness Three and material condition Affirm.

*P.M. Joyce*  
P.M. JOYCE, Ensign, D-V(G), U.S.N.R.

20 to 24.

Steaming as before on course 295°T.

*M.M. Koivisto*  
M.M. KOIVISTO, Lieutenant, U.S.N.

Approved:

*J.M. Bermingham*  
J.M. BERMINGHAM,  
Lieut-Comdr., U.S. Navy,  
Commanding.

Examined:

*M.M. Koivisto*  
M.M. KOIVISTO,  
Lieutenant,

U. S. N., Navigator.

UNITED STATES SHIP PEARY (DD226) Saturday 31 January 1942  
(Day) (Date) (Month)ZONE DESCRIPTION Minus 104

## REMARKS

0 to 4.

Anchored off south coast Timor Island, east of Noil Mina Bay in 5 fathoms of water with 45 fathoms of chain to starboard anchor. Boilers #3 and #4 in use; engines in standby status. Ship in condition of readiness 3. Transferring gasoline cargo to Royal Australian Air Force field ashore. 0130 Motor whale boat went aground and due to broaching seas unable to tow clear or remove crew; following men were left ashore on Timor Island: INLAY, George W., 320-80-36, BMlc., USN., DAVIS, Arthur W., 321-66-38, Sealc., U.S.N., LITTLETON, Vernon R., Sea2c., U.S.N., FRYMAN, Glenn A., 279-71-84, F3c., U.S.N., and RUSSO, Edward A., 279-53-28, Sealc., U.S.N., the latter went ashore from rescue boat and was unable to return. Landed C.H. Burnside, 2nd Lieutenant, U.S.A. and working party. 0320 Completed landing 5,300 gallons of gasoline and 53 gallons lubricating oil and hoisted remaining boat. 0337 Underway for Darwin, Captain at Conn! Set course 105°T and pgc, 102°psc., at standard speed 15 knots. 0346 Changed course to 175°T and pgc. 0354 Went to full speed 20 knots.

*A.L. Gustafson*  
A.L. GUSTAFSON, Lieutenant, U.S.N.

4 to 8.

Steaming as before on course 105°T and pgc, 103°psc, at full speed 20 knots.

*P.M. Joyce*  
P.M. JOYCE, Ensign, D-V(G), U.S.N.R.

8 to 12.

Steaming as before on course 105°T and pgc, 103°psc, at full speed 20 knots. 0830 Mustered crew; no absentees except those listed above. 1025 Changed course to 112°T and pgc, 110°psc. Made visual inspection of magazines; conditions normal.

*M.M. Koivisto*  
M.M. KOIVISTO, Lieutenant, U.S.N.

12 to 16.

Steaming as before on course 112°T and pgc, 110°psc., at speed 22 knots.

*A.L. Gustafson*  
A.L. GUSTAFSON, Lieutenant, U.S.N.

16 to 20.

Steaming as before on course 112°T and pgc, 110°psc. 1733 Changed speed to 15 knots. 1807 Changed speed to 20 knots.

*P.M. Joyce*  
P.M. JOYCE, Ensign, D-V(G), U.S.N.R.

20 to 24.

Steaming as before on course 112°T and pgc, 110°psc. 2000 Changed course to 102°T and pgc, 100°psc. 2125 Changed speed to 15 knots. 2212 Changed course to 180°T and pgc, 178°psc. 2252 Changed course to 100°T and pgc, 097°psc. 2307 Changed speed to 20 knots.

*M.M. Koivisto*  
M.M. KOIVISTO, Lieutenant, U.S.N.

Approved:

*J.M. Birmingham*  
J.M. BIRMINGHAM,  
Lieut-Comdr., U.S. Navy,  
Commanding.

Examined:

*M.M. Koivisto*  
M.M. KOIVISTO,  
Lieutenant,

U. S. N., Navigator.

Vessel: United States Navy

Destroyer: DD-226

USS Peary

NAVY DEPARTMENT

HOLD FOR RELEASE

PRESS AND RADIO

UNTIL 8:00 P.M. (E.S.T.)

FEBRUARY 6, 1946

ONLY SURVIVING OFFICER OF DESTROYER USS PEARY  
TELLS OF HIDE-AND-SEEK EPISODE WITH JAPS.

Camouflaged as a "floating island," the USS PEARY, a four-stack destroyer based at Cavite Naval Base, on December 7, 1941, escaped from the Philippines and succeeded in reaching Australia, only to be subsequently destroyed by enemy planes at Port Darwin.

The crew hastily covered the PEARY with green paint and branches of palm trees so the ship would resemble a small island while hiding near the coastline by day and traveling at night, Commander Ralph L. R. Johnson, U.S.N.R., of 2324 South Dunsmuir Avenue, Los Angeles, California, the only surviving officer, recently explained.

The PEARY was struck by a bomb during the Japanese air attack on Cavite on December 10, 1941. It hit the forward part of the ship, riddling the superstructure and stacks with fragments, but caused no major damage. The destroyer then moved to Manila Bay and joined other vessels in the desperate game of scouting Japanese troop and ship movements.

Enemy planes again attacked the PEARY on December 26, in Manila Bay, when more than 30 bombers and fighters dropped about 45 bombs on all sides of the destroyer, but failed to register a hit. That night the ship was ordered to proceed to the Southwest Pacific, to join Allied naval forces. She steamed out of the harbor at 30 knots, her riddled stacks blazing like Christmas trees.

During the night the camouflage of green paint was applied and palm tree branches were added the next morning when the PEARY arrived at Negros Island, where she tied up near the protective shore line. Enemy patrol planes passed overhead without spotting the destroyer that day, while the crew worked to patch up the ship for the remainder of the trip. That night the destroyer set out through the Celebes Sea, for Makassar Strait.

A four-engine, Japanese patrol bomber spotted the PEARY far from land the next morning, and shadowed the ship until early afternoon when three other bombers joined it in a two-hour attack on the destroyer. While the air attack was under way, one plane launched two torpedoes 500 yards away from the ship. The PEARY was quickly backed on one engine and both "fish" narrowly missed the bow. Seconds later, two more torpedoes were aimed at the destroyer. They missed the stern by 10 yards. The bombers then withdrew.

Upon receipt of a report that units of the Japanese fleet were in Makassar Strait, the PEARY altered course for Bangka Strait. Three more enemy bombers, however, spotted the destroyer and attacked at dusk, damaging the ship's steam lines and cutting the steering controls. The PEARY limped into Ternate in the Netherlands East Indies the next day, and tied up for emergency repairs. (Note #1)

The damaged controls and steam lines were mended under the direction of Commander Johnson, who was engineering officer and the patched-up destroyer was under way again the next night, arriving at Amboina Island on December 31, without further contact with the enemy.

The PEARY was later based at Port Darwin, Australia, where she was anchored when a surprise attack of 120 Japanese planes swept down on the harbor on February 17, 1942. Five direct bomb hits turned the destroyer into a blazing mass of torn steel. Only one officer and 30 men survived the holocaust. (Notes 2 & 3)

Commander Johnson found himself walled in by flames when he regained consciousness after the blasts. Covering his face with his hands, he made his way to the rail and jumped overboard into a sea of blazing oil. He swam under-water until clear of burning oil, and was picked up by a hospital boat.

After being hospitalized for eight months with severe burns and other injuries, Commander Johnson served aboard the USS ELLIOT, a high speed minesweeper, which participated in the Aleutians operations and the invasion of Attu. In November, 1944, he assumed command of the USS BOGGS, which was used as a training ship on the West Coast and at Pearl Harbor. He continued in command of the BOGGS until released from active duty in December, 1945.

Commander Johnson, an engineering graduate of the University of California, in 1932, was in the Philippines as a petroleum engineer when called to active duty on December 3, 1941.

\*\*\*

Editor's Notes:

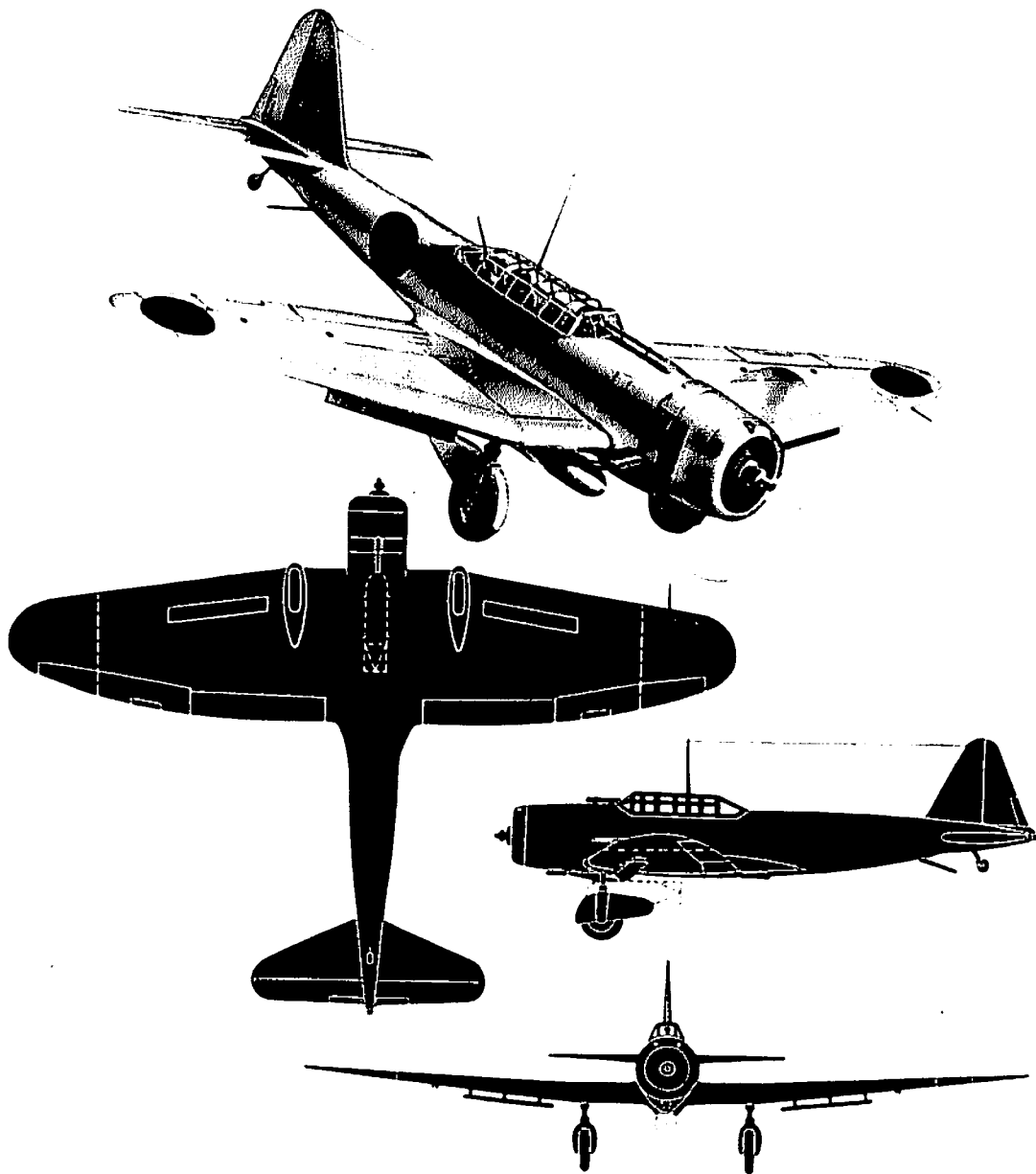
- #1 This attack was by three Australian Lockheed 'Hudson' bombers, not by enemy bombers. (Ref.: Deck log for 12/28, during the 16 - 20 watch)
- #2 Peary was sunk on 2/19/42, not on 2/17/42. (Ref.: Action report dated 3/6/42)
- #3 There were 53 enlisted survivors (including 15 wounded), not 30. (Ref.: Muster Roll of the Crew, February 19, 1942)

E. A. Wilde, Jr.  
February, 2007

JAPANESE DIVE BOMBER

# AICHI 99

[CARRIER BORNE]



Maximum Speed- 236 m.p.h. at 10,000 ft.

Two-7.7mm forward mach. guns

One-7.7mm rear mach. gun

Wing Span- 41 ft.

Wing Area-250 sq. ft.

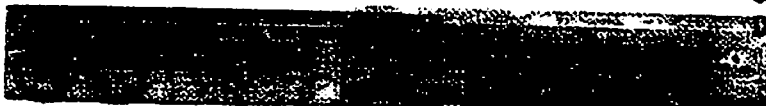
IDENTIFICATION POSTER "104

FROM DATA CURRENTLY AVAILABLE

*These carrier-based dive bombers, called 'VAL's by the Allies, sank USS Pearl (DD-226) with five direct hits at Darwin, Australia, on February 19, 1942. Personnel casualties were high: 89 killed, 16 wounded out of a complement of 142 officers and men. The Aichi D3A1 Type 99 was armed with three 7.7mm (.30-cal.) machine guns, a 250-kg (551-lb.) bomb under the fuselage and two 60-kg (132-lb.) bombs under the wings.*

DECLASSIFIED

CLASSIFICATION CHANGED TO  
UNCLASSIFIED  
BY AUTHORITY OF  
OPNAV INT. INST. 5830.1  
DATED 15 JUN 53



*Monter* Date *1/1/53*

ACTION REPORT

ORIGINAL

USS PEARY

DD 226

NO SERIAL

6 MARCH 1942

USS PEARY (DD 226) - ENGAGEMENT WITH ENEMY -  
REPORT OF

[COVERS ATTACK BY JAPANESE DIVE BOMBERS  
IN PORT OF DARWIN, AUSTRALIA, 19 FEBRUARY  
AND SINKING OF 1300.]

DECLASSIFIED

OFFICE OF NAVAL RECORDS AND LIBRARY



March 6, 1942.

**DECLASSIFIED**

From: Lieutenant W. J. CATLETT, jr., U.S. Navy.  
 To : Secretary of the Navy.

Via : (1) Commander Base Force, U.S. Naval Forces,  
 Southwest Pacific.  
 (2) Commander Destroyer Squadron TWENTY-NINE.  
 (3) Commander U.S. Naval Forces, Southwest  
 Pacific.

Subject: U.S.S. PEARY (DD226)--engagement with the enemy,  
 report of.

Reference: (a) Article 712, U.S. Navy Regulations.  
 (b) CO PEARY ltr. file DD226/A16-3/(3-42), of  
 January 6, 1942.

Enclosure: (A) List of known deceased or missing.  
 (B) List of survivors at Port Darwin, N. T.,  
 Australia.  
 (C) List of deceased buried at Port Darwin, N. T.,  
 Australia, and at sea.  
 (D) List of survivors on H.M.A. Hospital Ship  
 MANUNDA.

1. Because I was formerly attached to, and serving in the U.S.S. PEARY until February 21, 1942, although not on board due to being temporarily detached for medical treatment, I have been directed by Commander Base Force, U.S. Naval Forces, Southwest Pacific, to prepare this report.

2. From January 17, 1942, until February 19, 1942, the U.S.S. PEARY was operating in the Darwin area. She performed many escort and convoy missions although the ship had a very small part of her military equipment as set forth in reference (b). The following account of action in Port Darwin is constructed from witnesses attached to the U.S.S. PEARY, U.S.S. WILLIAM B. PRESTON, U.S. A.T. MEIGS, and the H.M.A. Hospital Ship MANUNDA, and is considered to be the best available account of the U.S.S. PEARY's action with the enemy and her eventual sinking:

"The U.S.S. PEARY returned to Port Darwin and anchored in berth F-3 at about 0100, February 19, 1942. At about 1045, the U.S.S. PEARY was attacked by single motored Japanese dive-bombers. The first bomb exploded either on the fantail or very close thereto, removing both propeller guards, depth charge racks and flooding the steering motor room. The second bomb landed on the

**CONFIDENTIAL**  
**DECLASSIFIED**


Subject: U.S.S. PEARY (DD226)--engagement with the enemy,  
report of.

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galley deck house and was an incendiary bomb. The third bomb pierced the main deck and went through the hull of number two (steaming) fireroom. It did not explode. The fourth bomb hit forward and set off the forward ammunition magazines. The fifth bomb, an incendiary, exploded in the after engine room. The U.S.S. PEARY sank, stern first, at about 1300, February 19, 1942. A .30 caliber machine gun on the after deck house and one .50 caliber machine gun on the galley deck house were reported firing until the last enemy plane left the scene of the engagement. The crew of the steaming fireroom escaped miraculously, with only minor burns on hands and feet. SKROGIE, Albert, W.T.1c., U.S.N., was the watertender on watch in the steaming fireroom. Lieut.(jg) R. L. JOHNSON, D-V(G), U.S.N.R., the engineering officer, is believed to be the only surviving officer of those serving in the ship during the engagement."

3. Enclosure (A) is a list of the known deceased or missing, as a result of a careful check against the last muster roll of the ship's crew. Enclosure (B) is a list of the survivors who were rescued and are now on duty under the U.S. Naval Observer, Port Darwin, Australia. Enclosure (C) is a list of known dead buried at Port Darwin, N.T., Australia, and at sea, by Naval Authorities. Enclosure (D) is a list of survivors on the H.M.A. Hospital Ship MANUNDA.

4. From the first bombing in Cavite, P.I., December 10, 1942, I feel that I can truthfully say that every officer and man worked to but one purpose--carry on, no matter what the assignment may be--in the hope that eventually the ship could be repaired and restored to full battle efficiency and join the Fleet.

  
William J. Catlatt, Jr.,  
Lieutenant, U. S. Navy, ex-Nav-  
igator, Communication and Torpedo  
Control Officer, U.S.S. PEARY.

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

DECLASSIFIED

LIST OF OFFICERS AND MEN BELIEVED TO BE BURNED, DROWNED, OR MISSING

1. I have personally compared enclosure (B), (C), and (D) with the pay roll record of the U.S.S. PEARY held by the disbursing officer, U.S.S. BLACK HAWK and believe the following list of officers and men to be the most accurate list of these missing, burned to death, or drowned. No master roll is available. If one were submitted by the Commanding Officer, U.S.S. PEARY, it would have been forwarded to the U.S.S. HOUSTON, then in company:

*Birmingham*

<u>Roll No.</u>	<u>Name</u>	<u>Service No.</u>	<u>Rate</u>
0-1	GUSTOFSON, Arthur Lennard	Lieut., U.S.N.	
0-5	KOIVISTO, Martin Mathew	Lieut., U.S.N.	
0-6 <i>Joyce</i>	JOYCE, Phillip Michael	Ens., D-V(G) U.S.N.R.	
0-10	BEAMINGHAN, John Michael	Lieut. Comdr., U.S.N.	
C-3	DEATRICH, Ray Luther	243-20-36	CCStd(PA)
C-11	KAPPES, Joseph Michael	214-75-74	M.M.1c.
C-13	KENNAUGH, Gilbert Thomas	285-54-75	G.M.1c.
C-14	BUCKLEY, Claude Lionel	204-14-87	Msmth.1c.
C-15	HARRIS, Franklin Rosecrans	282-92-05	Q.M.1c.
C-20	KROLBEDO, Gerhart Marvin	320-88-32	Bmkr.1c.
C-21	KEENER, Russell Eldon	393-13-07	C.M.1c.
C-22	HALL, Alonzo Denison	206-98-23	M.M.1c.
C-23	MATHEWS, Forest Cortlan	371-65-85	W.T.1c.
C-26	WILSON, John Louis	279-50-24	M.M.2c.
C-28	GARTER, Cyrus David	234-09-46	M.M.2c.
C-30	SCHULER, Narman Frank	341-71-37	M.M.2c.
C-31	FRAYER, Chesler Harry	359-88-20	M.M.2c.
C-34	TINSLEY, John, jr.	380-78-02	T.M.2c.
C-36	DAY, Shirley Otis	368-41-93	W.T.2c.
C-43	WHITE, Robert Doyle	268-34-15	M.M.2c.
C-44	ARMSTRONG, Robert Benton	342-04-47	Bmkr.2c.
C-47	HUNTER, Robert Thomas	291-59-37	M.M.2c.
C-48	BOUDREAUX, Charles Camille	274-24-42	M.M.2c.
C-51	SHOFNER, Walter	346-27-89	S.M.3c.
C-53	BARRETT, George Edmond	291-54-43	F.1c.
C-58	PARKER, Arthur Renben	239-27-63	C.Ph.M.(PA)
C-59	MINNECI, Charles	238-51-48	F.1c.
C-64	BANCROFT, William Emleson	410-52-61	F.1c.
C-65	BAUER, Lee Anthony	299-98-06	F.1c.
C-66	GUNN, Ralph Engles	271-97-72	Msmth.1c.
C-67	ANDREWS, John Bloke	368-45-70	F.1c.
C-69	BAKER, Delmer Eugene	321-35-78	F.1c.
C-71	MC GINNIS, Jackson Delaney	262-44-93	S.C.3c.
C-72	PEARSON, Raymond Bertia	207-23-79	F.1c.
C-73	RUDE, Milton Darwin	299-98-66	T.M.3c.
C-74	CHAPMAN, Robert Fred	268-20-40	Q.M.3c.
C-76	GRONAU, Harold George	321-35-01	S.F.3c.
C-100	Roth, Louis	283-33-19	Sea.1c.
C-103	REARDO		

ENCLOSURE (A)

<u>Roll No.</u>	<u>Name</u>	<u>Service No.</u>	<u>Rate</u>
C-103	PALERMO, James William	223-98-16	F.2c.
G-104	O'TEAGE, Donald Clayton	385-84-40	F.2c.
C-110	SCHULER, Max Newton	256-38-00	F.2c.
C-111	HIGH, Benjamin Butler	376-02-34	F.3c.
G-112	GLOVES, Frank Adrian (seen alive in Darwin By KING, J. J., R.M.2c)	274-47-08	Sea.2c.
C-113	POLAND, EUGENE Richard	283-38-63	Sea.2c.
C-114	POLHEMUS, Willis	223-84-32	F.3c.
C-122	SPATA, John Justin	393-49-32	Sea.2c.
C-125	SMITH, William Lance	360-24-55	Sea.2c.
C-131	DENMARK, Willie Ray	- - - - -	C.M.2c.
C-137	HANSON, Wendell Herber	- - - - -	S.M.2c.
C-139	CROSS, John Wood (V-3USNR)	368-25-18	S.M.3c.
C-140	GOLDINAN, Herman Eugene	- - - - -	Y.3c.
G-144	DAVLER, William Granville	- - - - -	Sea.1c.
C-146	DORIS, Arthur William	- - - - -	Sea.1c.
C-147	HOWELL, Robert Lee	- - - - -	Sea.1c.
C-150	MC CORD, Willis Edward	- - - - -	Sea.1c.
C-153	ROSSITER, Paul James	393-39-42	Sea.1c.
C-157	GRIFFIN, Ralph	311-51-72	Sea.2c.
C-160	MILLER, Whitman Senter	295-27-47	G.M.1c.
G-161	CROSS, Lawrence Jackson	320-59-69	C.G.M.(AA)
G-163	LEE, Richard Toseper	234-18-95	E.M.2c.
G-164	COOK, Archie Kennedy	381-31-46	F.C.3c.
G-165	PATCH, Clifton Francis	212-31-85	C.M.M.(AA)
G-166	SHOOK, Willis Charlie	393-20-18	M.M.1c.
G-170	HOOKS, William Micknis (V-6, USNR)	624-07-16	S.K.2c.
C-171	MC FARLAND, William	375-98-55	Q.M.3c.
C-172	PETERSON, Lester Norman	328-36-64	G.M.2c.
C-174	TEW, Douglas Holcomb	382-10-97	M.M.2c.
C-176	BARBEE, Murren Aarel	267-64-54	C.M.M.(PA)
C-177	TAPIA, Joseph	497-96-79	Off.Ck.2c.
C-179	KALISZ, Edwin Jacob	300-03-44	Q.M.3c.
C-183	GUSTI, Robert Leo	265-55-43	M.M.2c.
C-184	ZIZAK, Frank Edward	250-39-81	M.M.2c.
C-185	VERNON, Walter	381-16-14	G.M.1c.
C-186	O'DONNELL, Jack Thomas	268-27-60	F.C.1c.
C-187	Q. UIGGEN, Jack	283-28-67	M.M.2c.
C-188	RODZINSKI, George Smith	375-97-32	M.M.2c.
C-189	RODZINSKI, Victor Frederick	375-96-97	M.M.2c.
G-190	PIERCY, Ralph Delbut	375-77-46	M.M.2c.
C-191	UMPLEBY, Eugene Edgar	238-27-40	W.T.1c.
C-192	SWEENEY, Paul Robert	407-24-81	E.M.3c.
C-193	REESE, Alexander	375-68-91	W.T.2c.
C-194	WAITE, Everett Fred	382-12-54	M.M.2c.
C-195	WEISS, James Thomas	275-04-47	E.M.1c.
C-197	FRSIRE, Harold Arthur	321-34-37	F.C.3c.
C-198	KRIENER, Bob Bernard	382-24-78	S.K.3c.

TOTAL 80, believe to be dead or drowned, including four (4) officers

One (1) missing in Northern Territory

ENCLOSURE (A)

2. The pay roll record may not be complete. Some stragglers picked up in Manila during December, 1941, may not have been entered on the pay roll.

3. It is reported by KING, R. J., R.M.2c., USN, that more bodies of the drowned have been found at Darwin and that they were buried in Darwin. Report should be made by the U.S. Naval Observer, at Darwin, Commander M. COLLINS, USN(Ret), of those so buried.

*William J. Catlatt*  
William J. Catlatt, Jr.,  
Lieutenant, U.S. Navy.

ENCLOSURE (A)

~~CONFIDENTIAL~~  
~~DECLASSIFIED~~

DECLASSIFIED

LIST OF SURVIVORS AT PORT DARWIN, N. T., AUSTRALIA

U. S. Army Camp

PLANTE, R. P.	218-60-49	Sea.1c., USN.
JORDAN, J. A.	295-54-80	F.3c., USN.
WIDICK, E. E.	316-65-31	S.F.3c., USN.
HEATH, F. E.	320-64-84	Sea.1c., USN.
PARTCH, A. H.	393-25-29	T.M.2c., USN.
RUSSO, E. A.	- - - - -	Sea.1c., USN.
PRPICH, J.	300-18-16	Sea.1c., USN.
KING, R. J.	360-00-63	R.M.2c., USN.
PERRY, A. E.	375-41-43	C.W.T., USN.
TRAVER, R. L.	- - - - -	M.M.2c., USN.
QUINN, W. V.	346-79-56	Sea.1c., USN.
MC NEIL, J. J.	133-74-14	C.T.M., USN.
CLARK, W. E.	295-40-57	E.M.1c., USN.
SPENCER, N. G., Jr.	262-66-22	E.M.1c., USN.
INLAY, G. W.	320-80-36	B.M.1c., USN.
FAJARDO, L.	150-06-38	OffStd1c, USN.
CROW, R. H.	346-27-47	C.B.M., USN.
ASHMAN, S.	- - - - -	F.1c., USN.
RICHARDSON, F. L.	371-88-51	W.T.2c., USN.
WARREN, C. L.	337-10-82	S.K.2c., USN.
ZEIDLER, H. A.	223-53-47	F.2c., USN.
KRATZER, E. K.	- - - - -	S.M.2c., USN.
GORDON, H. W.	290-50-19	S.M.2c., USN.
SELMAN, W. H.	337-11-67	Sea.1c., USN.
GREER, B. M.	603-02-44	Y.3c., USN.
ROONEY, G. W.	328-07-21	C.R.M., USN.
BARNETT, R. W.	285-67-65	E.M.3c., USN.
BROWN, L.	- - - - -	R.M.1c., USN.
PIKE, J. E.	371-68-53	C.M.M., USN.
SHAW, R. S.	342-20-65	F.2c., USN.
TIMKO, J. T.	- - - - -	M.M.1c., USN.
VIBAT, D.	- - - - -	M.Att.1c. USN.
COSEY, V. J.	223-47-41	R.M.3c., USN.
REYES, P.	- - - - -	M.Att.1c. USN.

Berrimah Hospital:

DUKE, Melvin	339-78-14	B.M.1c., USN.
FARO, J. M.	346-59-81	T.M.2c., USN.
HALL, R. M. C.	- - - - -	Sea. USN.

U.S. NAVAL OBSERVER:

VIELGO, B.	497-83-40	OffCk3c. USN.
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R.A.N. Headquarters (Boat crew):

FRYMAN, G. A.	- - - - -	F.1c., USN.
LITTLETON, V. R.	- - - - -	Sea.2c., USN.

ENCLOSURE (B)

DECLASSIFIED

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

DECEASED BURIED AT PORT DARWIN, N.T., AND AT SEA.

Date of Death - February 19, 1942.

Date of Burial - February 20, 1942.

Buried at Port Darwin, N.T.:

~~HOEVERSTOTT~~, Charles Clynerd  
FAIR, James Hammond

268-07-01

Q.M.2c., USN.  
M.M.1c., USN.

Buried at Sea:

GRAY, Augustus Henderson  
LA BRIE, Will C.  
MATHEW, John R.  
ROGERS, Curtis  
SENYOLD, Eugene Reid

268-06-69

223-35-19

- - - - -

- - - - -

385-40-96

T.M.1c., USN.  
W.T.2c., USN.  
S.C., USN.  
Sea.1c., USN.  
C.Y., USN.

ENCLOSURE (C)

**SURVIVORS EMBARKED ON H.M.A. HOSPITAL SHIP MANUNDA**

BOOTH, R. N.	267-89-17	C.E.M.	USN.
*FARLEY, L. T.	258-02-41	W.T.2c.	USN.
FRAEDERICHSON, A. A.	320-61-28	G.M.2c.	USN.
GATEWOOD, W. R.	337-36-36	Sea. 1c.	USN.
HOWARD, O. D.	356-98-60	R.M.2c.	USN.
LOGAN, Samuel	- - - -	F.2c.	USN.
MC WALL, D. A.	368-31-30	F.2c.	USN.
OMILENOWITZ, Charles T.	238-39-52	W.T.2c.	USN.
*PLUMMER, F. B.	295-69-60	Sea.1c.	USN.
SKROCH, Albert	238-19-59	W.T.1c.	USN.
TURNER, Harry K.	283-09-13	W.T.2c.	USN.
*Transferred to the Hollywood Hospital, Perth, W.A., for medical treatment.			

**JOHNSON, ROBERT L.**                Lieut(jg), D-V(G),                USNR

ENCLOSURE (D)



# DECLASSIFIED

BASE FORCE, U.S. NAVAL FORCES,  
SOUTHWEST PACIFIC

FIRST ENDORSEMENT: to  
Lieut. W. J. Catlatt's CONF. Ltr.  
DD226/A16-3, of March 6, 1942.  
FE2/FF6/A16-3/(203)

March 7, 1942.

**CONFIDENTIAL**

From: Commander Base Force, U.S. Naval Forces,  
Southwest Pacific.

To : Secretary of the Navy.

Via : (1) Commander Destroyer Squadron TWENTY-NINE.  
(2) Commander U.S. Naval Forces, Southwest Pacific.

Subject: U.S.S. PEARY (DD226)--engagement with the enemy,  
report of.

1. Forwarded.

2. H.M.A. Hospital Ship MANUNDA sailed from Fremantle, for Eastern Australia on March 6, 1942, and the injured listed in enclosure (D), except those two (2) transferred to the Hollywood Hospital, Perth, W. A., were not in condition to be moved ashore during the stay of the ship in Fremantle, and sailed with the ship.

  
H. L. GROSSKOPF.

-----

# DECLASSIFIED

DESTROYER SQUADRON TWENTY-NINE  
UNITED STATES ASIATIC FLEET  
U. S. S. BLACK HAWK, Flagship

00/Sws

Refer to No.

FF6-3/

A4-3(6)/

A16-3/(GF-25)

Second endorsement to Lieut.  
W.J. Catlatt's Conf. ltr. DD226/  
A16-3 of March 6, 1942.

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

March 8, 1942.

From: Commander Destroyer Squadron Twenty-Nine.  
To: The Secretary of the Navy.  
Via: Commander U.S. Naval Forces, Southwest Pacific.  
Subject: U.S.S. PEARY (DD226) - engagement with the  
enemy, report of.

1. Forwarded.

2. At the time of her loss the PEARY was operating  
directly under the orders of Commander Southwest Pacific  
Forces, and her last duty was as escort for the HOUSTON.

3. No muster roll has been received from the  
HOUSTON. ~~REDACTED~~  
~~REDACTED~~

  
H. V. WILEY.

Copy to:

Combasefor, US Navfor, Sowspace  
Lieut. W.J. Catlett, jr., U.S.N.

*2nd* End. to Lt. W. J. Catlett's  
Conf. ltr. DD226/A16-3 of  
March 6, 1942.

U.S. NAVAL FORCES, SOUTHWEST PACIFIC

FF6/A16-3

DECLASSIFIED

05/Bd

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

March 9, 1942.

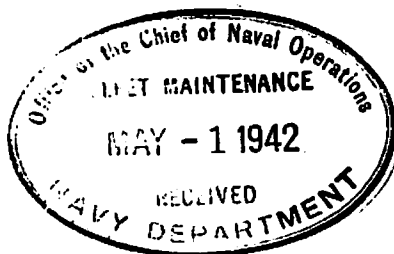
From: The Commander, U.S. NAVAL FORCES, SOUTHWEST PACIFIC.  
To: The Secretary of the Navy.  
Subject: U.S.S. PEARY (DD226) - Engagement with the enemy,  
report of.

1. Forwarded. No information is available as to names  
and addresses of dependents or insurance carried. Dependents  
have not been notified.



W. R. PURNELL,  
Chief of Staff.

Copy to:  
ComDesRon-29.  
ComBaseFor, SoWesPac.  
Lt. W. J. Catlett, Jr., USN.



RECEIVED S-G FILES  
Room 2055

MAR 31 1942

ROUTE TO: *10-11* *23*  
Op File No. (SC) *A16-3(12)*  
Doc. No. 47165  
Copy No. *1* of *1*  
PRN \_\_\_\_\_

CONFIDENTIAL

## Destroyer Peary, Creaky Navy 'Tin Can,' Sank Gamely Fighting Swarm of Japanese Bombers

By GEORGE WELLER,

War Correspondent of The Star and  
Chicago Daily News.

**FROM AN AMERICAN NAVY BASE IN THE SOUTHWEST PACIFIC, April 6.**—This is the story of the life and death of a battered "tin can"—an old Yank destroyer of 1918 vintage—that was sent down somewhere in the Southwest Pacific under a shower of Japanese bombs.

The old hulk was the Peary, an antiquated destroyer with creaking plates that was no match for the modern warships of the Japanese fleet. But what the Peary lacked in equipment, its men made up in spirit. When last seen, the Peary was settling in the water, its last gun barking at a beehive of Jap planes swarming overhead.

### Japs Distort Sinking News.

Many American warships sunk in the Indian Ocean and the Java Sea were old-line craft of 1918 vintage. Such sinkings are hailed with the same banquets in the Japanese press as though they were brand-new battle wagons still greasy from 1942 shipyards.

Some of these superannuated destroyers have simply vanished. The Pillsbury, which disappeared south of Tjilatjap, fell victim to overwhelming Jap naval forces, in the same waters where the unprotected 8-knot Dutch freighter, the last vessel to escape Tjilatjap, incredibly vanished two days later.

But the Peary's history is different from the Pillsbury's—although both left Cavite at about the same time—in that something is known of the manner of her passing and something can therefore be recorded of the men who fought with their rifles literally until the South Pacific waters hissed over her red-hot decks and spitting guns.

People were still saying "hang Kaiser Bill" when a bottle was cracked upon the Peary's bow and the can was given the name of the Arctic explorer. But the first of her four aerial bombardments occurred at Cavite in December, when for a destroyer she had reached an age corresponding to the human three score and ten.

Shrapnel penetrated the whole bridge, smashed the gun directors, broke the searchlights, pierced the ventilators. Burning fragments ignited the decks. It was a combined fragmentation and incendiary bomb. Although several members of the crew were killed, more were killed elsewhere in the general bombing of the navy yard.

### Commander Cited.

The old lady was saved this time by the bravery of the crew of a nearby mine sweeper, who threw hawsers aboard the flaming decks. Several ropes parted in flames. The commander of the mine sweeper which towed the Peary to safety, Lt. Comdr. R. E. Hawes of Georgia, was recommended for the Navy Cross.

When Lt. Comdr. John M. Birmingham of New York City, who succeeded Comdr. Harry H. Keith of New Mexico as captain, saw the damage caused by the raid, he groaned. (Comdr. Birmingham was listed as killed by the Navy Department.) Naval advisers voted nine to one that the old-timer be scrapped. The officers, however, speaking for the crew, had pleaded successfully for one last chance to allow her a crack at the Japs, and Rear Admiral Francis W. Rockwell had given ear.

Smashed up, burning and as full of holes as a colander after the Jap hit, how could the Peary again be sent to sea? Ten days of 24-hour labor by the crew made the Peary seaworthy, if not battle-worthy.

### "Permitted" to Go to Sea.

In an order which probably was the first of its kind ever issued, the Peary received "permission" to leave port.

In the extreme northeastern Celebes, the Peary was discovered early one morning by a Jap four-motored bomber. With the Peary able to travel at only 27 knots, the crew knew that a warm day lay ahead. The Jap bomber sent out signals summoning other patrol bombers from neighboring seaplanes for what looked like an easy kill. Eventually, radio calls brought three more four-engine bombers and two Dornier torpedo planes.

Then began a game of cat and mouse. It was 2 p.m.; the weather was sunny blue. The Japs knew it was impossible for the Americans to receive help of any kind. The time for deliberate attack was virtually unlimited and they meant to use every minute of it.

Flying at a careful height above the Peary's maximum machine gun fire and guided by the foaming white wake which nothing can camouflage, the Jap bombers made their first run over the Peary. It was slightly off angle. No matter. One at a time the big bombers wheeled laboriously in wide curves and carefully began

again. The Peary was madly zig-zagging below, making white doodles across the ocean floor. But the second run, too, was slightly less precise than the Oriental executioners demanded. The artistic Nips wanted something perfect.

"If we had even one modern anti-aircraft gun!" said the men on the Peary's bridge.

In all, the Japs leisurely made eight full-length approaches without dropping bombs.

#### Bombers Seize Chance.

"Let's get this over with," suggested Lt. William J. Catlett of Canton, Miss., who was conning the ship to Comdr. Bermingham. "They've got enough fuel to keep this up forever. Let's let them drop their bundles and dodge them afterward."

Comdr. Bermingham thought his advice good. The next time the Peary gave the Japs a fair chance and, as quickly as a Tokio diplomat grabbing a nest of Pacific islands, the patrol bombers seized it. The Peary managed to veer away as what one officer called "two big, black planets the size of Mars" descended.

Others followed. The nearest bomb splashed a geyser 100 feet away, but none hit.

The aircraft commander now played his trump, an attack at low level by torpedo planes. The attackers carried two small torpedoes a little bigger than cigar-shaped gas tanks, slung under the Jap Navy Zeros for extra range. The torpedoes seemed to travel almost without a wake. Two were launched by each plane. But all four missed.

It took from 2 o'clock until 4:20 for the Japs to spoil their afternoon and leave the Peary unspoiled. Darkness came and, although safe, the Peary was not quite herself.

#### Running on One Engine.

Operating on the port engine alone, the Peary had a couple of hours unmolested, then entered Banka Strait—not the now famous narrows off the eastern shores of Sumatra but a tiny strait between Bunakeng Island and Cape Tango Pisok, near Menado. Here she was attacked by three large two-motored land bombers.

Of the three bombers which attacked this time, one scored a near miss, by glide bombing, damaging the Peary's steering gear. Thereafter, with her single functioning engine, the Peary was steered by hand. Kenneth Quineaux, who was

killed while firing a machine gun against the planes, has been posthumously awarded the Navy Cross. Another seaman, who also survived the Peary's later attack, was Glen A. Fryman, who threw a smoking four-inch shell into the water, saving many shipmates, and has been recommended for the Navy Cross.

The Peary's great and final hour came when she was lying in harbor. The Japs had sneaked an aircraft carrier among the Indonesian Islands near Australia and sent over 72 bombers with approximately 30 fighters.

#### Five Bombs Hit

The Peary had no chance to lie at the quay, the same as at Cavite. Dive bombers came in and off and plunge upon the Peary. In all, five 500-pound bombs hit the moored destroyer. One hit directly in what is known as the "streaming fireroom," the fireroom continuously at steam while anchored. The second hit the fantail, where the aged steering gear was located. The fourth hit the galley deckhouse.

The fifth hit the water off the starboard bow and it was this blow that wiped the bridge clear of officers and caused more damage than the four preceding ones. One pair of fully burned officer pleaded with the crew to throw him overboard. When the stern bomb landed, four 50-caliber machine guns were sending streams of lead skyward against the divers. When the smoke cleared, only one member of this gun crew was alive.

The destroyer was fast going down by the stern. But a lieutenant in the Australian Navy watched the action from a culvert upon the water front—with eight depth charges piled above his head.

He said to this correspondent:

"I saw the last American sailor continue to fire the remaining gun with dead and wounded all around him. The water came steadily higher and finally began creeping up the deck. But the gunner kept firing even while the water rose over the base platform. I saw him still at the gun controls—loading, aiming and firing, unaided—when the Peary went down, stern first."

The hero's name is unhonored; nobody now living had recognized him.

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USS PEARY (DD-226)

Officer Complement on 19 February 1942

	<u>Rank</u>	<u>Branch</u>	<u>File #</u>	<u>Primary Duty</u>
** <u>Berminham</u> , John Michael	LCDR	USN	062695	Commanding Officer
** <u>Koivisto</u> , Martin Mathew	LT	USN	071347	Executive Officer
** <u>Gustafson</u> , Arthur Leonard	LT	USN	077158	Gunnery Officer
* <u>Johnson</u> , Ralph L. R.	LTjg	USNR	071220	Engineer
** <u>Joyce</u> , Philip Michael	ENS	USNR	096334	Commissary

\* \* \* \* \*

Notes:

- 1 These officers were aboard the Peary when the ship was sunk. No others are listed as survivors in the action report dated 3/6/42. Lieutenant William J. Catlett, Jr., USN, had navigated the Peary on her voyage from Manila, P.I., to Port Darwin, Australia, but prior to the attack and loss of the ship on 19 February 1942 he was temporarily detached for medical treatment. His action report of 3/6/42 is based on survivors' accounts and conversations with witnesses from other ships in the harbor during the attack.
- \*\* Killed (\* Wounded) when the ship was sunk at Port Darwin by Japanese dive bombers on 2/19/42 according to a machine-generated casualty list at Archives 11 prepared by BuPers after the war. The 'Battle Books' (Record Group 24) list casualties by battle/campaign by ship.

E. A. Wilde, Jr.  
October, 2006

USS PEARY (DD-226)

Muster Roll of the Crew, February 19, 1942<sup>1</sup>

**ANDREWS, John Blake	368-45-70	F1c
**ARMSTRONG, Robert Benton	342-04-47	Bmkr2c
ASHMAN, Stanley	223-44-41	F1c
**BAKER, Delmer Eugene	321-35-78	F1c
**BANCROFT, William Emerson	410-52-61	F1c
**BARBEE, Murren Aarel	267-64-54	GMM
**BARNETT, George Edward	291-54-43	F1c
BARNETT, Robert W.	285-67-65	EM3c
**BAUER, Lee Anthony	299-98-06	F1c
*BOOTH, Renda McDonald	267-89-17	CEM
**BOUDREAUX, Charles Camille	274-24-42	MM2c
BROWN, Louis	336-59-64	RM1c
**BUCKLEY, Claude Lionel	204-14-87	Msmth1c
**CARTER, Cyrus David	234-09-48	MM2c
**CHAPMAN, Robert Fred	268-20-40	QM3c
CLARK, Wilburn E.	295-40-57	EM1c
**COOK, Archie Kennedy	381-31-46	FC3c
COSEY, Victor J.	223-47-41	RM3c
**CROSS, John Wood	368-25-18	SM3c
**CROSS, Lawrence Jackson	320-59-69	CGM
CROW, Richard H.	346-27-47	CBM
**DAVIS, Arthur William	321-66-38	S1c
**DAY, Shirley Otis	368-41-93	WT2c
**DEATRICH, Ray Luther	243-20-36	CCStd
**DENMARK, Willie Ray	272-14-95	CM2c
*DUKE, Melvin Edward	359-78-14	BM1c
**FAIR, James Hammond	268-07-01	MM1c
FAJARDO, Lorenzo	150-06-38	OS1c
*FARLEY, Lawrence T.	258-02-41	WT2c
*FERO, John M.	346-54-81	TM2c
**FRAYER, Chester Henry	359-88-20	MM2c
FRIEDRICHSEN, Albert A.	320-61-28	GM3c
**FRISBIE, Harold Arthur	321-34-37	FC3c
FRYMAN, Glenn A.	279-71-84	F3c
GATEWOOD, William R.	337-36-36	S1c
GLOVER, Frank Adrian	274-47-08	S2c
**GOLDMAN, Herman Eugene	360-00-51	Y3c
GORDON, Howard W.	290-50-19	SM2ccc
<u>B</u> **GRAY, Augustus Henderson	268-06-69	TM1c
GREER, Ben M.	603-02-47	Y3c



**GRIFFIN, Ralph	311-51-72	S2c
**GRONAU, Harold George	321-35-01	SF3c
**GUNN, Ralph Eugene	271-97-72	Msmth1c
**GUSTI, Robert Leo	265-55-45	MM2c
*HALL, Roland Clark, Jr.	311-47-68	S1c
**HANSON, Wendell Herbert	316-50-68	SM2c
**HARRIS, Franklin Rosecrans	282-92-05	QM1c
HEATH, Forrest E.	320-64-84	S1c
**HOLVERSTOTT, Charles Clynerd	393-29-86	QM2c
**HOOKS, William Micknis	624-07-16	SK2c
*HOWARD, Otis Edgar, Jr.	355-96-60	RM2c
**HOWELL, Robert Lee	355-75-11	S1c
**HUNTER, Robert Thomas	291-59-37	MM2c
*INLAY, George W.	320-80-36	BM1c
JORDAN, Joe A.	295-54-80	F3c
**KALISZ, Edwin Jacob	300-03-44	QM3c
**KAPPES, Joseph Michael	214-75-74	MM1c
**KEENER, Russell Eldon	393-13-07	CM1c
KING, Robert J.	360-00-63	RM2c
**KENNAUGH, Gilbert Thomas	385-54-75	GM1c
**KJOLHEDO, Gerhart Marvin	320-88-32	Bmkr1c
KRATZER, Erwin K.	336-89-61	SM2c
**KRIENER, Rob Bernard	382-24-78	SK3c
<u>B</u> **LA BRIE, William Charles	223-35-19	WT2c
**LEE, Richard Joseph	234-18-95	EM2c
LITTLETON, Vernon R.	356-37-72	S2c
LOGAN, Samuel C.	360-17-98	F2c
**MAILER, William Granville	283-42-32	S1c
**MATHEWS, Forest Cortian	371-65-85	WT1c
<u>B</u> **MATTHEWS, John Raymond	382-09-38	SC
**McCORD, Willis Edward	321-14-96	S1c
**McFARLAND, William	375-98-58	QM3c
**McGINNIS, Jackson Delaney	262-44-93	SG3c
*McMALL, Donald Andrew	368-51-30	F2c
McNEIL, John J.	133-74-14	CTM
**MILLER, Whitman Senter	295-27-47	GM1c
**MINNECI, Charles	238-61-48	F1c
**O'DONNELL, Jack Thomas	268-27-60	FC1c
*OMILANOWIOZ, Charles T.	238-39-52	WT2c
**O'TYSON, Donald Clayton	385-84-40	F2c
**PALERMO, James William	223-88-16	F2c
**PARKER, Arthur Reuben	259-27-63	CPhM
PARTCH, Ambrose H.	393-25-29	TM2c
**PATCH, Clifton Francis	212-31-85	GMM
**PEARSON, Raymond Bertis	207-23-79	F1c



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PERRY, Arthur E.	375-41-43	CWT
**PETERSON, Lester Norman	328-36-64	GM2c
**PIERCY, Ralph Delbut	375-77-46	MM2c
PIKE, James E.	371-68-53	CMM
PLANTE, Roland P.	212-60-49	S1c
*PLUMMER, Frederick Brooks	295-69-60	S1c
**POLAND, Eugene Richard	283-38-63	S2c
**POLHEMUS, Willis	223-84-32	F3c
PRPICH, John	300-18-16	S1c
**QUIGGEN, Jack	283-28-67	MM2c
QUINN, William V.	346-79-56	S1c
**RADZINSKI, George Smith	375-97-32	MM2c
**RADZINSKI, Victor Frederick	375-96-97	MM2c
**REESE, Alexander	375-68-91	WT2c
REYES, Pedro	497-89-52	Matt1c
**RICH, Benjamin Butler	376-02-34	F3c
*RICHARDSON, Francis L.	371-88-51	WT2c
<u>B</u> **ROGERS, Curtis	268-44-95	S1c
ROONEY, George W.	328-07-21	CEM
**ROSSITER, Paul James	393-39-42	S1c
**ROTH, Louis	283-33-19	S1c
**RUDE, Milton Darwin	299-89-68	TM3c
RUSO, Edward A.	279-53-28	S1c
**SCHULER, Max Newton	256-35-00	F2c
**SCHULER, Norman Frank	341-71-37	MM2c
SELMAN, William Hinton	337-11-67	S1c
<u>B</u> **SENYOHL, Eugene Reid	385-40-86	CY
SHAW, Richard S.	342-20-65	F2c
**SHOFNER, Walter	346-27-89	SM3c
**SHOOK, Willis Charlie	393-20-18	MM1c
*SKROCH, Albert	238-19-59	WT1c
**SMITH, William Lance	360-24-55	S2c
**SPATA, John Justin	395-40-32	S2c
SPENCER, Markom G., Jr.	262-22-66	EM2c
**SWEENEY, Paul Robert, Jr.	407-24-81	EM3c
**TAPIA, Joseph	497-96-79	CK2c
TARVER, Ralph L.	268-38-66	MM2c
**TEW, Douglas Holcomb	382-10-97	MM2c
*TIMKO, John, Jr.	299-84-46	MM1c
*TURNER, Harry Kraft	283-09-43	WT2c
**UMPLEBY, Eugene Edgar	238-27-40	WT1c
**VERNON, Walter	381-16-14	GM1c
VIBAT, Dalmacio	497-97-36	Matt1c
VIELGO, Benancio	497-83-40	OC3c



**WAITE, Everett Fred	382-12-54	MM2c
*WARREN, Clifton Lee	337-10-82	SK3c
**WEISS, James Thomas	272-04-47	EM1c
**WHITE, Robert Doyle	268-34-15	MM2c
WIDICK, Dallis E.	316-65-31	SF3c
**WILSON, John Louis	279-50-24	MM2c
ZEIDLER, Herbert A.	223-58-47	F2c
**ZIZAK, Frank Edward	250-39-81	MM2c

\* \* \* \* \*

Notes:1 Sources:

- (A) The casualty list (see below) identifying those wounded and killed, including those declared killed after being missing for a year and a day and those who died of wounds.
- (B) Information from the BuPers Casualty Assistance Branch 1941-1945 file (Record Group 24) for Peary at Archives II:
1. A list of those killed showing middle names.
  2. A list of survivors including those not wounded.
  3. Correspondence identifying those buried at sea and those who were interred in Australia.
- (C) The ship's quarterly muster roll for 12/31/41 and 'Report Of Changes' sheets through 2/2/42, on microfilm at Archives II, used to determine the correct spelling of names and to resolve inaccuracies in other sources.
- (D) The lists of survivors and casualties included as enclosures to the ship's action report dated 3/6/42.

		<u>Died</u>
<u>B</u> Buried at sea:	GRAY, Augustus H., TM1c	2/20/42
	LA BRIE, William C., WT2c	2/22/42
	MATTHEWS, John R., SC3c	2/22/42
	RODGERS, Custis M., S1c	2/19/42
	SENYOHL, Eugene R., CY	2/22/42

- \*\* Killed (\* Wounded) when Peary was sunk on 2/19/42 according to a machine-generated list of casualties at Archives II prepared by BuPers after the war in the 'Battle Books' (Record Group 24), listing casualties by battle/campaign by ship.

Summary of Casualties:

	<u>Killed</u>	<u>Wounded</u>	<u>Not Wounded</u>	<u>Complement on 2/19/42</u>
Officer	<u>4</u>	<u>1</u>	<u>0</u>	<u>5</u>
Enlisted	<u>85</u>	<u>15</u>	<u>37</u>	<u>137</u>
TOTALS	<u>89</u>	<u>16</u>	<u>37</u>	<u>142</u>

U.S.S. Peary (DD-226)

Cemeteries Where Crewmembers Are Currently Interred:

2 Killed by the Air Attack at Darwin on 2/19/42  
and 3 Who Died from Disease (Probably Malaria)\*

	<u>Rating</u>	<u>Service No.</u>	<u>Died</u>
<u>Honolulu</u> - National Memorial Cemetery of the Pacific ('Punchbowl')			
BALGOS, Gerardo Vigcas	OC1c	110-29-00	1/17/42
Plot C, Row O, Grave 688			
McCORD, Willia Edward	S1c	321-14-96	2/19/42
Plot C, Row O, Grave 409			
McKALG, Thomas Owen	Y3c	223-62-29	2/16/42
Plot B, Row O, Grave 809			
ROSSITER, Paul Jones	S1c	393-39-42	2/19/42
Plot C, Row O, Grave 272			
<u>Iowa</u> (Private Cemetery)			
MacKENZIE, Floyd L.	Cox	320-74-22	1/16/42

\* \* \* \* \*

- \* Information obtained from: (1) National Archives ('Archives II') College Park, MD, Casualty Assistance Branch file 1941-1945, and (2) The American Battle Monuments Commission, [www.abmc.gov](http://www.abmc.gov) and (phone) (703) 696-6900. Almost all of the personnel casualties are presumed to have died a year and a day after they were reported Missing In Action following the loss of the ship on 2/19/42. They are memorialized on 'The Tablet of Missing' at The Manila Cemetery, Republic of the Philippines. Five crewmembers who died from wounds aboard a hospital ship at Darwin and were buried at sea are listed on Page 4 of the Muster Roll of the Crew, February 19, 1942.

E. A. Wilde, Jr.  
May, 2007

Refer to No.  
FFG-3/

DESTROYER SQUADRON TWENTY-NINE  
UNITED STATES ASIATIC FLEET  
U. S. S. BLACK HAWK, Flagship

00/ga

23 March, 1942

John Bermingham's Tour of Duty is Finished - By H.V.Wiley '15.

December 1, 1941. John Bermingham's tour of duty on the Asiatic Station was finished. He had served his full "cruise" in the Far East, had been detached from duty as executive officer of one of the most efficient destroyers of the 29th. Squadron. Two divisions of the squadron had departed "on a practice cruise". The other division of four ships was still in Manila, one pair completing a routine Navy Yard overhaul, the other pair waiting to replace them a week or two later.

December 7, 1941. John Bermingham, his tour of duty finished, was in Manila waiting for transportation home. Over came the Japanese bombers and the war was begun. The bombing was not heavy in Manila at first, as military targets, particularly air-fields, were sought. John watched the attacks, as he was not on duty and he had little to do. On Wednesday he looked across Manila Bay and saw the Navy Yard at Cavite attacked. One of the first victims was the destroyer Peary, which was completing overhaul, the Yard and the crew working desperately to get the engines together, the guns and torpedoes on board. The Peary was hit on the top of the bridge by a large bomb filled with gasoline, concrete, steel scrap, and perhaps shrapnel. Down went the foremast; down went the Captain, injured in both legs; down went the executive officer dead; down went the engineer officer, an arm missing, and down

DESTROYER SQUADRON TWENTY-NINE  
UNITED STATES ASIATIC FLEET  
U. S. S. BLACK HAWK, Flagship

00/ga

Refer to No.  
FF6-3/

went ten to twenty of the gallant crew - never to rise again. Two days later the torpedo officer had the ship in the harbor under steam, skilfully dodging the sticks of bombs dropped on him.

December 14, 1941. John Bermingham, his tour of duty finished, visited the Navy Yard to again inquire about means of transportation or of returning to duty. A Commander passed him in the Yard, then halted him and asked if he were not a destroyer officer, and upon receiving an affirmative answer, ordered him to board the Peary and take command. Meanwhile the ship had assembled thirty men of various ratings in the Navy Yard to replace the killed, wounded and missing of her crew. John Bermingham went to work, organizing and drilling the crew, fitting out with ammunition, charts, a spar for a mast, a radio transmitter, fuel, provisions, anything that could be gotten at night when the ship could come to a dock while the bombers were not around. Some of the holes were patched in the decks, but the bow which was being replaced had to be left open to the sea in many places, and the plates above water were only bolted in place. The Peary then commenced escort duty and other missions as required.

Late December, 1941. John Bermingham's tour of duty in Manila Bay was finished. Enemy forces were about to occupy Manila. At night at the Naval Base John Bermingham saw the Commandant and

DESTROYER SQUADRON TWENTY-NINE  
UNITED STATES ASIATIC FLEET  
U. S. S. BLACK HAWK, Flagship

00/ga

was told to "go on south". An hour later he was steaming through the mine-fields, and into the open China Sea, with no prescribed route or destination. Bombing planes were active in many sections of the Philippines. John Bermingham was on his own.

How he got through can not be published at this time, except to say that his ingenuity and fortitude were remarkable. He evaded enemy cruisers and submarines; he was bombed by the enemy; he was bombed by friends who did not know that an Allied ship was in those waters. Ammunition was set on fire. One man stationed aft and a man at a machine gun was killed on the bridge. Another was lost overboard during action. Finally, about out of fuel, food and water he reached a small friendly port where he got enough supplies to go on.

Early January, 1942. John Bermingham's duty was finished. He reached a port where some of his own Navy was present. His bedraggled-looking ship, the smoke stacks full of holes, the bridge half gone, no mast except a boat spar, camouflaged in various ingenious ways, had reached a haven. However, another enemy was at work. Twenty-five men and officers were transferred to the hospital with malignant malaria and within three days five had died. Again a replacement crew was received. The ship was provisioned and repaired. In a few days the Peary was again at sea on war missions. One mission was particularly dangerous as it

Refer to No.  
FF6-3/

DESTROYER SQUADRON TWENTY-NINE  
UNITED STATES ASIATIC FLEET  
U. S. S. BLACK HAWK, Flagship

included taking supplies to a port that was being bombed daily.

Late February, 1942. John Bermingham's tour of escort duty was finished. He had returned to port for fuel about 8 a.m. At about 1100 a terrific bombing attack, the first suffered by that port, came without warning. The Peary was hit aft immediately and a fire was started. The next hit was amidships and the ship started sinking. A few minutes later a bomb hit near the bridge and pierced the magazines of the thin-shelled ship. As she sank the guns above water amidships were still firing fiercely.

Brave, competent John Bermingham's tour of duty was finished. The few survivors of his crew revere and honor him as do we all.

John Michael Bermingham '29. R.I.P.

BERMINGHAM, John M.

Lt. Cdr. USN (~~etc~~)

USS PEARY

Darwin

Recommended for D.S.M. by Comdr. Dest. Pac. Flt--Ltr.  
Aug. 19, 1942--Ref: PEARY Ltr. DD226/A16-3/(3-42)  
of Jan. 6, 1942--10th End. CinC U.S. Flt. Ltr.  
FF1/P15 Serial 02457

Approved Nov. 23, 1942.

AWARDED: NAVY CROSS--Bd.Awds. Mtg. Sept. 23, 1942.

P. 738

"For distinguished service in the line of his profession as CcO. USS PEARY during the period from 10 Dec. 1941 to 19 Feb. 1942. After Manila Bay became untendable as an operating base, Lt.Cdr. J.M. Bermingham piloted his vessel to Darwin, N.T. Australia, narrowly escaping by his skillful maneuvering the attacks of bombers and torpedo planes

on one occasion and avoiding further attacks during daylight by ingeniously camouflaging and hiding his ship near land. He later carried out a 2nd hazardous mission in delivering gasoline to an airfield which was under continual enemy surveillance. His action and good judgement not only saved his ship in the 1st instance but also insured the successful accomplishment of others. During the bombing of Darwin Australia, by approximately 80 enemy aircraft he fought his ship valiantly against continued dive bombing attacks and went down with the USS PEARY when she finally sank."

*Mrs. Grace Bermingham  
8409 Talbot St.  
New Gardens Long Island  
New York, N.Y.  
2-5-43*



Op-29/jtm  
27 Feb 1957

Dear Mrs. Palermo: <sup>1</sup>

In reply to your letter of 13 February 1957, I am happy to advise you that since my last letter I have had the good fortune to locate an officer who is probably the only surviving officer of the USS PEARY sinking. He is Captain William J. Catlett, Jr., USN, at present Commanding Officer, Recruit Training Command, Naval Training Center, Bainbridge, Maryland. I talked to Captain Catlett on the telephone, and asked him if there was any gold aboard the PEARY at the time of her sinking. The Captain related the following information:-

On 26 December 1941, the PEARY had just about completed loading aboard supplies and ammunition, in the Philippines, for her voyage to Australia, when orders were received to take aboard some of General MacArthur's personal effects, together with some gold from the Philippine Government for ferry across Manila Bay to Corregidor Island. Lieutenant Catlett (then Executive Officer) personally supervised the loading of this material. When it was all aboard, the PEARY steamed to the island fortress of Corregidor. At Corregidor, MacArthur's effects and all of the gold were put ashore. The PEARY then proceeded to Australia. She did not again have any gold aboard.

This gold, was transported from Corregidor, on 4 February 1942, by USS TROUT, a submarine. It was taken to Pearl Harbor and transhipped to various banks in the United States.

It is Captain Catlett's belief, and I concur, that the story about the gold originated when she (PEARY) took the Philippine gold aboard for transport to Corregidor. Evidently, whoever started this story, saw the gold being loaded aboard and failing to note the PEARY's stop at Corregidor, assumed that it was never off loaded and was still aboard when the PEARY sank.

The Navy has considered issuing a press statement covering the foregoing but it would not stop rumors - they never die. Furthermore stirring up the issue in the press might increase both the State and Navy Department's problem in trying to keep the PEARY

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Notes:

- <sup>1</sup> Mrs. Palermo's son, James William Palermo, Fireman First Class, was killed when the Peary was sunk by enemy dive bombers at Darwin on 19 February 1942.

Source: The ship's historical records at Ships' Histories Branch, U.S. Naval Historical Center, Washington Navy Yard.

undisturbed. I am sure that you realize the problems involved, and desire, most of all, that this aim be fulfilled. In regards to the newspaper clipping carried in the Sunday Star-Ledger, of 2 December 1956, which relates the selling of the PEARY to the Okadagumi Company of Tokyo, by Mr. Carl Atkinson, I need merely point out that the USS PEARY belongs to the U. S. Navy and to no one else, so Mr. Atkinson could not sell it. Furthermore, as the clipping you quote states, the Japanese Company must "get permission from the Australian Government to salvage the ships".

As I stated in my letter of 7 February, the Department of State has requested the proper Australian authorities not to grant permission to tamper with USS PEARY. The Australian authorities have indicated that they will act in accordance with our desires.

May I, once again, extend my deepest sympathy on the loss of your son. It is, indeed, very gratifying to me to learn that your grandson is about to carry on the great tradition which is composed of the valiant deeds of men such as your son.

Sincerely yours,

E. M. ELLER  
Rear Admiral, USN (Ret)  
Director of Naval History

Mrs. Irene Palermo  
94 Arlo Road  
Staten Island 1, New York.

(this is a copy)

# Guns quiet not memories

By GWENDOLYN JACKSON

Navy Journalist

~~San~~ SAN DIEGO — Although the battleships guns are now silent, memories of World War II linger on.

Preserving the memory of one ship is the goal of retired Navy chief pipefitter, Dallis Widick of Friend, Neb.

Widick is one of 25 known survivors of the destroyer USS Peary, which was sunk off the coast of Darwin, Australia, after an attack by Japanese forces.

"I thought it was rather odd that nothing had been done to recognize the Peary or the men lost aboard her," says Widick. "I feel dedicating this plaque is the least I can do."

On the morning of Feb. 19, 1942, a squadron of Japanese aircraft attacked Darwin Harbor.

"We were at anchor the day the ship sank," says Widick, recalling the event as though it happened yesterday.

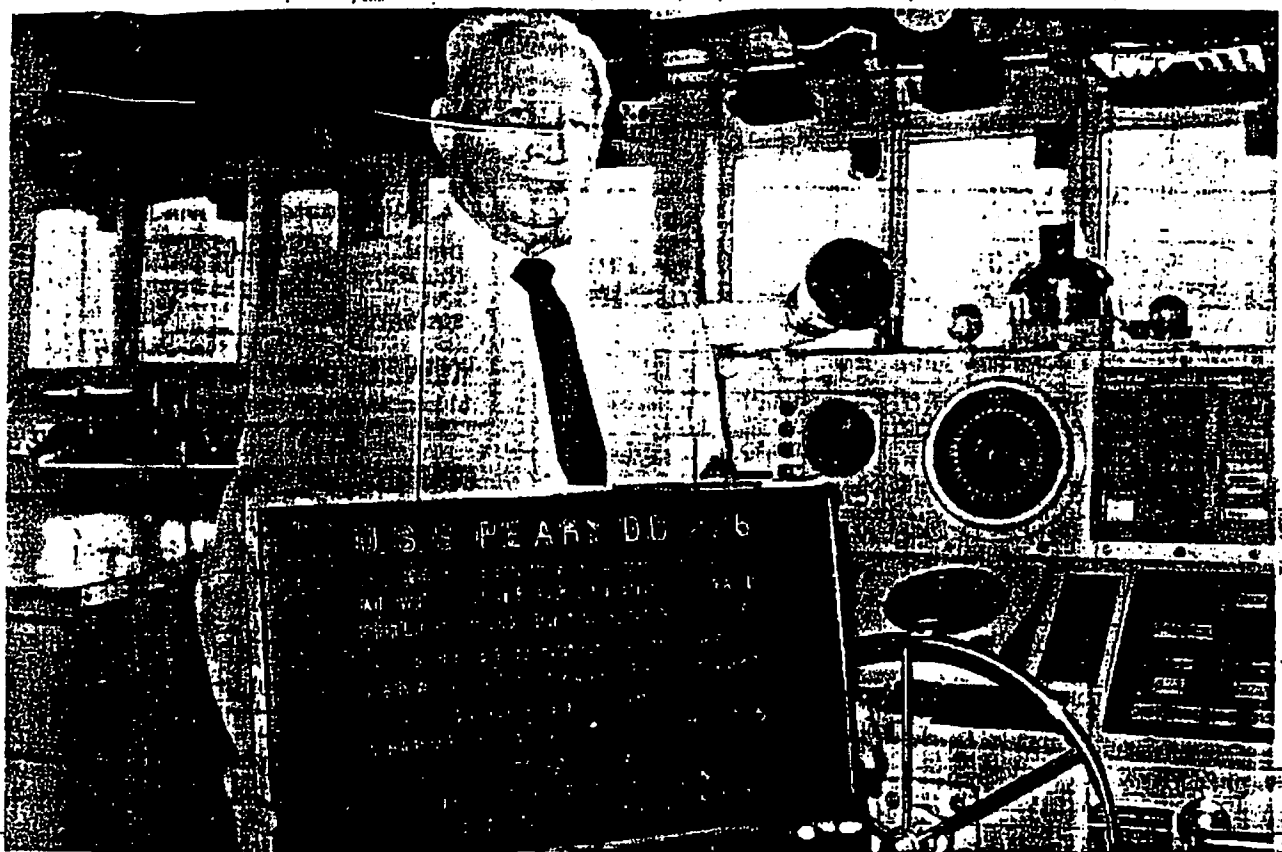
"There were 19 other ships in the harbor at the time, but the Peary was the only one from the United States. The other ships were hit, too.

"We weren't equipped with radar, so we had no idea what was happening until we were hit," says Widick. "The ship went to battle stations, but we were at anchor, which had to be raised. That was part of my job."

As the men raised the anchor, the destroyer took five hits—from the stern (rear) to the bridge. The fifth and final hit struck the magazine. The ship exploded.

"The front of the ship was coming out of the water. All of the officers onboard were dead, so the chief boatswain's mate gave the order to abandon ship. We all jumped over the side," continues Widick.

"Most of the survivors were men who were raising the anchor and those working in the radio room. Some engineers were blown over the side, but miraculously they survived," he adds.



**PLAQUE DEDICATION** Retired Navy chief pipefitter Dallas Widick shows the plaque he will dedicate to the sunken remains of the destroyer USS Peary. The Peary sank during World War II.

after an attack by a squadron of Japanese aircraft. Widick is one of 25 known survivors. (U.S. Navy Photo)

## Guns

Now the remains of the Peary lay at the bottom of the Darwin harbor. Widick feels the ship and those lost onboard should be remembered in more ways than in a history book.

"Dedicating this plaque was my idea," he says proudly, "although one other Peary survivor will be there with me to help dedicate it. It's something I really wanted to do. It took a lot of courage for me to go back to Darwin."

A 1938 graduate of Friend High School—which except for a new coat of paint, remains the same—Widick joined the Navy in June 1940. He received training as a Navy pipefitter (now known as hull technician) and was assigned to the Peary in November 1940. He remained there until it sank.

After his rescue by an Australian hospital ship, Widick stayed in

Darwin for the next three years, where he met and married the former Lorna Bradley of Perth, Australia.

Widick went on to serve on the aircraft carrier USS Essex and the guided-missile ship USS Norton Sound.

He retired in December 1959, after 19 years of active duty and went to work as the director of Special Services at San Diego's Naval Station for the next 10 years.

In 1962, Widick and his wife opened four combined preschool-elementary schools throughout the San Diego area. His wife taught in these schools until she retired last year.

Although the Widicks consider themselves retired, they've kept busy raising roses and orchids. They also spend a lot of time visiting other parts of the world.

"I travel to Australia just about every year," says Widick. "Each year I thought of going to Darwin to put a wreath in the harbor where the Peary went down."

"I finally called the mayor of Darwin and asked if the U. S. Navy or anyone else had put up a plaque.

"The mayor said only a street was named for the Peary. I then asked if I had a plaque made, would the town mount it. He said the town would be thrilled to have it. The plaque will be mounted Feb. 19—the anniversary of the attack."

Widick would like the dedication ceremony to be a reunion of survivors of the Peary—a reunion of men with memories to last a lifetime.

(EDITOR'S NOTE: Gwendolyn R. Jackson is a Navy journalist assigned to the Navy Public Affairs Center in San Diego.)

USS Peary (DD-226)

Reconciliation of Fatalities Listed on the Memorial Plaque  
at Darwin, Australia, with Government Records

Number of men listed as killed on plaque

91

Add:

Those included on the BuPers casualty list as declared dead after being missing for a year and a day, and who also are included on the list of dead/missing on Enclosure (A) to the ship's action report dated 6 March 1942:

CROSS, Lawrence Jackson, 320-59-69

KEENER, Russell Eldon, 393-13-07

Total additions

2

Adjusted subtotal

93

Delete:

Wounded and transferred to a hospital at Manila according to the Peary's deck log for 12/10/41. Not on the List Of Officers for January 1942. Retired from the Navy in 1946.

Ensign Calvin S. George, USN

Wounded on December 10th according to the Peary's deck log. Was in a hospital according to a letter by the commanding officer dated 12/25/41 regarding the status of crew members. Was not on the ship's muster roll for 12/31/41 and is not shown as being received on any of the 'Report Of Changes' sheets through 2/2/42. Included, apparently in error, on the list of dead/missing on Enclosure (A) of the action report dated 3/6/42, but not on the BuPers casualty list prepared after the war. Is not on either of two fatalities lists in the Casualty Assistance Branch file at Archives II.

HALL, Alonzo D., 206-96-23 MM1c

Was rescued by an Australian motor boat on 2/19/42 and remained AWOL until he reported to the Australian Intelligence Force in September, 1943.

GLOVER, Frank A., 274-47-08 S2c

Wounded at the Cavite Navy Yard and transferred to a hospital at Canacao, P.I., on 12/10/41 according to the summary Report Of Changes sheets (Page 6) for December, 1941. He survived the war as a P.O.W. and was repatriated at Manila on 9/15/45 (COMNAVBASES AT MANILA ltr. 9/15/45)

TINSLEY, John Jr. 380-78-02 TM2c

Total deletions

(4)

Adjusted Total Fatalities

89

E. A. Wilde, Jr.  
January, 2007

USS Peary (DD-226) in World War II

Photograph Credits

<u>Description</u>	<u>Source Code/Ident. No.</u>
<u>Sponsor, Marie Peary Stafford, 4/6/20</u>	NA 19-N-7373
<u>Sketch, RAdm. Robert E. Peary, USN</u>	NH NH 47446
<u>Peary, port bow, anchored, c. 1920's</u>	NI Order w. photocopy
<u>Peary, starboard beam, anchored, c. 1921</u>	NH NH 50902
<u>Whippoorwill (AM35) off Cavite, P.I., 1941</u>	NA 19-N-27110
<u>Map, Manila Bay and approaches, P.I.</u>	NA 80-G-47104
<u>Lockheed 'Hudson' patrol bomber</u>	NA (Note 1)
<u>Japanese dive bomber 'VAL' (Aichi Type 99)</u>	NA (Note 2)

\* \* \* \* \*

Notes:

1 Source: [www.microworks.net/pacific/aviation/PBO\\_Hudson.htm](http://www.microworks.net/pacific/aviation/PBO_Hudson.htm)

2 National Archives #342-FH-3835235-21368 A.C.

Key to Sources:

NA National Archives  
4601 Adelphi Road  
College Park, MD 20740-6001  
Phone: Still Pictures Reference: (301) 837-0561

NH Naval Historical Center  
805 Kidder Breeze Street, SE  
Washington Navy Yard, DC 20374-5060  
Phone: (202) 433-2765

NI Naval Institute Photo Service  
291 Wood Road  
Annapolis, MD 21402  
Phone: (410) 295-1022; FAX: (410) 269-7940

E. A. Wilde, Jr.  
July, 2007

U.S.S. Peary (DD-226) in World War II

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BuPers Casualty Lists, WWII (by battle/campaign by ship), Archives II, College Park, Maryland (Record Group 24)

Citations file, WWII, Operational Archives Branch, Naval Historical Center, Washington Navy Yard

Conversation with Edward P. Stafford (grandson of Adm. Peary and son of the Peary's sponsor, Marie Peary Stafford)

Deck logs (Peary and USS Pillsbury (DD-227)), Archives II/College Park, Maryland (Record Group 24)

Muster rolls, Peary, on microfilm at Archives II, College Park, Maryland (Record Group 24)

News releases, Operational Archives Branch, Naval Historical Center, Washington Navy Yard.

Oral history transcripts, Operational Archives, Naval Historical Center, Washington Navy Yard.

Ships' Histories Branch, Peary file, Naval Historical Center, Washington Navy Yard

Websites: [www.abmc.gov](http://www.abmc.gov) (American Battle Monuments Commission)  
[www.navsource.org/archives](http://www.navsource.org/archives) (Memorial plaque at Darwin)  
[www.microworks.net/pacific/aviation/PBO\\_Hudson](http://www.microworks.net/pacific/aviation/PBO_Hudson) (picture)

E. A. Wilde, Jr.  
July, 2007

Locations Where Historical Compilations by the Editor  
Are Available For Researchers

- <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, Fredericksburg, 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



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## 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 in 2000, 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 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 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 were not for sale but he sent complimentary copies to survivors and families of deceased crewmembers and to selected libraries. Under his supervision, they now appear on this web site.

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

## THE ILLUSTRATED SHIPS' HISTORIES OF E. ANDREW WILDE, JR.

[Aaron Ward](#) (DD 483)  
[Barton](#) (DD 599)  
[Borie](#) (DD 215)  
[Colhoun](#) (APD 2)  
[Corry](#) (DD 463)  
[Cushing](#) (DD 376)  
[De Haven](#) (DD 469)  
[Douglas H. Fox](#) (DD 779)  
[Drexler](#) (DD 741)  
[Duncan](#) (DD 485)  
[Emmons](#) (DMS 22)  
[Fiske](#) (DE 143)  
[Glennon](#) (DD 620)  
[Halligan](#) (DD 584)  
[Hammann](#) (DD 412)  
[Jacob Jones](#) (DD 130)  
[Laffey](#) (DD 459)  
[Lansdale](#) (DD 426)  
[McFarland](#) (AVD 14)  
[Meredith](#) (DD 726)  
[Monssen](#) (DD 436)  
[Perry](#) (DMS 17)  
[Preston](#) (DD 379)  
[Seminole](#) (AT 65)  
[Spence](#) (DD 512)  
[Strong](#) (DD 467)  
[Walke](#) (DD 416)