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**The U.S.S. *Reid* (DD-369) in World War II:
Documents**

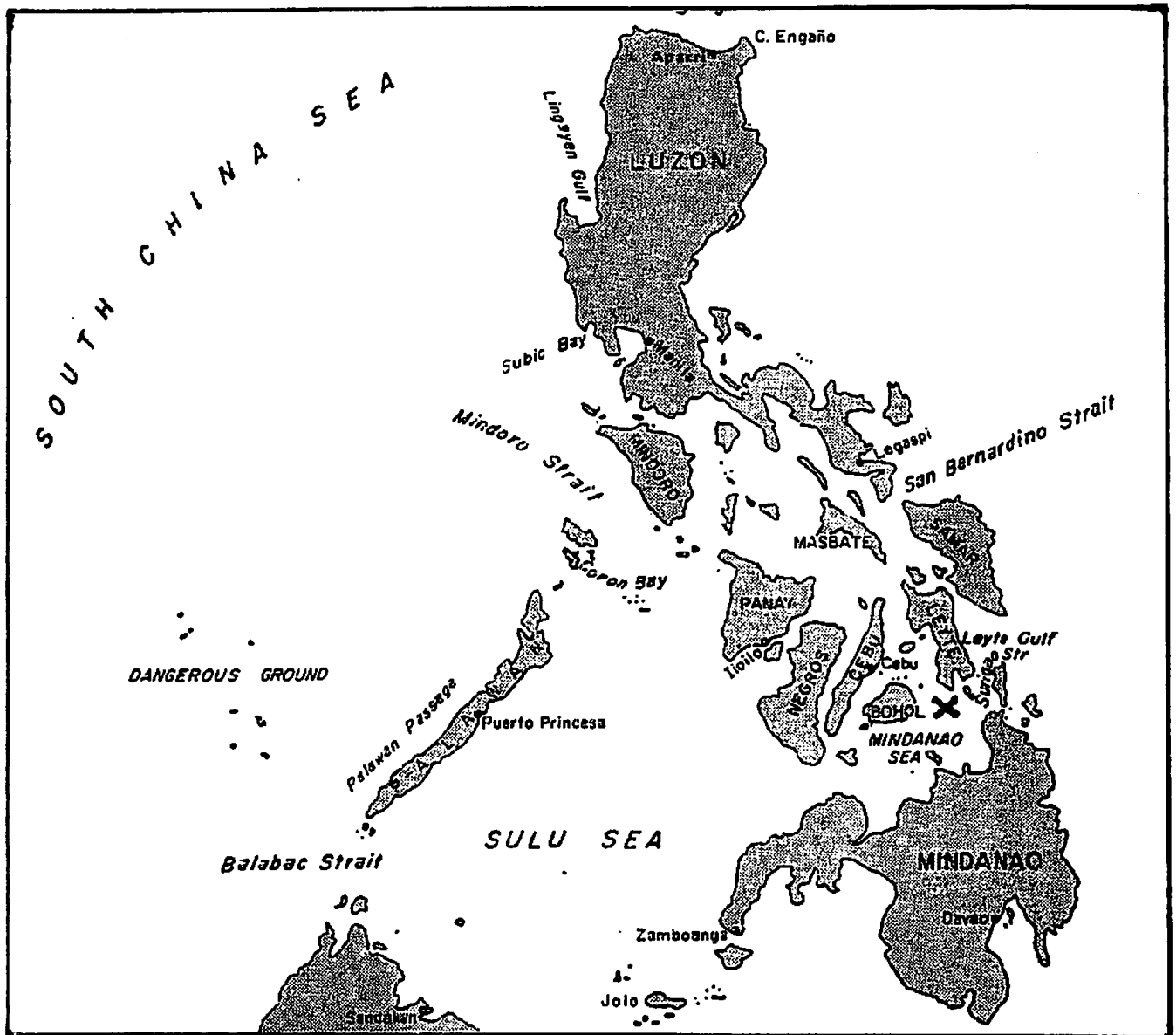
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USS Reid (DD-369) in World War II

Philippine Islands



USS Reid (DD-369) was sunk by Japanese aircraft south of Leyte Island (at 'X', above) while en route Leyte Gulf to Ormoc Bay on Leyte's west coast on December 11, 1944. After several of the attacking planes had been shot down a plane crashed into the ship with a bomb which hit between the after 5-inch guns and exploded the after magazine. The entire stern was opened up as far as the engine room, and the ship quickly sank. Personnel casualties were very high: 103 killed and 45 wounded out of her complement of 255 officers and men.

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Division of Naval History
Ships' Histories Section
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HISTORY OF USS REID (DD 369)

USS REID's keel was laid on 25 June 1934 at the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey. The destroyer, which was launched on 11 January 1936, was the third named in honor of Captain Samuel Chester Reid, USN, who was born in Norwich, Connecticut, on 25 August 1783. Captain Reid entered the U.S. Navy in 1794 and during his long and distinguished career served under Commodore Truxtun aboard USS BALTIMORE; became master of the brig MERCHANT at the age of 20; and was appointed master in the U.S. Navy in 1844. He designed the United States flag in its present form.

The first USS REID (DD 21) was built by the Bath Iron Works, Bath, Maine. Her keel was laid 3 August 1908, she was launched 17 August 1909, and commissioned 3 December 1909. DD 21 was stationed with the Atlantic Fleet during World War I and was disposed of by sale 21 November 1919.

The second ship of the name, (DD 292), was built by the Bethlehem Shipbuilding Corporation, Squantum, Massachusetts, her keel being laid 9 September 1919. Completed in a record construction time of forty-five and one half days, USS REID (DD 292) was launched 15 October 1919, sponsored by Mrs. Joseph Wright Powell, wife of the president of the Bethlehem Shipbuilding Corporation. The ship was commissioned 3 December 1919. DD 292 was sold 17 January 1931, the disposal being in accordance with the London treaty for the limitation and reduction of naval armament, and was stricken from the Naval Vessel Register 22 October 1930.

Following the commissioning of the new USS REID (DD 369), and her shake-down cruise, the ship entered the usual peacetime ship routine in both Atlantic and Pacific waters.

On 7 December 1941, USS REID was moored alongside USS WHITNEY in Pearl Harbor, T.H., when the Japanese made their treacherous attack. Though all her machinery was secured and minor units disabled for repairs, when unidentified planes were seen attacking Ford Island, REID went to "General Quarters" and began firing on the attacking planes with her anti-aircraft guns.

Several enemy planes strafed this "nest" of destroyers sporadically and one was shot down by the group. REID sustained no injuries to her crew nor damage to the ship during the attack.

Immediately after the Pearl Harbor attack REID put to sea as a part of the anti-submarine screen for the undamaged heavier warships that were able to leave the inland waters of the harbor for patrol duty in the event of other possible attacks. She performed these duties for several days and then proceeded on patrol and escort duties with Task Group 13.1 which took her to Palmyra and Johnston Islands, finally mooring in Pearl Harbor on 1 January 1942.

On 3 January REID departed on a convoy trip to San Francisco, returning to Hawaii on 29 January.

She was occupied in patrol and anti-submarine search duties in Hawaiian waters until 12 February 1942 when she made a cruise with Task Group 15.6 to Midway Island. After returning to Pearl Harbor, the ship escorted another convoy to San Francisco where she was put in dry dock for repairs. The end of March found REID back at Pearl Harbor awaiting further assignments.

In early April 1942, REID escorted ships on firing practice in Hawaiian waters and on the 20th she departed from Pearl Harbor to make a round-trip convoy -escort mission to San Francisco, returning to Hawaii on 13 May.

As Flagship of Task Force EIGHT on 22 May USS REID steamed out of Pearl Harbor independently with her destination Kodiak, Alaska.

For the next few months the ship participated in anti-submarine sound patrols and convoy duty between Kodiak, Dutch Harbor, Akutan Island and other islands of the Aleutian group, hampered by the fogs and weather conditions familiar to that area.

On 20 July 1942, as a part of Task Group 8.6, REID proceeded with the group to gain position for an offensive attack against the Japanese forces on Kiska Island. After much maneuvering in the area, waiting for the skies to clear, the operation was temporarily abandoned and the force retired awaiting more favorable weather conditions.

On 3 August the task group, composed of the heavy cruisers INDIANAPOLIS and LOUISVILLE; light cruisers HONOLULU, NASHVILLE and ST. LOUIS; and destroyers REID, CASE, GRIDLEY and MC CALL; again steamed toward Kiska to attempt to bombard the Jap base. A short while later, USS ELLIOTT, a destroyer mine-sweeper, (DMS 4), joined the formation. An approach was made on the objective in the late afternoon of 7 August from the south in a muddy fog with visibility of less than 500 yards. The attacking force was obliged to cruise about the area waiting for the fog to lift and permit direction of the bombardment. In the early evening the fog suddenly lifted and when bombardment commenced, REID was about three miles from Bukhti Point and second in the column of destroyers.

During the operation REID pounded enemy installations but the amount of damage was not ascertained because of the overcast. No enemy surface craft or aircraft were taken under fire though, upon retirement from the area, several enemy single float monoplanes strafed the destroyers ineffectively. No damage was sustained by REID or her personnel during the encounter.

From the Kiska operation, REID proceeded in company with Task Group 8.6 to Kodiak, Alaska, for overhaul and upkeep and on 19 August got underway with other members of Task Unit 8.6.2, (LOUISVILLE, ST. LOUIS, and BROOKS) for gunnery exercises at sea.

On 25 August 1942, REID steamed from Kodiak Island, again as a component of Task Group 8.6, to act as covering force for landing operations in the vicinity of Adak Island in the Aleutian Group.

REID was directed on 31 August to proceed to Nazan Bay, Atka, and maintain anti-submarine protection for USS CASCO, a seaplane tender, which had been torpedoed the previous night. At 0930, upon arriving off Cape North, a patrol plane signalled her that a Japanese submarine was in the area. A plane from

Patrol Wing FOUR had previously depth bombed the enemy vessel, damaging it to the extent that an oil slick had appeared. A smoke float had been dropped to mark the oil slick and an approach was made in the direction of the float by REID.

The oil slick was observed at 1000 and initial sound contact was made with the sub soon thereafter at 2600 yards. Upon following the oil slick and sound contact, it was found that the enemy was steering evasive courses at speeds estimated to be from four to eight knots and actions indicated he was attempting to interpose a wall of disturbed water between himself and REID.

Deliberate trailing tactics were first employed and it was observed the enemy was pursuing "S" turns. At 1100 the submarine remained on a steady course, an approach was accomplished and the first depth charge barrage made with negative results.

Because of disturbed water, it was 37 minutes before contact could be made again and during this time REID followed the oil slick, endeavoring to keep within the approximate area and course of the submarine. At 1156 contact was established again but was lost two minutes later and REID took up her former course on the oil slick.

At 1217 the echo of a wake was picked up and propeller noises heard again. After much maneuvering and several false approaches, the second barrage of depth charges was fired with excellent results. The submarine surfaced sluggishly, with its bow above and its stern below the surface.

Three Japanese immediately manned for forward gun of the submarine and trained on REID but did not open fire. With her two after five inch guns and 20 millimeter guns, the destroyer opened fire on the sub. Three direct hits were seen made by her guns -- two on the conning tower and one in the forecastle, with numerous other shots closely straddling the enemy vessel. At 1228 the submarine capsized to the starboard and sank, stern first, with her bow at an angle of 60 to 70 degrees. The enemy craft sank in about 7 $\frac{1}{2}$ minutes.

After the sinking, 17 Japs were counted swimming in the area and after 24 minutes five survivors were recovered. These were brought on board and treated by the Medical Officer for shock and exposure and given dry clothing. Upon questioning the prisoners, the submarine was identified as "RO-61."

On 6 September REID steamed into Dutch Harbor and transferred the Japanese prisoners of war to the Naval Operating Base there. The ship spent the remainder of September in anti-submarine patrol and escort duty in Aleutian waters and then proceeded to Pearl Harbor, T. H., to await further assignment.

October and November 1942 were spent on escort duty in the South Pacific area around Noumea, New Caledonia; Samoa and the Fiji Islands. On 25 December, REID got underway from Suva Harbor, Fiji Islands, in company with destroyers CUMMINGS and CASE to escort the first U.S. Army troops and equipment to Guadalcanal in the Solomon Group. The transports in the group were U.S.A.T. GRANT, U.S.A.T. HOLBROOK, and REPUBLIC.

Arriving off Lunga Point, Guadalcanal, on 30 December, the escorting ships formed a patrol screen while the transports disembarked the U.S. Army troops. REID and USS LANG escorted the transports GRANT and HOLBROOK to anchorage in Tulagi Harbor, Florida Island, and patrolled the entrance to the harbor during the night.

The following day REID escorted another convoy back to Espiritu Santo in the New Hebrides Islands.

On 12 January 1943, REID, operating singly, conducted a shore bombardment on Guadalcanal areas where concentrations of enemy stores were believed to be located. The smooth sea and a visibility of 10 miles allowed REID to use her four 5-inch batteries to good advantage. In her bombardment of the Kokumbona Beach area, most of the firing was directed to explode just over the tree tops but damage could not be estimated because of the dense jungle growth.

At the mouth of Phoa River damage incurred was also unknown because of the jungle and coconut groves, but at the Bonegi River mouth, the third target area, one unusually high column of yellow smoke was observed.

At Visale Bay area, the target was a group of shacks in the woods about 500 yards from the beach. These had been recommended because planes believed they had sighted piles of boxes and stores there. Most of the ammunition, therefore, was expended here because results of the barrage could be observed. The first salvo landed among the shacks, destroying several and uprooting trees. In subsequent salvos, a large column of black smoke came from one of the shacks when hit. During the bombardment, no answering fire was observed from the enemy. Upon completion, REID returned to Tulagi Harbor for anti-submarine patrol.

After several months of routine patrol and escort duties in South Pacific areas, REID was assigned to the SEVENTH Fleet to act as a Radar Guardship and Fighter Director during the initial landings of U.S. troops at Lae in eastern New Guinea.

In the dawn of 4 September 1943, while supporting the Lae landings, the ship was attacked by three Japanese dive bombers which were repulsed with her anti-aircraft batteries before coming within sufficient range to release their bombs. A few minutes later a second run was attempted by an enemy fighter but he also turned back without damage to the ship or crew.

On 7 September while patrolling with USS LAMSON off Cape Ward Hunt, New Guinea, preliminary warning was received from a shore radar station of an attack by a single enemy plane. In two attacks by the plane at low altitude, the enemy succeeded in loosing two small bombs which landed about 1,000 yards on REID's starboard quarter without damage. REID, firing with all guns, did no apparent damage to the Japanese plane which retired after the attacks.

The following day, while steaming in company with Task Unit 76.6.2, composed of REID, LAMSON, MUGFORD and DRAYTON, covering the movement of 19 LCI's (Landing Craft Infantry) from Buna, New Guinea to Lae, two enemy planes attacked the convoy. Using glide bombing tactics, the enemy released seven small bombs with negative results, the nearest hit being about 400 yards from REID.

On the night of 15 September 1943, while on escort duty with a convoy from Buna to Morobe, New Guinea, another low level bombing attack of two runs by one plane was repelled without the enemy accomplishing his bomb release. A similar attack the following day was likewise repulsed with no damage to REID.

While in company with USS PERKINS, SMITH and HAMAH conveying LST's (Landing Ship Tanks) in Huon Gulf, off Lae, and prior to the Allied landing at

Finchhafen, New Guinea, 21 September, six enemy bombers were reported approaching. The Jap planes were screened by the mountain ranges of the island and were not spotted until within six miles of the task group, when all ships opened fire. The six enemy bombers, in medium level bombing runs, succeeded in dropping several sticks of bombs on the formation but did no damage to any of the ships. Guns from REID made a hit on one of the bombers setting it afire, but it was seen to retire without crashing.

The air coverage of U.S. fighter planes had started to return to their bases prior to the attack, but were recalled and succeeded in shooting down five of the retiring enemy bombers and four of their protecting Zeros. One of the bombers shot down was seen to be smoking and it was believed to be the same plane previously hit by REID.

During the initial landings of U.S. troops at Finchhafen, the following day, shortly after dawn REID engaged a single enemy reconnaissance plane while on patrol duty off the beach. The plane was driven off without releasing bombs or making any definite attack.

The same afternoon, while participating in screening the withdrawal of USS SONOMA and three LST's from Finchhafen, REID acting as Radar Guard picked up a large formation of enemy planes approaching from New Britain at a distance of 63 miles. Warning was given to the ships in the company and, as the convoy commenced to take evasive action, the escorting destroyers began to deploy around them at high speed.

When about 40 miles away, the Jap planes split into two groups and soon afterwards U.S. Army fighters engaged one of the groups of high altitude bombers. In the ensuing engagement, 37 enemy planes were shot down with a loss of three Army fighters. None of these enemy planes succeeded in reaching the convoy.

The second group of Japs, consisting of 10 twin engine torpedo planes accompanied by 14 single engine fighters, attacked the convoy soon afterwards, releasing five torpedoes at the formation. Nine torpedo planes were shot down by naval gunfire, REID accounting for two of them herself and assisting USS MAHAN in destroying two others. In the fire from REID, one torpedo plane blew up in mid-air and another pancaked in the water with its nose and one propeller shot away. Another was seen cut in two amidst machine gun fire. REID was strafed several times during the encounter but the hits were negligible. The remaining torpedo plane of the attacking force, as well as one Zero, was shot down by Army fighters. None of the torpedoes fired succeeded in reaching their objective in the convoy.

Two Japanese pilots were later picked up by REID and, with another picked up by DRAYTON, were turned over to Australian authorities in Buna along with material salvaged from one of the torpedo planes.

During the month of September, Allied Fighter Director Parties were on board USS REID from time to time, and through this period approximately 84 enemy planes were shot down by the Allied air forces directed by the director parties on this ship. Only four Allied planes and two pilots were lost during these operations.

Almost a month later, on the night of 20 October 1943, REID in company with other destroyers engaged in search for a submarine and while covering LST's off Finschhafen, New Guinea, contacted an enemy "snooper" plane shortly after midnight. A few minutes later, submarine contact was made by the ship and both she and PERKINS attacked with depth charges but with no evident results.

In the meantime other snooper planes had appeared in the area and about 0300 several groups of enemy planes made their appearance, all coming from the western end of New Britain. Each group was estimated to contain not less than fifteen planes and approximately 60 planes were present at the height of the attack.

The patrolling vessels churned about in evasive tactics, laying smoke screens around the convoy to discourage possible runs by torpedo planes and REID was able to open fire on the enemy only once during the entire period due to this maneuvering. Two patterns of bombs hit near REID, one about 100 yards off the port bow and the other pattern about 500 yards astern. The bombs were estimated to be about 500 pounds and were of the fragmentation type. The ship was strafed on one run and though several bursts of machine gun fire hit off the port bow no damage was sustained either to the vessel or personnel.

The action during this engagement was very intense and it is believed its end, about dawn, was hurried by REID's Fighter Control Party's deception of the enemy in directing phantom fighters to the general combat area.

While steaming in company with destroyer Squadron FIVE three days later, four enemy planes made a surprise dive bombing and strafing attack on the force, coming "out of the sun," but were driven off by the ships' gunfire. The group was covering the unloading of three LST's at Finschhafen and the planes were believed to have come from Wewak, remaining behind the mountain ranges until within striking distance, thus being undetected by radar.

With these weeks of action behind her, REID participated in only regular patrol and convoy duties in the New Guinea area through the remainder of October, November and the first part of December.

December 15th found her steaming in convoy with other units of Task Force 76 from Buna Roads, New Guinea, enroute to Arawe, New Britain, screening the Australian transport HMAS WESTRALIA and USS CARTER HALL, also a transport. At 0333 an enemy twin-float plane was sighted overhead and 13 minutes later bombs exploded about 200 yards off the port quarter of REID, after which the Jap retired. A short while later the destroyers began circling the transport vessels during their debarking operations and upon completion REID stood in to the Cape Merkus beach with other units for bombardment, covering the landing craft. Bombardment completed, the group stood out to sea as planes of the U.S. Air Force began bombing and strafing the enemy positions. Enemy planes appeared at one time strafing the landing area and the USS COYNGHAM, but their nearest approach to REID was about 10 miles.

Christmas Day 1943 was spent at sea on convoy duty proceeding to Cape Gloucester, New Britain, and on the following morning the ship participated in bombardment of the beach in support of troop landings there.

In conjunction with the landing of Allied forces on Saidor, New Guinea, on 2 January 1944, REID participated in the bombardment with other units of Fire Support Group A of Task Unit 76.1.42.

Gali Village, New Guinea, where an enemy concentration and supply dumps had been reported, was bombarded on the night of 8 January with REID an active participant. Star shells were first fired to illuminate the target area after, which the vicinity was thoroughly covered by fire from the ships' main batteries. The success of this operation was unknown because darkness precluded observation.

In following weeks the ship made convoy trips between the New Guinea-New Britain area and Australia and no action of consequence was encountered until she was attacked by three low level bombing planes on 6 February while enroute to New Britain. The planes had raided Cape Gloucester, New Britain, and discovered the ships' position dropping several sticks of small bombs on the group in spite of the anti-aircraft fire. A few bombs landed several hundred yards from REID but no damage was sustained.

The next day while patrolling off Cape Gloucester as LST's landed on the beach, a Japanese fighter plane made a low level bombing run on the ship but was turned away by main battery fire before any bomb release could be made. Another enemy aircraft were present in the area but did not attack because of the anti-aircraft fire put up by the destroyer group.

Until 29 February 1944, REID convoyed troops and supported landings at Cape Sudest, Cape Cretin, and Saidor, New Guinea; and Capes Gloucester and Borgen, New Britain. Several times "sneak" planes were encountered with were single enemy reconnaissance planes flying at high altitudes and carrying bombs. Their presence was usually unnoticed until the bombs exploded and they usually succeeded in eluding the U.S fighters. Fortunately little damage was done by any of these sneak missions.

In the early morning of 29 February, REID arrived at Los Negros Island of the Admiralties with Task Group 76.1 and, after the transports proceeded to the area proceeded to the area for disembarkment, cruisers PHOENIX and NASHVILLE initiated bombardment of the beach. REID and the other destroyers commenced bombarding soon thereafter. The first wave of landing craft was taken under fire by shore machine guns which, in turn, were attacked by destroyers standing in close to the beach. After the bombardment, the task group retired to Cape Sudest leaving two destroyers to give supporting fire for the landings. The remainder of March was spent on convoy and screening patrols between the New Guinea and Admiralty Islands areas, encountering no important action other than sporadic bombardments in landings of the troops convoyed.

During the former part of April, REID escorted convoys in the New Guinea-Admiralty Islands area and the 22nd found her in Humboldt Bay, Hollandia, New Guinea, in company with Task Forces 74, 75, 77, and 78 for bombardment to support the landing there. After the initial bombardment to support the landing there. After the initial bombardment, the beach was subjected to an air strike early in the morning after which the first wave of troops landed with no opposition. REID continued patrolling off the beach and at dusk commenced her harrassing bombardment on specified targets. On 23 April the ship was still in the Hollandia Bay area participating in the bombardment when an enemy plane was

sighted bombing the beach, starting fires among the supply dumps. On the following night enemy planes were contacted and REID circled about the area laying smoke screens and even though the Japs dropped flares they retired without attacking.

Through the remainder of April and until 16 May REID made several patrol-escort runs in the vicinities of Saidor, Aitape, Cape Sudest, Oro Bay, and Hollandia and on the 17th proceeded with Task Group 77.2, composed of 2 APA's, 13 LCI's, 2 rocket LCI's, 5 SC's, 3 DE's, and 5 DD's, from Humboldt Bay, New Guinea, to the attack area near Wakde Island. Arriving at Arara, Dutch New Guinea, about dawn, Task Forces 74, 75, and units of Task Unit 77.2.7 commenced bombardment of Yellow Beach on the northeast tip of Wakde. After attacks on enemy barges off Sarmi Point and close rocket and automatic weapons fire on the Yellow Beach area by the ships, the first wave of troops landed at the eastern limit of the area in the early morning. USAAF medium bombers then commenced bombing and strafing the beach target area and LST's cut the waves toward the beach. Around noon, REID bombarded Yellow Beach after the planes had completed their assault and then patrolled off the landing area covering the beached LST's.

On 25 May she steamed from Humboldt Bay to participate in an attack on Biak Island in the Schouten Group and the next day rendezvoused with Task Group 77.4 on anti-submarine and aircraft screening patrol. Before dawn the task group stood into Japan Strait and at 0630 began the bombardment of Owi Island with REID in the fire support area. Soon after, the landing craft headed for the shore and USAAF planes commenced their protective bombing. While there was much opposition fire from the shore line and several hits made no units of the group, REID sustained no material or personnel damage. The ship patrolled 10 miles south of Owi Island through May 28th and though enemy planes were sighted no attacks were made. The following day REID steamed in company with Task Group 77.7 enroute to Humboldt Bay doing anti-submarine screen duty. She moored at Hollandia 30 May.

Steaming in company with MUSTIN, HUGHES, RUSSELL, OGDEN and MORRIS, on 2 June 1944, REID arrived at Owi Island early in the morning and assumed patrol duties as LST's proceeded to the beach. In the afternoon enemy fighters attacked the beach area and both shore and ships' anti-aircraft batteries opened fire. A few minutes later six Japanese planes started runs on the patrolling ships and were followed by another attack of two large enemy fighters or attack bombers. Both groups were driven off without damage to the vessels. Other attacks followed sporadically throughout the rest of the day but no damage was sustained by the ship or personnel. The following day while steaming with USS MUSTIN in support of a small amphibious landing in the Mokmer vicinity about 10 enemy fighters of various types commenced attacking from several directions. These attacks were carried out singly or in pairs with the enemy taking advantage of the abundant cloud cover. The first attack was made from the south, strafing the ship on her port side. REID opened fire with all her main anti-aircraft batteries and automatic weapons. Two enemy navy fighters attacked from astern and passed close by on the starboard side. One was seen to be hit and passed out of sight in a slow glide, with his plane smoking. One enemy bomb exploded about 400 yards on the starboard beam and other near misses were reported astern. The other was hit in the wing by automatic weapons' fire but was not observed to crash. A short while later a single fighter attacked off the starboard bow but the attack was repulsed. A total of 8 to 10 enemy planes, of an

estimated 20 in the area, attacked the REID and at least 3 were seen to be damaged by gunfire. Three to four near bomb misses were observed and several personnel casualties were sustained as well as some material damage to the ship from shrapnel.

After two days patrol duty in the vicinity, REID proceeded to Humboldt Bay where she took on ammunition and provisions. She then steamed for Seeadler Harbor in the Admiralty Islands and in those waters carried out battle problems and anti-submarine training exercises until 20 June when she returned to Humboldt Bay.

An escort-patrol run to Alexishafen Harbor, New Guinea, with no enemy contacts marked the next few days and on 26 June REID got underway independently for Wakde Island in Dutch New Guinea. The following day she anchored off Toem, near Wakde and Insoemanar Islands, and on the 29th steamed with four PC's to bombard enemy positions in the vicinity of the mouth of Wiske River. The ship also participated in bombardment of reported enemy concentrations between Maffin Bay and Sarmi Point and then returned to Toem, proceeding thence to rendezvous with units of Task Force 77 to attack and occupy Noemfoor Island, Dutch New Guinea.

On 2 July USS REID covered landings on Noemfoor Island and throughout the remainder of the month operated with various task units in the New Guinea area.

On 30 July she reported to Pearl Harbor for repairs in dry dock. With repairs completed and the ship reprovisioned, on the morning of 29 August 1944 REID sortied from Pearl Harbor with Task Group 12.5, the mission being to conduct surface bombardment and air strikes on Wake Island.

Arriving in the early morning of 3 September at the objective, destroyers DUNLAP and CUMMINGS proceeded with the cruisers for the bombardment while REID took position to screen the aircraft carrier USS MONTEREY. Five strikes were launched and recovered during this operation and REID was then directed to proceed for bombardment of Wake after dark. Because of water contaminated fuel oil, the ship was forced to abandon this bombardment and retired to Eniwetok, Marshall Islands, with the rest of the task group. Due to this fuel oil contamination, REID was unable to carry out her mission for the first time in her history and the mark on her record was keenly felt by all personnel.

At Eniwetok, the ship participated in operational training with Task Group 57.9 in the surrounding waters and then on 24 September steamed for Saipan in the Marianas Islands.

Arriving there two days later, the ships fueled and then sortied forth again to carry out an offensive sweep northwest of Saipan to contact and destroy any units in the area. No contacts were made, however, and the task group returned to Saipan. Thence REID proceeded to Eniwetok and then to Ulithi in the Caroline Islands.

REID was steaming enroute from Ulithi to Hollandia, Dutch New Guinea, 19 October 1944, when "King Neptune and his Royal Party" came aboard upon crossing the equator, and "Shellback" initiation ceremonies were duly held.

REID rendezvoused with Task Group 76.2 on 31 October to proceed to Leyte, Philippine Islands. Accompanying Echelon L-9, composed of 19 Allied merchant vessels, Task Group 76.2 sighted the Philippines on 4 November and at noon the escorting ships started forming their air defense screen and entered Leyte Gulf. Many unidentified planes were reported in the area and the following day enemy planes bombed Yellow Beach, Leyte. REID patrolled in those waters off San Pedro Bay for several days and on 9 November was given escort assignment for a convoy to Hollandia. However, enroute her orders were changed and she proceeded to Kossol Roads, Palau Islands, where she rendezvoused with Echelon L-13 and returned as anti-submarine patrol to Leyte.

On 23 November REID proceeded independently to join Task Group 77.2 and relieved HMAS WARRAMUNGA at her picket station off Tacloban where unidentified planes were contacted but no attacks were forthcoming. After returning to San Pedro Bay on 26 November, eight enemy planes flew over the bay area and were subjected to intense anti-aircraft fire from both beach placements and the ships. Several sticks of bombs were dropped but no damage was observed. The next day Task Group 77.2 was reported under heavy air attack some 15 miles away and REID got underway in San Pedro Bay for better maneuverability in case of attack. About noon a single Jap aircraft was sighted about 5000 yards away making strafing runs on shipping. Shortly afterwards an enemy suicide plane crashed into USS ROSS in ARD 19 (floating dry dock), causing fire and personnel casualties on both vessels. An estimated 25 Japanese aircraft were in the vicinity at this time. At about noon a single enemy plane began strafing shipping about 4000 yards away and REID opened fire with her anti-aircraft guns. The plane crashed in the water and though REID scored hits, the plane was believed downed by other shipping.

On 6 December 1944, REID got underway in company with Destroyer Squadron FIVE from San Pedro Bay, Leyte, and rendezvoused with the remainder of the Ormoc Attack Group off Rizal. This group composed of Task Units 78.3.1 USS HUGHES, 78.3.2 Fast Transports, 78.3.3 Light Transports, 78.3.4 Heavy Transports, 78.3.5 Supporting Destroyers, 78.3.6 Mine Sweepers, and 78.3.7 Control and Inshore Supports, proceeded to Ormoc Bay.

At Ormoc Bay on 7 December the attack group deployed and at about 0945 a group of enemy aircraft was reported approaching from the northwest and shortly thereafter ten others were sighted off Ponson Island. These were engaged by Allied P-38's but MAHAN and WARD were hit by suicide planes and later had to be sunk by gunfire. From then on until sunset the formation was under intermittent air attack, LIEDLE, LAMSON and an LST being hit by suicide planes. In these attacks REID shot down one plane and suffered no casualties.

Around sunset USS FLUSSER, which was standing by the stricken LAMSON reported she was under heavy air attack and had expended all her ammunition. REID, upon being ordered to relieve her, reversed course and rendezvoused with FLUSSER off the South Entrance to Canigao Channel. FLUSSER, after removing some of the LAMSON wounded from ATR-31, which was towing LAMSON, proceeded independently to San Pedro Bay. Fortunately the night was pitch black and stormy and REID and the ATR-31, with LAMSON in tow, proceeded unmolested during the night and the dawn of the 8th found them entering Leyte Gulf.

On 11 December, REID proceeded through Suragio Straits in company with other destroyers screening 10 LSM's and 3 LCI's, re-supply Echelon for Ormoc.

While REID was screening 1000 yards off the starboard bow of the convoy, she contacted several enemy planes 20-25 miles to the northwest which were considered to be snappers since they immediately retired. At this time the fighter cover consisted of four Corsairs and though the Fighter Director Ship later requested additional air cover none appeared. About 1700, a group of 10 planes were seen to approach from ahead, low on the water, flying in a column of sections. REID commenced firing at the leading six enemy planes while the Navy Corsairs attacked the rear. Three planes made runs on REID. The first two planes were shot down by the 5-inch batteries and the third exploded about 500 yards off the starboard beam. The fourth hooked his wing in REID's starboard whaleboat and crashed at the waterline where his bomb exploded doing much underwater damage forward. The fifth enemy plane came up on the starboard side strafing passed close over the ship and crashed off the port bow. Number six came up the port side strafing, passed over the bridge and director and either dumped or leaked much gasoline over these portions. He crashed off the starboard bow and apparently had no bomb. Plane #7 came in dead astern, strafing as he came, crashed into gun #3 and skidded up on the port 40 mm. His bomb hit between guns #3 and #4 and exploded in the after magazine blowing the entire stern of the ship apart.

The ship began lurching to starboard. The firerooms cut their fires and opened the safety valves and, in the engineroom, both ahead and astern throttles were jammed. Word to abandon was given but, since all communications had been lost as a result of the first bomb hit, the word had to be passed locally. The commanding officer Commander S. A. McCornock, USN, was the last person to leave REID. When he left her, she was lying on her starboard side, down by the stern and entirely under water up to No.1 stack, down which water was pouring. The ship sank about fifteen seconds later --- or about two minutes from the time she received the first bomb damage. The one hundred fifty survivors, twenty-eight of them injured, were picked up from the water by LSM's and LCI's of the resupply echelon.

REID commenced the war by being present at the Japanese attack on Pearl Harbor and from that day until the day she sank, participated in 13 landings, 18 shore bombardments, shot down 12 enemy planes, sank one submarine, captured 8 Jap prisoners, steamed 220,000 miles and expended over 10,000 rounds of 5-inch projectiles. Those men who survived USS REID and took her through her colorful and hazardous career may look proudly on this war-scarred record and know they did their part in bringing an end to the war in the Pacific -- on a fighting ship.

USS REID (DD 369) earned seven battle stars on the Asiatic-Pacific Area Service Ribbon for participating in the following operations:

- 1 Star/Pearl Harbor - Midway -- 7 December 1941
- 1 Star/Anti-submarine operations -- 31 August 1942
- 1 Star/Capture and Defense of Guadalcanal -- 10 August 1942 to 6 February 1943.
- 1 Star/Eastern New Guinea Operation -- 1943-1944
 - Lae Occupation -- 4-22 September 1943
 - Finschhafen occupation -- 22 September 1943 to 17 February 1944
 - Saidor occupation -- 2 January 1944 to 1 March 1944

- 1 Star/Bismarch Archipelago operation -- 1943-1944
 - Arawe, New Britain -- 15 December 1943 to 1 March 1944
 - Cape Gloucester, New Britain -- 26 December 1943 to 1 March 1944
 - Admiralty Islands landings -- 29 February to 17 April 1944

- 1 Star/Western New Guinea operation -- 1944
 - Hollandia operation (Aitape-Humboldt Bay-Tanahmerah Bay) -- 21 April to 1 June 1944
 - Toem-Wakde-Sarmi Area operation -- 17 May to 21 June 1944
 - Biak Island operation -- 27 May to 21 June 1944
 - Noemfoor Island operation -- 2 July to 23 July 1944

- 1 Star/Leyte operation -- 1944
 - Leyte landings -- 10 October to 29 November 1944
 - Ormoc Bay landings -- 7-13 December 1944

STATISTICS

| | |
|----------------|-------------------------|
| OVERALL LENGTH | 341 feet |
| BEAM | 34 feet |
| SPEED | 35 knots |
| DISPLACEMENT | 1,480 tons |
| COMPLEMENT | 24 officers and 170 men |

Compiled: May 1949
Restencilled: June 1954

DECLASSIFIED
 Authority NND 948133
 By IG NARA Date 6-4-07

U. S. S. REID (DD369)
 % Fleet Post Office,
 San Francisco, Calif.

14 December 1944.

DD369/A16-3
 Serial 001

~~SECRET~~
DECLASSIFIED

From: Commanding Officer.
 To : Commander in Chief, U. S. Fleet.
 Via : Commander Destroyer Division TEN.
 Commander Task Unit 78.3.8 (ComDesRon FOURTEEN).
 Commander Task Group 78.3 (ComNinthPhibGroup).
 Commander Task Force 78 (Com7thPhib).
 Commander SEVENTH Fleet.

Subject: U.S.S. REID (DD369), Report of Action on 11 December 1944.

Reference: (a) Art. 874 Paragraph (6) and Art. 712, U.S. Navy Regulations 1920.
 (b) PacFlt conf. ltr 2GL-44 of 1 January 1944.

1. At 1500, 11 December 1944, U.S.S. REID was proceeding through Surigao Straits in company with U.S.S. CALDWELL, U.S.S. COGHLAN, U.S.S. EDWARDS, U.S.S. SMITH, and U.S.S. CONYNGHAM, screening 10 LSM's and 3 LCI's, resupply echelon for Ormoc. REID was screening 1000 yards off starboard bow of convoy. O.T.C. ComDesRon FOURTEEN in U.S.S. CALDWELL. Fighter Director Ship in U.S.S. SMITH. At this time REID picked up several bogies to the Northwest 20-25 miles which were considered to be snoopers as they immediately retired. At this time our Fighter Cover consisted of 4 corsairs. Fighter Director Ship was later heard to request additional air cover but none appeared. About 1700, a group of 10 unidentified planes were seen to approach from ahead, low on the water, flying in a column of sections. Control tracked for about two minutes and tentatively identified them as Jills. O.T.C. was warned and the REID commenced firing. Two corsairs attacked the rear and REID took on the leading 6. 3 planes made a run on REID; one crashed close aboard on starboard bow, causing a fire and underwater damage forward, one exploded in mid air 500 yards off starboard beam, and the third came in low from astern and crashed the ship between guns 3 and 4, just off the port quarter. Apparently his bomb exploded just after he hit. The ship was heeled over, circling to the left at high speed. The list immediately started increasing until the ship lay at 90°. The ship sank soon after in 600 fathoms of water in Latitude 09°-05' N, Longitude 124°-55' E. From the time the guns stopped firing until the ship sank was two minutes.

2. The conduct of all hands was in the best traditions of the service and numerous heroic incidents occurred. Survivors were picked up very expeditiously by LSM's and LCI's. The Commanding Officer wishes to call to the attention of Commander SEVENTH Amphibious Force the work of LSM's 42, and 38 and LCI's 548 and 661.

It is believed that one Japanese plane dropped a bomb and also strafed survivors in the water.

3. The REID commenced the war by being present at the Japanese attack on Pearl Harbor on 7 December 1941 and from that day until the day she sank, she participated in 13 landings, 18 shore bombardments, shot down 12

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DECLASSIFIED
 Authority 1008133
 By 16 NARA Date 10-4-07 0.167

DD369/A16-3
Serial 001

U. S. S. REID (DD369)
% Fleet Post Office,
San Francisco, Calif.

14 December 1944.

~~SECRET~~

Subject: U.S.S. REID (DD369), Report of Action on 11 December 1944.

planes, sank one submarine, captured 8 Jap prisoners, and expended nearly 10,000 rounds of 5 inch projectiles. Of all the tasks that were assigned the REID, the resupply echelon was the most arduous and hazardous.

S.A. McCORNOCK.

Copy to:
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1944 DEC 28 15 54

COMMANDER-IN-CHIEF
FLAG OFFICE
PERSHING

SECRET

ACTION REPORT

ORIGINAL

USS REID

DD 369

NO SERIAL 8249 JW

3 FEBRUARY 1945

U. S. S. REID (DD369) AMPLIFYING REPORT OF ACTION
ON 11 DECEMBER 1944.

[COVERS SUICIDE DIVE-BOMBING ATTACK
ON RESUPPLY ECHELON 2 TO ORMOC,
RESULTING IN SINKING OF REID ON 11
DECEMBER 1944. IN TASK UNIT 78.3.8.]

~~SECRET~~

NAVY DEPARTMENT

BUREAU OF NAVAL PERSONNEL

WASHINGTON 25, D. C.



Pers 8249-JW

DD369

3 February 1945

DECLASSIFIED

From: Commanding Officer, U.S.S. REID (DD369).
To : Commander in Chief, U.S. Fleet.
Via : Commander Destroyer Division TEN.
Commander Task Unit 78.3.8 (ComDesRon FOURTEEN).
Commander Task Group 78.3 (ComNinthPhibGroup).
Commander Task Force 78 (Com7thPhib).
Commander SEVENTH Fleet.

Subject: U.S.S. REID (DD369) Amplifying Report of Action on 11 December 1944.

Reference: (a) Art. 874(6) and Art. 712, U.S. Navy Regulations 1920.
(b) PacFlt conf. ltr 2CL-44 of 1 January 1944.
(c) USS REID secret ltr serial 001 of 14 December 1944.

1. After a careful study of statements submitted by survivors of the U.S.S. REID, the following amplifying report is submitted. As all records were lost, the times and maneuvers are approximate.

2. At about 1500, 11 December 1944, U.S.S. REID was proceeding through Surigao Straits in company with U.S.S. CALDWELL, U.S.S. COGHLAN, U.S.S. EDWARDS, U.S.S. SMITH, and U.S.S. CONYNGHAM, screening 10 LSM's and 3 LCI's, resupply echelon for Ormoc. REID was screening 1000 yards off starboard bow of convoy. O.T.C. ComDesRon FOURTEEN in U.S.S. CALDWELL. Fighter Director ship in U.S.S. SMITH. At this time REID picked up several bogies to the Northwest 20-25 miles which were considered to be snoopers as they closed to 13 miles and then immediately retired. At this time our Fighter Cover consisted of 4 Corsairs. Fighter Director Ship was later heard to request additional air cover but none appeared. About 1700, a group of 12 unidentified planes were seen to approach from ahead, low on the water, flying in a column of sections. Control tracked for about two minutes and tentatively identified them as Jills. O.T.C. was warned and the REID commenced firing at a range of 10,000 yards. The planes were about 60° on the starboard bow on approximately opposite course. The ship was turning slowly to the right to keep the planes on maximum firing bearings, engines working up to maximum speed. Two planes were shot down in this initial phase. Two Corsairs were seen attacking the rear planes while the leading section was under fire from the REID. About this time the planes turned and headed sharply in. One plane hooked his wing on the starboard whale-boat and crashed at the waterline abreast No. 2 gun, his bomb then exploded. Immediately thereafter another plane hit Gun No. 3, skidded up into the 40MM, his bomb hit between guns 3 and 4 and apparently exploded in the after-magazines. The ship turned on its starboard beam and sank.

Subject: U.S.S. REID (DD369) Amplifying Report of Action on 11
December 1944.

3.(a) The REID was operating as a unit of Task Unit 78.3.8, ComDesRon FOURTEEN O.T.C. and Commander Task Unit, which consisted of six destroyers, ten LSM's and three LCI's.

(b) The REID got underway from San Pedro Bay, Leyte Island about 0730, 11 December 1944 and rendezvoused with the rest of the Task Unit an hour later. At this time mail was received from the O.T.C. which contained information and special formations. The trip to Ormoc was started and at 1500 the REID picked up several bogies to the Northwest 20-25 miles distant and which eventually closed to 13 miles. These were reported to the F.D. Ship, U.S.S. SMITH. As the fighter cover consisted of but four Corsairs these snoopers could not be chased.

The mission of the REID, as of the other Destroyers, was to protect the landing craft from attack by surface, air or submarine forces of the enemy.

The Commanding Officer, after a conference with the Executive Officer, had decided to go to General Quarters at 1300 and remain in that condition until after dark when it was planned to secure and serve the evening meal. It was believed that there would be frequent attacks by Japanese aircraft using suicidal tactics and choosing the destroyers as prime targets.

When the planes were sighted the Task Unit was cruising in a special A.A. formation designed to stay close to shore. The REID was on the starboard bow of the formation distance 1000-1500 yards. The formation was south of Leyte and had changed course to about 293°T to head for channel entrance off the southwest coast. Two destroyers were on the starboard semicircle and four on the port semicircle.

Twelve enemy planes were encountered about 1700 tentatively identified as Jills. Own fighter cover consisted of four Corsairs.

4. About 1700 Zone Minus 9 planes were picked up visually 10 miles on the starboard bow, flying on steady opposite course close to the water. Control tracked, the O.T.C. was warned, engines speeded up to twenty knots. When the planes had closed to 10,000 yards and had not been identified the order was given to open fire. The ship was turning slowly to starboard to keep the planes on maximum firing bearings. As soon as our A.A. was bursting amongst the leading planes, two Corsairs began attacking the rear section. The enemy then turned sharply towards the ship. Emergency full speed was ordered in order to close the formation and if possible be heading on reverse course by the time the planes got in real close. At this time it is pointed out that the REID's 5" director would train through but 360° and had quite a blind spot for planes coming in low astern. The 5" guns and 40MM directors were not connected. Planes 1 and 2 were shot down by the 5" battery, plane #3 exploded about 500 yards off the starboard beam. Plane #4 hooked his wing in the starboard (only) whaleboat and crashed at the waterline where his bomb exploded. This bomb did much damage forward. Plane #5 came up the starboard side strafing, passed close over the bow and crashed off the port bow. Plane #6 came up the port side strafing, he passed over the bridge and director and

Subject: U.S.S. REID (DD369) Amplifying Report of Action on 11
December 1944.

either dumped or leaked much gasoline on the director and bridge - he crashed off the starboard bow - his wheels were down and apparently had no bomb. Plane #7 came in dead astern strafing as he came, crashed into gun #3 and skidded up on the port 40MM. His bomb hit between guns #3 and 4 and exploded in the after magazines which blew the entire stern apart. About fifteen seconds is covered by these attacks. By this time the ship was headed directly for the convoy and making about thirty knots. All communications had been lost as a result of the first bomb hit - this included engine room telegraphs and steering control. The rudder was ordered hard right in an attempt to avoid the convoy and to reduce the list. The ship began lurching to starboard, it was much faster than a roll. The first indication of instability was a violent lurch to about sixty degrees, the ship whipped back to about thirty then to seventy back to fifty and then to 89° still making about twenty knots. The firerooms had cut their fires and had opened the safety valves. In the engine room both ahead and astern throttles were jammed. The word to abandon ship was passed by the commanding officer locally but could not be given over any telephones or P.A. system. The commanding officer was the last person as far as is known to leave the ship. He stood on the port side of the director trunk and carefully looked over the ship which at that time was lying on the starboard side down by the stern with the entire ship under water up to No. 1 stack down which water was pouring, the ship still had a slight headway. The survivors were strung out astern a distance of about three hundred yards. The ship sank about fifteen seconds later in 600 fathoms of water in Latitude 9°-05' N, Longitude 124°-55' E.

5. All ordnance material and ammunition functioned normally. A large volume of fire was maintained by the 5 inch and machine gun battery. Fire discipline was good - planes were under fire throughout the attack. Some machine guns continued to be fired even with the ship sinking. In addition to the authorized battery, four fifty calibre machine guns had been mounted on the main deck outboard of the galley and two had been mounted on the fan-tail for the express purpose of providing additional offensive strength against this type of attack. It is pointed out here that every plane that came in was in flames at least by the time it got near the ship - this of course is not enough as the planes either hit or narrowly missed the ship. While in the water at least one Jap plane dropped bombs near the survivors and strafed in at least two passes at them.

6. In spite of the lack of communications there was no confusion and no panic - battle stations were manned to the last possible instant and some too long to escape. Officers and men were calm in the water the greatest concern being to help those who were wounded, without life jackets or otherwise in trouble. A group of LSM's and LCI's were close aboard and picked up all survivors.

The first bomb struck close aboard below the waterline abreast No. 2 gun. This bomb apparently demolished the I.C. Room, ruptured fuel oil tanks forward and started a fire in the wardroom country, the engineer officer in the forward repair party started down to flood the forward magazines but was

Subject: U.S.S. REID (DD369) Amplifying Report of Action on 11
December 1944.

unable to on account of fire - the messhall was flooded with oil. Hoses were led out to fight the fire but forward firemain had carried away.

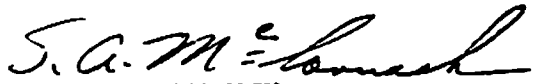
The plane that hit gun three demolished it, skidded up into the port forty millimeter, an intense fire raged there exploding the ready ammunition on both sides, this plane killed Ensign Leppert, 40MM control officer, by strafing. This plane dropped a bomb just before it hit which landed between guns 3 and 4, and apparently exploded in the magazines. The entire stern of the ship opened up as far as the engine room. The after bulkhead of the engine room collapsed and the distribution boards sort of exploded, killing the Chief Electrician's Mate. By this time there was four or five feet of water in the engine room, the ship was listed over sixty degrees and the engineer officer in charge gave the order to abandon ship. The after repair party was practically wiped out, including Lieutenant Collins the 1st Lieutenant, but the remainder attempted to run out hoses to fight the fires but could get no water.

It is pointed out that the time from the initial bomb hit until the ship sank from sight was less than two minutes. At one time the greatest concern was to stop the ship before it plowed through the entire convoy.

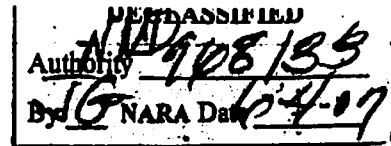
Nothing is known of the condition in the firerooms but it is not believed that many could have escaped even if they had started to abandon ship at the instant of the first hit. Ensign Landes was seen to come topside, to ascertain the extent of the damage in the absence of any communication, he went below to get his men out and was seen no more. From the absence of stack smoke, lifting of safety valves it is believed these men stuck at their stations preparing to abandon ship.

7. The following incidents were noted:
A torpedo minus the war head on the main deck near #3 torpedo mount.
A member of the gun crew of gun #1 was knocked down by the upper half of the Jap pilot's body whose plane crashed at the waterline at gun #2.
The difficulty of launching life rafts with the ship on its side.

8. Recommendations.
Complete 360° unobstructed control of 5" guns by its director with ability to set emergency fuses down to not more than 200 yards.
Reduction of number of depth charges carried, reduction of torpedo battery in favor of more and more anti-aircraft defense.


S. A. McCORNOCK.

Transmission by Registered Guard Mail or U.S. registered mail is authorized in accordance with Article 76 (15) (e) and (f), U.S. Navy Regulations.



~~SECRET~~ COMMANDER DESTROYER DIVISION TEN

CDD10/A16-3
Serial: 0021

April 30, 1945.

FIRST ENDORSEMENT to:
CO, USS REID (DD369)
SECRET Ltr. Pers 8249-JW
of 3 February 1945.

From: Commander Destroyer Division TEN.
To : Commander in Chief, U.S. Fleet.
Via : Commander Task Unit 78.3.8 (ComDesRon FOURTEEN).
Commander Task Group 78.3 (ComNinthPhibGroup).
Commander Task Force 78 (Com7thPhib).
Commander SEVENTH Fleet.

Subject: U.S.S. REID (DD369) Amplifying Report of Action
on 11 December 1944.

1. Forwarded.

2. The events have been well covered in this and current action reports; the REID'S crew fought to the last against overwhelming odds with armament never designed to sustain such an attack. It is a tribute to their courage and discipline that their fire was so effective that the other ships of the task unit escaped with practically no damage.

H. F. Stout
H. F. STOUT.

USS Reid (DD-369) in World War II

List of Casualties; Sinking on 12/11/44¹

KILLED IN ACTION²

Officers:

| <u>Name</u> | <u>File No.</u> | <u>Rank</u> |
|----------------------|-----------------|-------------|
| COLLINS, Densmore B. | 160831 | LT |
| COHMANN, James L. | 266320 | LTjg |
| LANDES, Robert J. | 314645 | ENS |
| LEPPERT, Richard G. | 338107 | ENS |
| WHEELER, Chester F. | 396386 | ENS |

Enlisted:

| <u>Name</u> | <u>Service No.</u> | <u>Rate</u> |
|--------------------------|--------------------|-------------|
| ABBOTT, George H. | 664-54-05 | MM2 |
| ADDORIZZI, Michael V. | 212-59-80 | GM1 |
| AKERS, Alfred H. | 337-77-14 | EM3 |
| ANDERSON, Arthur | 376-46-09 | F1 |
| BATES, Stanley P. | 201-63-29 | B1 |
| BIERBAUM, Charles E. | 978-34-67 | SEA2 |
| BROOKS, Fred F. | 604-30-62 | SM3 |
| BURKETT, Arthur K. | 680-11-35 | WT3 |
| CAROTHERS, Garland | 640-35-34 | STM2 |
| CARR, Allen | 564-58-33 | RDM3 |
| CHAVIS, McLean M. | 836-38-23 | STM2 |
| COLOPY, John J. | 285-79-42 | F2 |
| CROWE, Paul W. | 653-31-23 | WT3 |
| DAVIDSON, Donald | 628-10-95 | SEA2 |
| DUFF, Carrol W. | 287-33-57 | TM1 |
| DURAN, Michael R. | 957-14-83 | F2 |
| FALLS, Robert L. | 266-59-27 | SEA1 |
| FELDKAMP, Leo H. | 628-95-03 | SEA1 |
| FERGUSON, Harold W. | 677-00-12 | WT3 |
| FINLEY, John A. | 617-68-18 | SEA1 |
| FLETCHER, Jack V. | 957-14-91 | F2 |
| FORBES, George R. | 201-69-06 | CEM |
| FREEMAN, Norman E. | 604-90-05 | SEA1 |
| GALINDO, Humbert M. | 625-14-01 | SC3 |
| GALVIN, Joseph L. | 651-26-43 | SEA1 |
| GERSTNER, Joseph M., Jr. | 251-57-09 | F2 |

* * * * *

Notes:

- 1 According to a machine-generated list at Archives II, College Park, MD, prepared by BuPers after the war in the 'Battle Books' (Record Group 24) listing casualties by battle/campaign by ship.
 - 2 Including those presumed killed more than a year subsequent to the date reported missing (Codes O121 and 6421).
- * Graduate of the U.S. Naval Academy, Annapolis, Maryland.

KILLED, Enlisted (continued):

| <u>Name</u> | <u>Service No.</u> | <u>Rate</u> |
|-------------------------|--------------------|-------------|
| GRASSMAN, Fredrick R. | 306-83-29 | F2 |
| GUMM, Charles C. | 721-89-29 | F1 |
| GUTIERREZ, Pedro | 618-25-75 | SEA1 |
| HAGAN, Garette | 831-97-03 | STM1 |
| HARRIS, Harold, Jr. | 721-16-99 | EM2 |
| HARRISON, Robert F. | 664-73-01 | WT2 |
| HAYWOOD, John H. | 634-07-18 | BM2 |
| HEMPHILL, Coville S. | 250-70-24 | Y2 |
| HUTSON, Calvin R. | 708-18-66 | F1 |
| HYLIN, Orvar R. | 709-18-73 | SEA1 |
| JEFFRIES, Joseph W. | 817-59-68 | F2 |
| JOHNSON, James E. | 616-16-02 | WT2 |
| KLEIN, Eugene J. | 669-61-10 | WT3 |
| KUSTA, Oliver J. | 724-61-06 | MM2 |
| LANE, George W. | 263-92-84 | SEA2 |
| LANEY, Donald F. | 929-13-79 | SEA2 |
| LARMER, Richard J., Jr. | 921-13-07 | SEA2 |
| MARKUSON, Willard C. | 382-13-72 | WT1 |
| McDONALD, William H. | 654-68-92 | SEA1 |
| McELHONE, Robert C. | 653-82-55 | SEA1 |
| McGLOCKLIN, Robert P. | 271-85-36 | CWT |
| MILLER, Augustine | 855-36-67 | SEA1 |
| MOLYNEUX, Cecil D. | 243-68-09 | GM2 |
| NOLTE, David E. | 644-50-44 | CPHM |
| OLEJNICZAK, John | 962-49-36 | F2 |
| OLENTINE, Richard M. | 955-74-59 | SEA2 |
| OLIVER, James F. | 838-83-05 | SEA2 |
| OLSON, Lawrence R., Jr. | 854-81-04 | F2 |
| OREHOVIC, Albert | 924-61-66 | SEA2 |
| OREILLY, Edward L. | 723-62-36 | SEA2 |
| OPPENHEIM, Donald A. | 962-55-52 | SEA2 |
| ORR, Paul D. | 952-38-17 | SEA2 |
| ORTH, Thomas A. | 756-16-61 | SEA2 |
| ORVIS, Carol W. | 329-51-21 | SEA2 |
| OSBORNE, Clifford | 966-58-23 | SEA2 |
| OSLAKOVIC, George M. | 944-93-31 | F2 |
| OSTARLY, Leo A. | 275-31-22 | SEA2 |
| OTROBA, Joseph | 251-45-05 | SEA2 |
| OTT, James R. | 256-70-48 | SEA2 |
| OUTCELT, Gerald G. | 959-37-05 | SEA2 |
| OUTLAW, Earl S. | 838-32-32 | SEA2 |
| OUTLAW, William H. | 970-03-37 | SEA2 |
| OVERTON, Jesse L. | 845-01-58 | SEA2 |
| OWENS, Albert | 958-79-93 | SEA2 |
| OWENS, Emi B. J. | 938-74-19 | SEA2 |
| OWENS, Thomas G. | 293-53-62 | SEA2 |
| OZIMEK, Walter J. | 949-63-31 | SEA2 |
| PABLO, Gene | 680-66-49 | SEA2 |
| PACK, Fred H. | 966-71-30 | SEA2 |

KILLED, Enlisted (continued):

| <u>Name</u> | <u>Service No.</u> | <u>Rate</u> |
|--------------------------|--------------------|-------------|
| PETERSON, Arthur T. | 639-54-66 | MOMM2 |
| PITTS, Russel | 604-12-08 | WT2 |
| POWER, Frank T. | 616-16-07 | GM2 |
| RAWLINGS, Howard F. | 360-50-17 | SEA1 |
| REDDING, Charles M. | 283-09-17 | CGM |
| ROBERTS, Augustus J. | 893-05-05 | F2 |
| SHERIDAN, John C. | 753-00-85 | PHM2 |
| STALUN, Walter F. | 300-96-48 | TM3 |
| STOCKEMER, John | 372-21-39 | WT1 |
| STRONG, Trumand D. | 628-15-32 | TM2 |
| STROPES, Earl N., Jr. | 668-15-66 | RDM2 |
| SWERLING, Gerald | 762-32-75 | F2 |
| TAYLOR, Hubert L. | 636-63-16 | SK2 |
| THOMPSON, Joseph V., Jr. | 665-42-52 | Y3 |
| UPDEGRAFF, Carl M. | 342-03-92 | CMM |
| WHITTIER, Irving A. | 667-22-35 | F1 |
| WIECZOREK, Joseph R. | 800-30-12 | F2 |
| WILCOX, Walter | 378-44-64 | F2 |
| WILLIAMS, John H. | 852-95-13 | F2 |
| WILLIFORD, John R. | 347-00-83 | GM3 |
| WITKOWSKI, Chester T. | 609-23-04 | F1 |
| WOJNAR, Edwin J. | 825-01063 | F1 |
| WORK, Kenneth L. | 821-79-32 | F1 |

* * * * *

WOUNDED IN ACTIONOfficers:

| <u>Name</u> | <u>File No.</u> | <u>Rank</u> |
|------------------------|-----------------|-------------|
| McCORNOCK, Samuel Aldo | 071450 | *CDR |
| PORTER, Rufus C., Jr. | 123388 | *LT |
| MANDERS, Arr B. | 189717 | LTjg |
| HANKIN, Montagu, Jr. | 229502 | LTjg |
| BOSTWICK, Spencer G. | 287786 | LTjg |

Enlisted:

| <u>Name</u> | <u>Service No.</u> | <u>Rate</u> |
|---------------------------|--------------------|-------------|
| ARNOLD, George W. | 632-45-09 | SEA1 |
| BARBER, John P. | 250-58-23 | MM1 |
| BLACKWELL, Hobart M., Jr. | 351-01-79 | SEA1 |
| BURNS, Robert | 922-89-53 | F1 |
| CHAN, Allen | 564-58-33 | RDM3 |
| DAIGNEAULT, Leonard A. | 666-96-84 | SOM2 |
| DANIEL, Curties | 272-24-52 | ST3 |
| DETMER, William E. | 628-06-68 | SEA1 |
| DVORAK, Robert J. | 285-24-53 | SEA2 |
| ELLIS, Sherwood K. | 654-70-83 | SEA2 |
| FIERI, Anthony J. | 726-46-18 | MM2 |

WOUNDED, Enlisted (continued):

| <u>Name</u> | <u>Service No.</u> | <u>Rate</u> |
|---------------------------|--------------------|-------------|
| FOX, Walter E. | 608-13-57 | B2 |
| GARAJA, John C. | 283-81-17 | F1 |
| GLASSMAN, Raphiel H. | 957-15-09 | F1 |
| GURGANUS, Adrian E. | 262-67-42 | GM3 |
| HAY, James L. | 393-37-61 | EM1 |
| HEINAMAN, Henry J. | 654-69-06 | SEA1 |
| IRVINE, Geogr F. | 609-09-57 | SEA1 |
| KEITH, Marvin T. | 940-27-31 | SEA2 |
| LANE, Robert L. | 978-34-26 | SEA2 |
| MILAM, James S. | 311-33-84 | CFC |
| MORRIS, Bobby E. | 877-22-86 | SEA2 |
| NEWTON, Kenneth E. | 867-30-47 | SEA1 |
| NORMAN, Walter H. | 644-15-41 | EM1 |
| OLESINSKI, Anthony J. | 328-69-45 | TM3 |
| OLSEN, Clarence W. | 952-35-24 | SEA2 |
| OLSON, Mike B. | 959-28-91 | SEA2 |
| OSBURN, Harold C. | 956-73-57 | F2 |
| OTEY, Harry Y. | 936-33-43 | F2 |
| PELLEGRINO, Louis A. | 924-54-11 | SEA2 |
| PENDERS, John J. | 600-05-81 | EM3 |
| POLK, Derwood E. | 356-30-86 | SF1 |
| PSZCZOLKOWSKI, Stanley R. | 708-82-90 | WT3 |
| RIGGS, Lindsey T. | 250-61-25 | RM2 |
| SCHOENING, Kenneth G. | 618-51-89 | MM2 |
| STONEQUIST, Leonard T. | 959-11-88 | SEA2 |
| TERRY, William E. | 356-30-44 | GM2 |
| VANALLEN, Leland W. | 628-15-35 | TM2 |
| WALDICK, Dan | 858-14-16 | F1 |
| YOUNG, Charles A. | 285-19-96 | SOM3 |

* * * * *

Summary of Casualties:

| | <u>Killed</u> | <u>Wounded</u> | <u>Not Wounded</u> | <u>Complement on 12/11/44</u> |
|--------------|---------------|----------------|------------------------|-------------------------------|
| Officers | 5 | 5 | | |
| Enlisted | 98 | 40 | | |
| TOTAL | <u>103</u> | <u>45</u> | <u>107³</u> | <u>255</u> |
| | <u>40%</u> | | | |

Note 3: Source: Morison, Samuel Eliot, Leyte: June 1944-January 1945 (Vol. XII). The author states that there were 152 survivors (wounded and not wounded).

E. A. Wilde, Jr.
August, 2007