

E. Andrew Wilde, Jr., Editor

**The U.S.S. *Halligan* (DD-584) in World War II:
Documents and Photographs**

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1210 Greendale Ave., Apt. E3
Needham, MA 02492
January 8, 1999

Survivors of the USS Halligan (DD-584),

Here is the booklet I've compiled on your ship. Don't try to remember who I am. I never served on the Halligan, and in fact, was a Boy Scout during World War II. Today I'm an amateur naval historian, still "supporting our boys in uniform" - specifically, survivors of U.S. destroyers sunk in the war. In the last five years I've completed booklets on 16 destroyers, and my admiration for you veterans continues to grow. You endured long periods away from your families, combat with a vicious foe - and finally, the trauma I can only try to imagine of losing your ship and many of your friends.

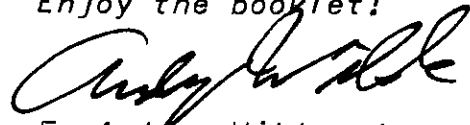
I hope you and your family enjoy this booklet. I am already working on booklets for several other destroyers, so unfortunately, I can not supply you with additional copies. I'm told that copying stores such as Kinko's do a good job. Even the pictures reproduce well.

I wish to thank Russ Hartranft, Dick Gardner and Al Chevrette for their contributions and enthusiastic support. Their input really made my booklet what it is.

Al Chevrette also made it possible for me to reach all of you survivors by sending me his address list. Al asked me to urge all of you to attend your reunion this fall. He'll be sending you the details.

Finally, you don't owe me anything for this booklet, but contributions will be appreciated. I incurred the costs of copying, binders and postage - and I also gave copies to about a dozen naval museums/libraries to make sure that your sacrifices will be remembered.

Enjoy the booklet!



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

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E. A. Wilde, Jr.
August, 2000

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

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

March 25, 1943.

From: Commandant, Navy Yard, Boston.
To: The Chief of the Bureau of Ships.
Subject: USS HALLIGAN (DD 584) - Launching Ceremonies.
Reference: (a) BuC&R let. No. S6-2(C) EN7/A2-11 of Dec. 5, 1936.
Enclosures: (A) Photographs

1. The USS HALLIGAN (DD584) was launched from Shipways No. 1 at the Boston Navy Yard on Friday, March 19, 1943, at 1000 (EWT), preceding the launching of the USS HARADEN (DD585).

2. The following information is furnished as required by reference (a):

(a) Name and address of sponsor:

Mrs. John Halligan
195 Prince George Street
Annapolis, Maryland

(b) Names and members of sponsor's party:

Mrs. S. M. Decker (Sponsor's sister)
Lieutenant and Mrs. Horace Binney

(c) Names of distinguished guests:

As the Navy Yard is closed to general visiting by order of the Navy Department, the attendance at the launching was restricted to members of the sponsor's party, officers of the Yard and Station and their families, and employees of the Yard.

(d) Photographs are forwarded as Enclosure (A).

Subject: USS HALLIGAN (DD584) - Launching Ceremonies.

(e) Reasons for selection of sponsor:

Mrs. John Halligan is the widow of Rear Admiral
John Halligan, U.S.N., for whom the ship is named.

(f) Name and kind of fluid used:

Friar's New York State domestic champagne.

R. A. Theobald
Rear Admiral, U.S.N.
Commandant

Copy to:
BuPers (w/encl)

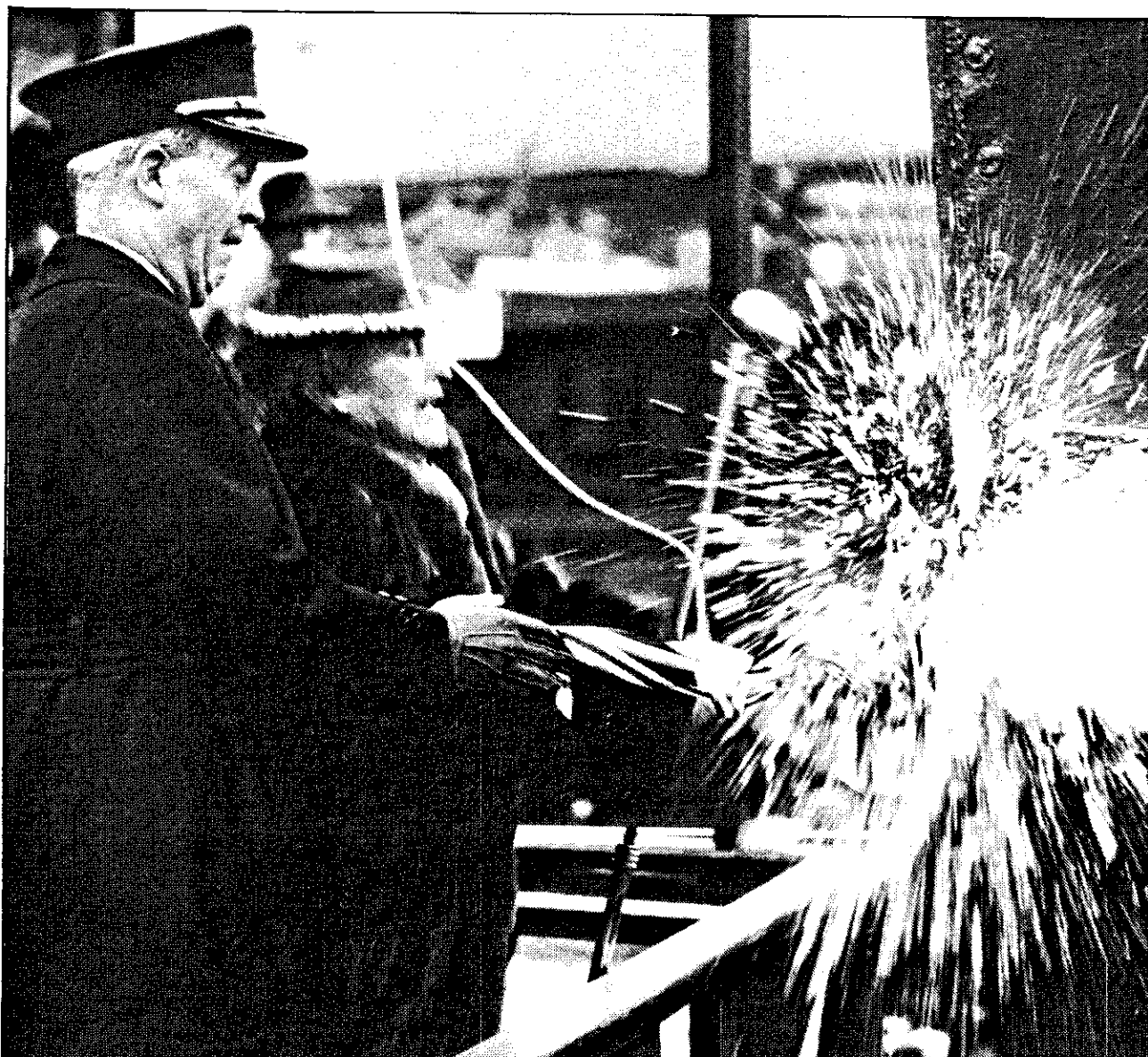


Mrs. John Halligan, widow of the late Rear Admiral John Halligan (1875-1934), was selected by the Secretary of the Navy as sponsor for the USS Halligan (DD-394). She christened the destroyer on 19 March 1943, when she was launched at the Boston Navy Yard. Admiral Halligan served during the Spanish-American War, and he was awarded the Distinguished Service Medal for his service in World War I. (Boston Nat'l. Hist. Park)

Halligan *

John Halligan, born 4 May 1876 in South Boston, Mass., graduated from the Naval Academy at the head of his class in 1898. He served during the Spanish-American War in *Brooklyn*, flagship of Commodore Schley. During World War I he was chief of staff to Commander, U.S. Naval Forces, France, and for his outstanding performance of duty he received the Distinguished Service Medal. After the Armistice, he commanded *Ohio*, and in 1925 became chief of the Bureau of Engineering. Subsequently, he commanded *Saratoga*, served as Assistant Chief of Naval Operations in 1930, and in 1933 became Commander Aircraft, Base Force. Appointed Rear Admiral in 1930, Halligan died at Puget Sound, Wash., 11 December 1964, while serving as Commandant, 13th Naval District.

* Dictionary of American Naval Fighting Ships, Volume 3.
Washington: Naval Historical Center, 1968.

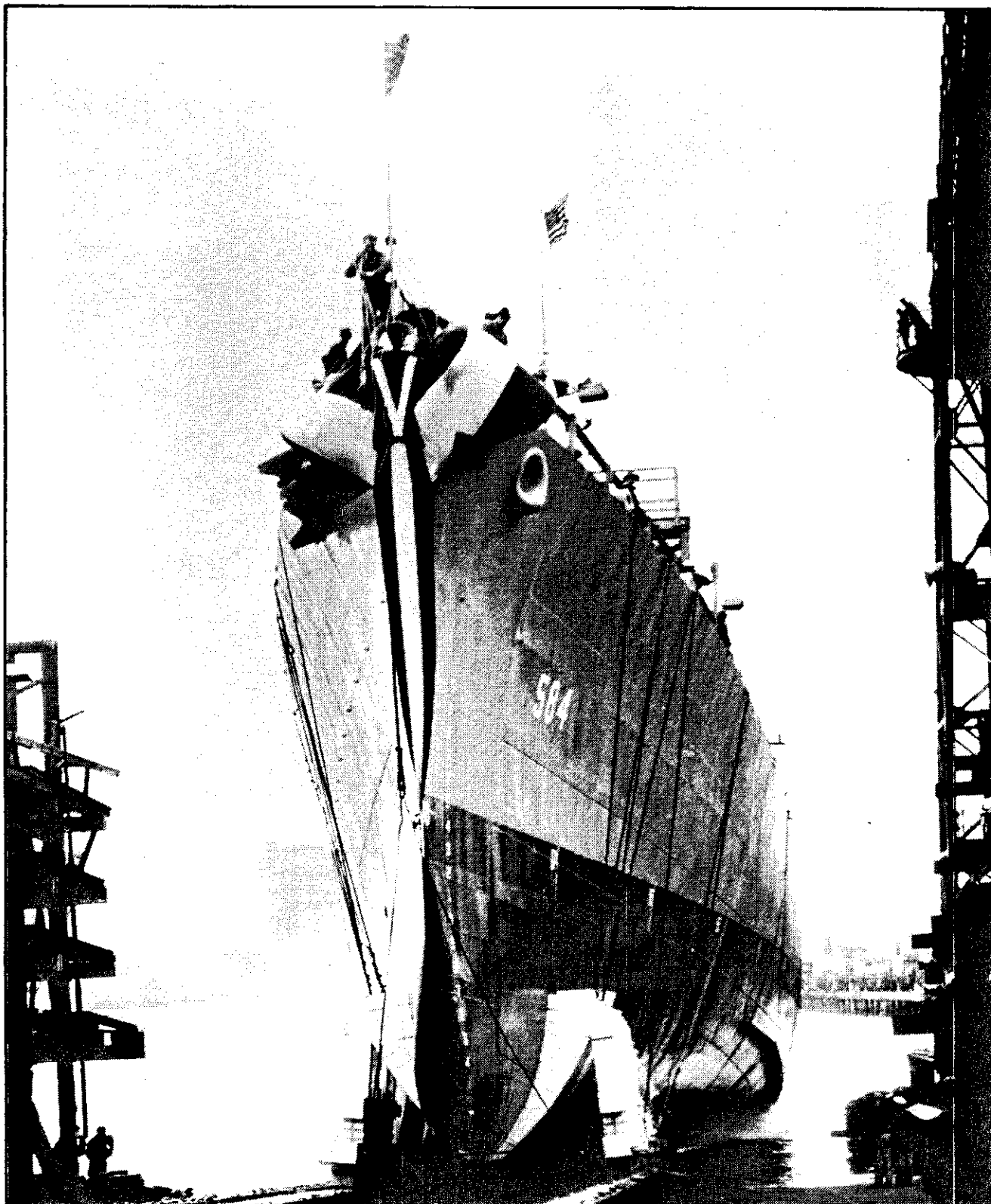


"In the name of the United States I christen thee Halligan!"

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

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

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



The Fletcher-class destroyer U.S.S. Halligan (DD-584) slid down the ways at the Boston Navy Yard, Boston, Massachusetts, on March 19, 1943, after being christened by the ship's sponsor, Mrs. John Halligan. The ship hoisted her commission pennant and set her first watch there four months later and then prepared for her shakedown cruise. (Boston National Historical Park.)



SPONSORS AND NAVY CHIEF—At launching of twin United States destroyers at Navy Yard today. Left to right, Mrs. John Halligan, Rear Admiral Robert Theobald, Commandant of 1st Naval District, and Miss Caroline E. Derby.



UNITED STATES DESTROYER HALLIGAN UNITED STATES DESTROYER HARADEN

Two Destroyers, Halligan, Haraden, Launched Here

While a band of dungaree-clad shipyard workers played the "Star Spangled Banner," two destroyers, christened in honor of naval heroes, slid down the way this morning at the Charlestown Navy Yard before a cheering crowd of Navy personnel and ship workers.

Nosed into the water at 10:01, the U. S. S. Halligan slid cleanly down after being christened by Mrs. John Halligan of Annapolis, Md., in honor of her husband, the late Rear Admiral, United States Navy, a native of Boston who served in the first World War.

The second ship to go, the U. S. S. Haraden, was sponsored by Miss Caroline E. Derby of Salem, who cracked the traditional bottle of champagne over the bow at 10:10, naming the ship for her great-granduncle, Capt. Jonathan Haraden of Gloucester, who died in Salem in 1803.

The launching was attended by several thousand Navy employees, officers of the 1st Naval District, a group of Army officers and members of the sponsors' party. Lieut. Richard H. Allmon, U. S. N., chaplain, read prayers. Both sponsors were presented with large bouquets of American Beauty roses and with plaques inscribed with the date and occasion of the launching.

The Commanding Officer, Officers and Crew
request the honour of your presence
at the Commissioning of the
U. S. S. Halligan
at the Navy Yard, Boston, Massachusetts
on Thursday the Nineteenth day of August
nineteen hundred and forty-three
at three o'clock

U.S.S. HALLIGAN (DD584)

COMMISSIONING ORDERS - U.S.S. HALLIGAN (DD584):

1. The U.S.S. HALLIGAN will be commissioned at the Boston Navy Yard at 1500 on Thursday, 19 August 1943.
 2. Uniform:
 - (a) Officers and CPO's - (To be announced at a later date).
 - (b) Enlisted men - do
 3. The crew will muster at 1430 on main deck parades as shown on attached sketch.
 4. The Marine Guard and Boston Navy Yard Band will report and be formed at 1430 as indicated on attached sketch (Guard will form inboard (Dock Side) depending on berth.)
 5. Other units and individual officers will take stations as indicated on sketch.
 6. The Commandant, Navy Yard, Boston, has been requested to provide a flat car observation platform for the use of guests and a public announcing system.
 7. The Commandant and Captain of the Yard will arrive on board shortly before 1500.
 8. The Captain of the Yard will read orders to place the ship in commission.
 9. The Executive Officer will direct the Division Officers to face the crew aft. He will then direct the band to play the National Anthem. The Guard will present arms. The Ensign, Jack and Admiral's flag or commissioning pennant will be hoisted on the first note of the music.

		Ensign (at staff on the fantail)
		Jack
		Admiral's flag or the commissioning pennant as appropriate.
- Personnel in ranks do not salute. Officers, CPOs and men in charge of details salute during music.
10. Upon completion of honors (end of Anthem) Division Officers face crew in board.
 11. The Captain of the Yard will deliver the ship to the Commanding Officer.
 12. The Commanding Officer will read his orders and assume charge of the ship.

13. The Commandant, and /or Captain of the Yard will address the crew as desired.

14. . The Commanding Officer will address the crew.

15. The Chaplain will deliver the invocation. When the Chaplain steps forward, Division Officers will have the crew uncover and will order them to cover upon completion of the invocation.

16. The Captain will direct the Executive Officer to set the watch. The Executive Officer will direct the CEM to "Set the Watch". The CEM will pipe "All hands" and pass the word "First section set the watch". The First watch will be comprised as follows:

Officer of the Deck.
EM of the Watch (gangway watch)
QM of the Watch
SM of the Watch
Side Boys (6)
Forecastle Sentry
Fantail Sentry
Engineering rating as directed by the Engineering
Messenger Officer.

17. Division Officers march men to regular parades for dismissal from quarters. Proceed with billeting and outfitting.

18. (Officers and guests will proceed to the wardroom to meet the Commandant and his wife). Officers will then show their guests about the topside as desired.

C. E. Cortner
C. E. CORTNER,
Commander, U. S. Navy,
Prospective Commanding Officer.

* * * * *

Note: This copy of the Commissioning Orders and the Commissioning invitation are courtesy of James J. Anastas, the sole Radioman survivor of the Halligan.

ADMINISTRATIVE REMARKS

1500 to 2400

1500 Ship placed in commission. Commanding Officer, Comdr. C.E. Cortner, U.S.N., assumed command, and following officers reported for duty on ship's commissioning:

LtComdr Fletcher Hale, U.S.N. (Executive Officer)
Lieut. J.D. Malone, U.S.N. (Gunnery Officer)
Lieut. A.E. Lindsay, U.S.N.R. (Communication Officer)
Lieut. J.B. Blair, U.S.N.R. (First Lieutenant)
Lieut.(jg) D.R. Brumpton, U.S.N. (Engineer Officer)
Lieut.(jg) R.S. Hurlbut, MC-V(G), U.S.N.R. (Medical Officer)
Ens. G. Hansen, SC-V(G), U.S.N.R. (Supply & Disbursing Officer)
Ens. Tony Caliger, U.S.N.
Ens. H.M. Carter, U.S.N.R.
Ens. R. Hartranft, jr., U.S.N.R.
Ens. W.M. Howell, U.S.N.R.
Ens. G.A. Hardwick, jr., U.S.N.R.
Ens. F.M. McCord, U.S.N.R.
Ens. J.W. Ternus, U.S.N.R.
Ens. R.J. Grant, U.S.N.R.

IVEY, Leonard, 270-12-03, CEM(PA), U.S.N., and 28² enlisted men as per attached list, composing the HALLIGAN Detail, were received for duty on ship's commissioning. *6th*

Classification cancelled
or changed to
UNCLASSIFIED
by authority of Chief of
Naval Personnel on

16 JUL 1958

(Date)

V. E. ARMSTRONG
V. E. ARMSTRONG, LCDR, USN
(Signature) (Rank)

Examined:

Fletcher Hale
FLETCHER HALE, LtComdr., USN.

Navigator.

U.S.S. Halligan (DD-584)

Commissioning Muster Roll of the Crew, 8/19/43¹

ABATE, John J.	S2c	BREZA, Steven W.	S2c
ABDELLA, Leo J.	S2c	BRIDGE, Herbert S.	S1c
AGACINSKI, John F.	S2c	BRINKS, Sam D.	RM2c
ALEXANDER, Nicholas J.	S2c	BROGAN, George W.	S2c
ALLEN, John J.	S2c	BROWN, Guy I.	S2c
ALLEN, John P.	S2c	BROWN, Howard A.	S2c
AMANN, Richard A.	S2c	BROWN, John F.	QM2c
AMATO, Francis (n)	S2c	BROWN, William T.	EM1c
AMORELLO, Joseph F.	S2c	BROWNING, Craig W.	S2c
ANASTAS, James J.	S2c	BURDA, Morris R.	S1c
ANDERSON, Alden C.	S2c	BUSHEY, Leo J.	S2c
ANDERSON, Ralph J.	S2c	BUSSE, Jack R.	SC1c
ARMEEN, Edward L.	S2c	CAFFONI, Rodrigo G.	S2c
ARMSTRONG, George P.	S2c	CAMERON, Daniel W.	S2c
ARSENAULT, Stephen W.	S2c	CAMPBELL, William J.	S2c
BACCARELLA, Salvatore C.	S2c	CANNAVA, Anthong L.	S2c
BADER, Eugene H.	S2c	CAPPIELLO, Frank R.	S2c
BAILEY, Audrey (n)	MM1c	CARLIN, John W.	S2c
BALCOM, Raymond K.	S2c	CARLING, Andrew R.	S2c
BALLO, Walter J.	S2c	CARLTON, Kurt A.	MM2c
BALON, Alfred K.	SoM3c	CARNESI, Frank J.	GM3c
BARBATO, Ernest E.	S2c	CARON, Philip M.	S2c
BARRETT, Walter C.	S2c	CARON, Roger A.	S2c
BASTARDO, Patsy P.	S2c	CAROSELLI, Arthur J.	S2c
BASTO, John P.	S2c	CARROLL, Warren P.	F1c
BAUGH, William T.	S1c	CARSIA, Daniel (n)	S2c
BEDDIA, Burno J.	S1c	CARTER, Eugene W., Jr.	RM1c
BELAND, George C.	S2c	CATALANO, Attilio A.	S2c
BELAND, William J.	S2c	CAVE, Robert N.	F1c
BENINATI, Francis J.	S2c	CHANDONAIT, Paul C.	S2c
BENNIFIELD, Charles (n), Jr.	Stm2c	CHARIN, Nicholas (n)	S2c
BENTLEY, Donald E.	S1c	CHARLES, David L., Jr.	S1c
BERREN, Harrison (n)	S2c	CHEVRETTE, Alfred J., Jr.	S2c
BERRY, Martin J.	S2c	CHEWNING, Felix H., Jr.	GM1c
BETZ, George "J"	RM1c	CHEZICK, Joseph S.	F2c
BIRNIE, William J.	S2c	CHONKO, Joseph G.	S2c
BISHOP, George (n)	S2c	CHRISTY, Paul J.	S2c
BISHOP, Harold C.	S2c	CIMO, Anthony M.	S2c
BLAIR, Willard (n), Jr.	S1c	CIOFFI, Salvatore (n)	S2c
BLAKE, Arthur L.	S2c	CIVITANO, James V.	S2c
BLARDONE, Julius S.	S1c	CLARK, Gerald A.	RM2c
BOHAN, William L.	S2c	CLARKE, Alfred W., Jr.	S2c
BOLTZ, Frederick L.	S2c	COBB, Charles W.	S2c
BONEY, Olin C.	F1c	COCHRAN, John E.	WT1c
BONGINORNO, Frank, Jr.	S2c	CODERE, Edward F.	S2c
BONO, Peter (n)	S2c	COHEN, Milton (n)	S2c
BOUCHER, Charles E.	S2c	COLASSO, Quintin P.	S2c
BOURGEOIS, Rene R.	S2c	COLLINS, Edward F., Jr.	S2c
BOYLE, Francis X.	S2c	COLOMBRITO, Santo A.	S2c
BRAND, Frank E.	S2c	COLONIO, James L.	AS
BRAUN, Peter M.	MM1c	CONNOR, Edward (n), Jr.	AS

CONSTANTIAN, John (n)	S2c	HILL, Lloyd R.	S1c
CORLEY, Thomas F., Jr.	RM3c	HOLENCIK, Adem V.	F2c
CORSETTI, Michael (n)	S2c	HOOVER, Robert L., Jr.	MM1c
COSTANZO, Joseph W.	S2c	HUGHES, Leighton E.	CMM
COUTUNIER, Paul E.	S2c	IVEY, Leonard (n)	CBM
COX, Thurston W., Jr.	RM3c	JACKSON, Jessie (n)	StM2c
CRABTREE, Royale R.	MoMM2	JENKINS, Patrick (n)	PhM1c
GRAMAY, Noel J., Jr.	S2c	JOHNSON, "J" "C"	StM2c
GREVELING, Theodore H.	S2c	JOHNSON, Jesse C.	FC2c
CRONIN, Richard G.	S2c	JONES, Alfred (n)	F1c
CROWELL, Wallace N.	S2c	JONES, Leonard H.	EM2c
CURRAN, Mark E.	S2c	JORDON, Ralph S.	F2c
CURRIE, William R.	FC3c	JOY, Nelson E.	MoMM1
CZARNECKI, Edward A.	S2c	KALLWEIT, John M.	F1c
DAUPHINIAS, Ernest W.	FC1c	KARP, Warren E.	S2c
DAVIDSON, Donald G.	S1c	KEOGH, Francis G.	S1c
DEAN, Harry M.	Cox	KIDWELL, Frank R.	F1c
DE CAMBRA, Gordon G.	MM1c	KILLIAN, Joseph K.	TM3c
DEMIDOVICH, Leonard (n)	WT2c	KLEEBOURG, Walter H.	F1c
DESROCHERS, Robert J.	F2c	KOPYSCINSKI, David (n)	F2c
DE TIE, William H.	S1c	KRAGTORP, Raymond C.	PhM2c
DE TOURNILLON, Eugene J., Jr.	SF3c	LABORE, Charles R.	F1c
DOUGHERTY, James F.	F1c	LACKEY, Melvin E.	WT1c
DUCOING, William F.	MM1c	LAIBLAN, Earl M.	FC3c
DUELL, Howard E.	FC3c	LARUE, Edward J.	S1c
ELANDT, Raymond (n)	F2c	LEE, Robert E.	RM3c
EVAGUES, Frank P.	FC3c	LESZCZYNSKI, Stanley C.	MM2
FAASKN, James H.	GM3c	LIPSON, Joseph A.	Y3c
FARLEY, Miller M.	S1c	LONGINOTTI, Paul S.	F1c
FEINSTEIN, Israel (n)	RM3c	LOVE, David O.	Ck3c
FILE, Harold F.	F2c	MAC VICKER, John R.	S2c
FINI, Mario B.	S2c	MADDOX, James A.	S1c
FINIK, John J., Jr.	MM2c	MARSHALL, James (?)	F2c
FUNK, Harry J.	S1c	MASON, Fred (n)	EM2c
FUNK, Howard F.	EM3c	MATTEK, Donald J.	Bkr3c
GABERLAVAGE, Stanley J.	S1c	MAURER, Kenneth D.	TM3c
GALOCI, John J.	EM2c	McBARNES, Richard W.	BM2c
GARRINGTON, Ray C.	WT1c	McBRIDE, Joseph T.	SC3c
GILLELAND, James E.	SM1c	McCOWN, Earl D.	TM3c
GILMORE, Irvin R.	RM3c	McNULTY, Austin (n)	S1c
GILMORE, "J" Chase	RM3c	MEISTER, Clyde A.	MM2c
GIULIANO, Carmen J.	TM3c	MESSIER, Ernest W.	F1c
GOUTIEREZ, Norman L. Z.	MM1c	METZGER, Richard C.	S1c
GRISSOM, Joseph A., Jr.	StM2c	MEZYNSKI, Stephen J.	F1c
GROOVER, Boaz (n)	S2c	MILLER, John L.	F1c
GUELICH, Maynard J.	Y1c	MILLER, Robert G.	S1c
HACKETT, Earlington (n)	S1c	MITZEL, Mason S.	F1c
HALE, Milton W.	SK3c	MOHLER, Robert G.	FC3c
HANKS, Claude	S1c	MOORE, Thadyus R.	F2c
HAUETER, Jack F.	S2c	MOREHARDT, Frederick R.	F3c
HAYES, Milton L.	S1c	MORGAN, John E.	CGM
HEAXT, Walter L.	S1c	MORRIS, Louis B.	SM3c
HIGGINBOTHAM, Robert W.	F2c	MUELLER, Rudolf F., Jr.	S1c

MULLIGAN, Thomas H.	S1c	SHEFFER, Stanley P.	EM3c
MYKLIN, Nicholas (n)	MM2c	SHERRY, James R.	F1c
NARDO, Samuel R.	S1c	SHOFNER, Girard P.	QM1c
NESTARK, Robert H.	S2c	SKINELL, Emmett D.	F2c
NEYSSSEN, Willard J.	F2c	SMITH, Orien J.	S1c
NICHOLS, Grady V.	S1c	SMITH, Robert J.	TM3c
OGLE, George H.	WT2c	SPENCER, Wendell H.	B1c
OHMEYER, Frank L., Jr.	F2c	SPORNEY, Joseph I.	S1c
PAYNE, Andrew J.	F2c	STEGGERT, Raymond G.	TM3c
PERI, George D.	S2c	STIEBER, Alvin B.	Cox
PETZOLD, Robert L.	TM2c	SWEITZER, Carl R.	S1c
PICKENS, Thomas (n)	StM2c	TAYLOR, Clyde "C"	PhM3c
PINCUCH (?), John M.	CMM	TAYLOR, Robert I.	Bkr3c
PIERSON, Herbert R.	S1c	THOMAS, James M.	Y2c
POLCYN, John A.	F2c	TORREGROSSA, Albert J.	SC3c
PORTER, Gerald L.	S2c	TRUST, Christian (n)	S1c
PREWITT, George (m)	S2c	TURI, Oscar (n)	S1c
PRICE, Walter M.	S1c	TURNER, Charles E.	S1c
RABON, John T.	EM1c	TYLER, Richard (n)	St1c
RAKOCI, Peter J.	EM3c	VARSEK, Vincent (n)	SG2c
RASKY, Edward A.	S1c	VIAU, Victor E.	CY
REDFERN, James W., Jr.	MM2c	VISOCKY, Joseph (n)	MM2c
REEVES, Wallace T.	GM2c	WALDEN, Clinton E.	SM2c
REUTEBUCH, Edgar (n)	MM2c	WALKER, John C., Jr.	WT1c
RICE, Walter H.	S1c	WALTERS, Arnold E., Jr.	EM2c
RISH, Steven R.	F2c	WASHBURN, James C.	F1c
RIVERS, Philip A.	S1c	WATTS, "S" "J"	S1c
RIVETTE, Robert D.	F1c	WEST, Elmer D.	F2c
ROUSE, Maurice A.	CTM	WHARTON, Richard H.	MM1c
RUTLEDGE, James B.	Cox	WHITE, Lloyd M.	BM1c
SABO, Matthew W.	F1c	WHITE, Joseph S.	StM1c
SARRACCO, Alfred M.	GM3c	WHITE, Norman (n)	CMM
SASWAY, Andrew J.	S1c	WILLIAMSON, Roy L.	SC1c
SAUNDERS, Mahlon C.	S1c	WRIGHT, James P.	F2c
SCHONNING, Gunnar (n)	F1c	YEOMANS, Charles A.	RT1c
SCHWEITZER, Richard H.	EM3c	YOUNG, James P.	M2c
SHAYER, Richard H.	SK1c	ZWALESKI, Joseph (n)	F1c

* * * * *

Total enlisted personnel at commissioning: 282

* * * * *

1 Source: The ship's personnel diary on microfilm at the National Archives ("Archives II"), College Park, Maryland.

E. A. Wilde, Jr.
November, 1997

Ships Section
Office of Public Information
Navy Department

HISTORY OF THE USS HALLIGAN (DD 584)

Most ships meet their end cleanly with no trace or evidence left of their tortured sides. This was not the case with the destroyer HALLIGAN. Her forward parts were ripped skyward by a mine which left her split along the keel with her two sections clinging together by a few frame members, only to drift for twelve miles where she grounded in the surf of a small island near Okinawa to be battered by the surf and insulted by the Jap shore batteries who's fire she could not return. USS HALLIGAN took a Sunday punch and was kicked when she was down but that is only her end—not her history.

The keel for HALLIGAN was laid at the Navy Yard, Boston, Massachusetts, on 9 November 1942. She was launched 19 March 1943 while Mrs. John Halligan, widow of Rear Admiral John Halligan after whom the ship was named, christened the ship. When the destroyer was commissioned on 19 August 1943, Commander C. E. Cortner, USN, assumed command of the ship.

Following the completion of firing tests, degaussing, compass calibration and speed runs, HALLIGAN departed for her shakedown cruise to Bermuda on 11 September 1943. An intense training period in Bermudan waters completed, the ship returned to Boston for post shakedown availability. The end of October found her in Norfolk, Virginia, and further training took the ship to Bermuda again by 7 November.

The ship's maiden cruise was made as an escort to the battleship IOWA when she took President Roosevelt across the Atlantic to the Teheran conference. The ship ran the middle lane in the escort screen and was one of the first United States warships to come into the Azores after the port had been opened up on 19 November. HALLIGAN then arrived at Casablanca, Morocco, and proceeded to Freetown, Africa, at the mouth of the Sierra Leone River where she hob-nobbed with the British ships for about a month. That month included a submarine patrol searching for enemy submarines which had torpedoed several ships in the Mediterranean.

A stop at Dakar for several days preceded her departure across the Atlantic again, escorting the IOWA as she returned President Roosevelt to the United States. HALLIGAN continued in the IOWA screen until her return to Bermuda and departed for a yard availability at Charleston, South Carolina, before getting underway for the Canal Zone on 21 December.

Transiting the Panama Canal, HALLIGAN departed from Atlantic waters forever and proceeded up the coast toward San Diego, conducting firing practice enroute. By 6 January the ship was on her way to Pearl Harbor. Exercises in the Hawaiian Area prepared the ship for support of the landings on Kwajalein Atoll in the Marshall Islands on 31 January. The landings were successfully carried out with no opposition from enemy planes or ships.

Remaining in the Kwajalein area until her arrival at Eniwetok on 25 February, HALLIGAN steamed back to Pearl Harbor and by 30 March she was back at

Majuro before taking up anti-submarine and blockade patrol off Wotje Island. She remained in the forward area until assigned to serve as anti-submarine escort for the carrier BATAAN on her way back to Pearl Harbor, arriving 22 May 1944.

When HALLIGAN departed from Pearl Harbor for Saipan she had two escort carriers to screen. The carriers were loaded with 74 Army fighter planes (Thunderbolts) which were catapulted from the flight decks on 22 June to land at Aslito Field on Saipan for support of the operation there. On the following day, the ship had just completed refueling and was taking her position in the screen when four Jap planes started in for the task unit. At 15 miles the planes fanned out and used the cloud cover to sneak in close enough to drop out of the clouds to attack the two carriers NATOMA BAY and MANILA BAY. The bombs dropped, missed both targets and the planes scattered quickly to the northwest. It was HALLIGAN's first direct contact with the Japs and the quick dive-bombing attack on the carriers afforded the ship not a single chance to shoot. Fortunately no damage was done.

On 1 July the Task Unit departed Eniwetok for Pearl Harbor with ambulatory and stretcher cases from the forward area. A period of upkeep and repair at Pearl Harbor was followed by exercises in the Hawaiian area through the month of August. On 15 September, HALLIGAN departed Pearl Harbor as the ships of Task Group 33.2 sortied for a ten-day voyage to Eniwetok Atoll.

By 28 September the ship was on her way to Manus Island in the Admiralty Islands. As she crossed the equator on 2 October, Neptuneus Rex ceremonies were held to initiate all pollywogs into the Royal Order of Shellbacks. The anchor was dropped in Seadler Harbor, Manus Island, on the following day. All hands aboard knew that the big show was on and that task groups all over the Pacific were assembling to strike at the Philippines and the invasion of Leyte was on.

HALLIGAN was assigned to the Seventh Fleet and started for Leyte Gulf on 14 October. As the ship entered Leyte Gulf, boats were being launched in waves to make landings on the beaches of Leyte Harbor. At 1601 a single Jap plane, the first of the campaign, was sighted making a torpedo run on the cruiser HONOLULU. The torpedo tore into the port side of the cruiser which took on a heavy list.

Although that was the first plane to attack it was by no means the last. Frequent Jap air raids were the order of the day. HALLIGAN had a close call when a Jap plane suddenly emerged from the smoke close aboard and hastily released two bombs which passed between the stacks and struck the water without exploding. The smoke folded over the plane again before guns could be brought to bear.

On 24 October, HALLIGAN, with a small group of destroyers, was ordered to prepare for surface action in covering the transports while other ships formed for defense of Surigao Straits. The destroyers HARADEN, TWIGGS and HALLIGAN operated independently for most of the Philippine operation under Commander Cortner, skipper of HALLIGAN, and were dubbed "The Rover Boys". The following day radio reports were intercepted informing the ships that the enemy warships

had been contacted and turned back by our forces.

There was little rest for the ships as almost continual air attacks by small groups and single planes pressed in for a killing. HALLIGAN's guns ripped into a Jap Betty (twin engine bomber) and set one of its engines on fire. Friendly planes trailed after the bomber but it crashed and they saved their ammunition for another victim.

The next morning a report was received that a large Jap surface force was engaged in a gunnery duel with a CVE group. HALLIGAN formed one of three destroyers in a column headed for the harbor entrance. Enroute "The Rover Boys" knocked down one of four planes seen making an attack on the transports. Another formation of three planes almost directly overhead drew the quick fire from the destroyers and before they raced out of range one of them went into a shallow dive and crashed.

The three destroyers were ordered to join the CVE group at the harbor entrance where USS HALE was the temporary escort, the other destroyers having been sunk by Jap gunfire. The Japs had departed the area by this time and HALLIGAN entered the harbor at Woendi Island on 29 October before getting underway for Manus on the following day.

It was while anchored at Manus on 10 November 1944 that USS MOUNT HOOD (AE 11), which was anchored 3000 yards from HALLIGAN, blew up and sank instantly. Damage was caused to nearby ships and two small tears were made in the #2 stack of HALLIGAN. A rescue party was rushed to the scene and three men were brought aboard for treatment of minor injuries.

Underway again on 12 November, HALLIGAN joined Task Unit 79.15.1 as the ship took command of the screen of a large convoy bound for Leyte and, upon arrival, headed for Palau to join up with an escort carrier group which operated in the area east of Leyte Island to provide air coverage for friendly shipping. The ship completed the year screening operations of escort carriers in the area of Palau and the Admiralty Islands. The year ended with HALLIGAN anchored at Kossol Roads, Palau Islands.

HALLIGAN got underway as part of the screening unit for Task Groups 77.2 and 77.4 bound for the Lingayen Gulf Area. It is a tortuous voyage even under favorable conditions. Conditions were not favorable. On the afternoon of 4 January the escort carrier OLMANEY BAY was hit by a suicide plane which crashed on her flight deck causing a huge fire. In the inferno it was necessary to abandon ship and three destroyers remained behind to pick up survivors of the carrier. The destroyer BURNS sank the hull of OLMANEY BAY with a torpedo.

The next day colors were half-masted for burial of the dead as the untimely air raids continued. At 0326 a Jap plane crashed into the water without causing any damage. Three Jap planes attacked the formation at 1645. All were shot down before they reached their targets. HALLIGAN's guns brought down one Jap plane as five more attacked from the port side.

At 1747 one or two planes broke through the barrage of flak and the escort carrier MANILA BAY took a suicide dive on her flight deck with only slight damage. The destroyer STAFFORD took another suicide dive at the water line between the after fire room and the after engine room flooding both compartments. The carrier SAVO ISLAND caught a third kamikaze dive but suffered no damage as the plane bounced off the flight deck and landed in the water. The fourth suicide crash damaged the HELMS AUSTRALIA when a plane dove into her mast. HALLIGAN left the formation to assist STAFFORD by taking aboard wounded and left her when she was able to make 10 knots on one engine.

Jap planes continued to harass the ships on 6 January but were driven off by gunfire. Rescuing pilots from the water was almost an everyday routine for HALLIGAN as she trailed the carriers in their flight operations until the ship anchored in Mangarin Bay, Mindoro Island, on 21 January. Underway the same day for Leyte Gulf, the anchor was dropped in San Pedro Bay on 22 January and the ship departed for Ulithi the following morning.

With a fresh load of ammunition aboard, HALLIGAN sortied with Task Force 52 from Ulithi on 10 February bound for the Saipan-Tinian training area. The ship took her position screening the bombardment vessels off Iwo Jima on 16 February and the following day was assigned to a life guard station for planes attacking Chichi and Raha Jima. At 0635 a bogey was observed on the radar scope coming in toward HALLIGAN and three minutes later a twin engined bomber was sighted coming in low over the water in a weaving approach apparently preparing to launch a torpedo. All batteries took the plane under fire and it started to burn. About 100 yards on the port bow a huge bomb or torpedo was dropped and the flaming plane roared over the length of the ship and exploded at 4,000 yards and crashed into the sea.

On 19 February all ships took their bombardment stations off Iwo Jima at 0600 with HALLIGAN 2700 yards from Mount Suribachi. The main batteries pounded the assigned target areas and spotting planes reported the targets well covered. The ship's guns destroyed a camouflaged gun position and a building. At 0900 the first wave of troops landed behind an extremely heavy supporting barrage.

HALLIGAN continued screening duty for a carrier unit which was supporting the landings on Iwo Jima. The ship joined several carrier groups, patrol and rescue groups in the area for over a month before returning to Ulithi.

One of the last destroyers to come back from the Iwo Jima operation, HALLIGAN had a very short time to replenish her supplies before entering the next big operation--Okinawa! The Iwo Jima operation had been considered by the ship as a rehearsal for the Okinawa campaign and with various changes in personnel, repairs and additional equipment, the ship departed for Okinawa on 21 March.

HALLIGAN was one of the fire support units on 25 March when she arrived off Okinawa. Until noon of 26 March the ship patrolled with her task unit until assigned an independent patrol station about 7 miles west of the town of Naha, Okinawa. The area was known to have been heavily mined with irregular patterns by the Japs. The ship had been patrolling in her assigned area for

about two hours where minesweepers had been working for about 24 hours.

The nearby minesweepers and patrol craft observed a single destroyer approaching on a southwesterly course well clear of their position. At 1835 a tremendous explosion sent smoke and debris 200 feet into the air at a position 127 degrees 30' 30" E., 26 degrees 10' N. When the smoke had cleared the destroyer seemed to be heading northwest with the forward part of the ship completely blown off back to the #1 stack. It was the destroyer HALLIGAN!

Ensign Richard L. Gardner, senior non-casualty officer to survive, was at his battle station on an after battery. The ship was at general quarters when the explosion occurred except for a few at a time being secured for supper. With the ship obscured by dense black smoke, oil spattering everywhere and a cloud of steam billowing up; it was difficult to tell what had happened. In checking with the forward lookout station over the sound-powered phones to find out what had happened, the only answer was silence.

Upon going forward to see what had exploded and take orders from the senior officer he found the forward part of the ship gone from the mast forward including the bridge. He quickly realized that there probably were no senior officers and he had a destroyer on his hands at a most critical time. Surviving personnel were organized to determine which of the men lying around the decks were alive and carried them to the fantail for transfer to the ships that came alongside; PC 584 to port and LSM(R) 194 to starboard. At the time it was not known whether the ship would stay afloat much longer.

The personnel in the after engineering spaces stayed at their stations until ordered to secure the plant and come topside preparatory to "abandon ship". Many of the survivors who were still walking were too badly shaken up or injured to be of any help, but those who could did a wonderful job. Pharmacist's Mate P. Jenkins and C. Taylor, PHM 2/c, did a tremendous job among the survivors. Ensign B. Jameyson, assistant engineering officer, the only other officer alive, was badly burned in the face and had a fractured arm. With the help of a Chief Petty Officer, the two Ensigns checked all the spaces before abandoning ship.

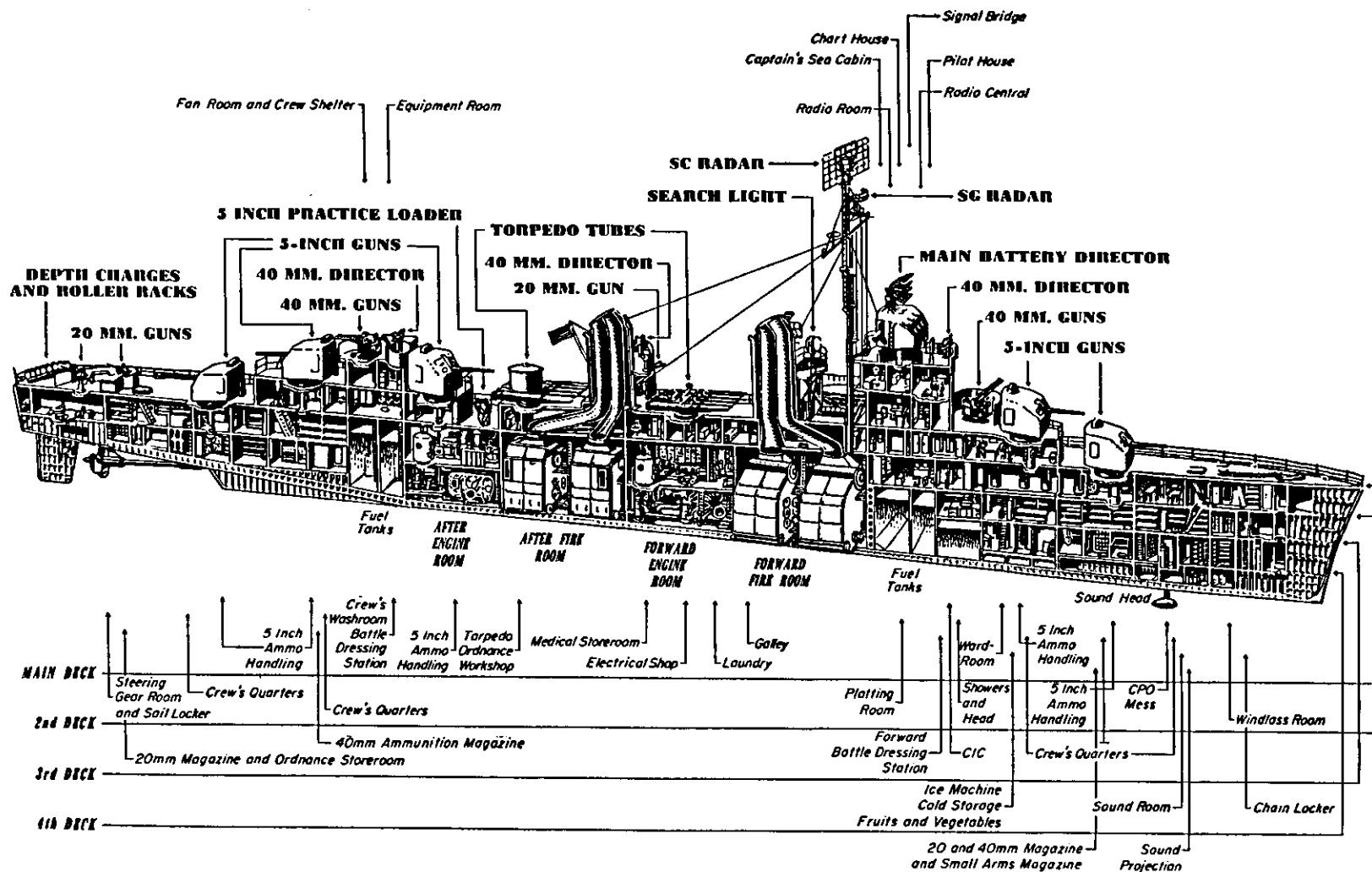
One man had his foot caught by the weather bulkhead on the port side and had to be cut loose with a cutting torch. He was the last to be taken off before abandoning ship. USS PC 584 and LSM(R) 194 were commended for their prompt action in going alongside HALLIGAN. The entire rescue was effected with a minimum of confusion. All personnel showed a high degree of initiative in bringing survivors aboard and administering first aid. About 164 survivors remained out of a crew of approximately 300, and two officers out of twenty-two survived.

The ship was abandoned and drifted about 12 miles, grounding off a small island near Okinawa where the remains of the gallant destroyer were battered by the merciless surf and the vulture-like Jap shore batteries pecked at the now lifeless hulk. It was the inglorious end of the glorious ship HALLIGAN.

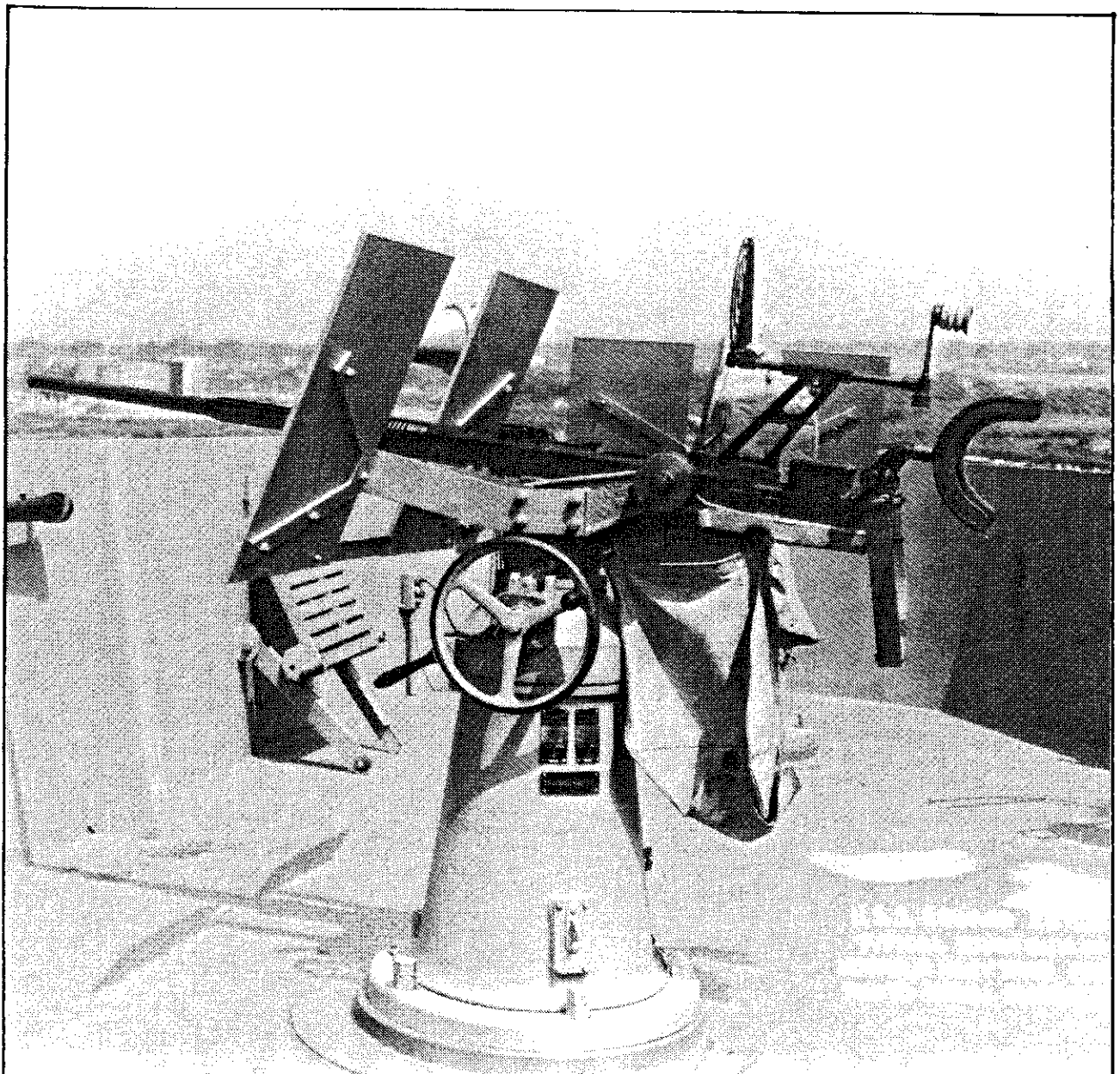
STATISTICS

STANDARD DISPLACEMENT:	2,050 tons	ARMAMENT:	Five 5-inch .38 calibre
LENGTH OVERALL:	376 feet		single mounts - Main
BEAM:	39 feet 4 inches		Battery; ten 21-inch
SPEED:	35 knots plus		torpedo tubes in
			quintuple mounts; 40mm
			and 20mm AA Batteries

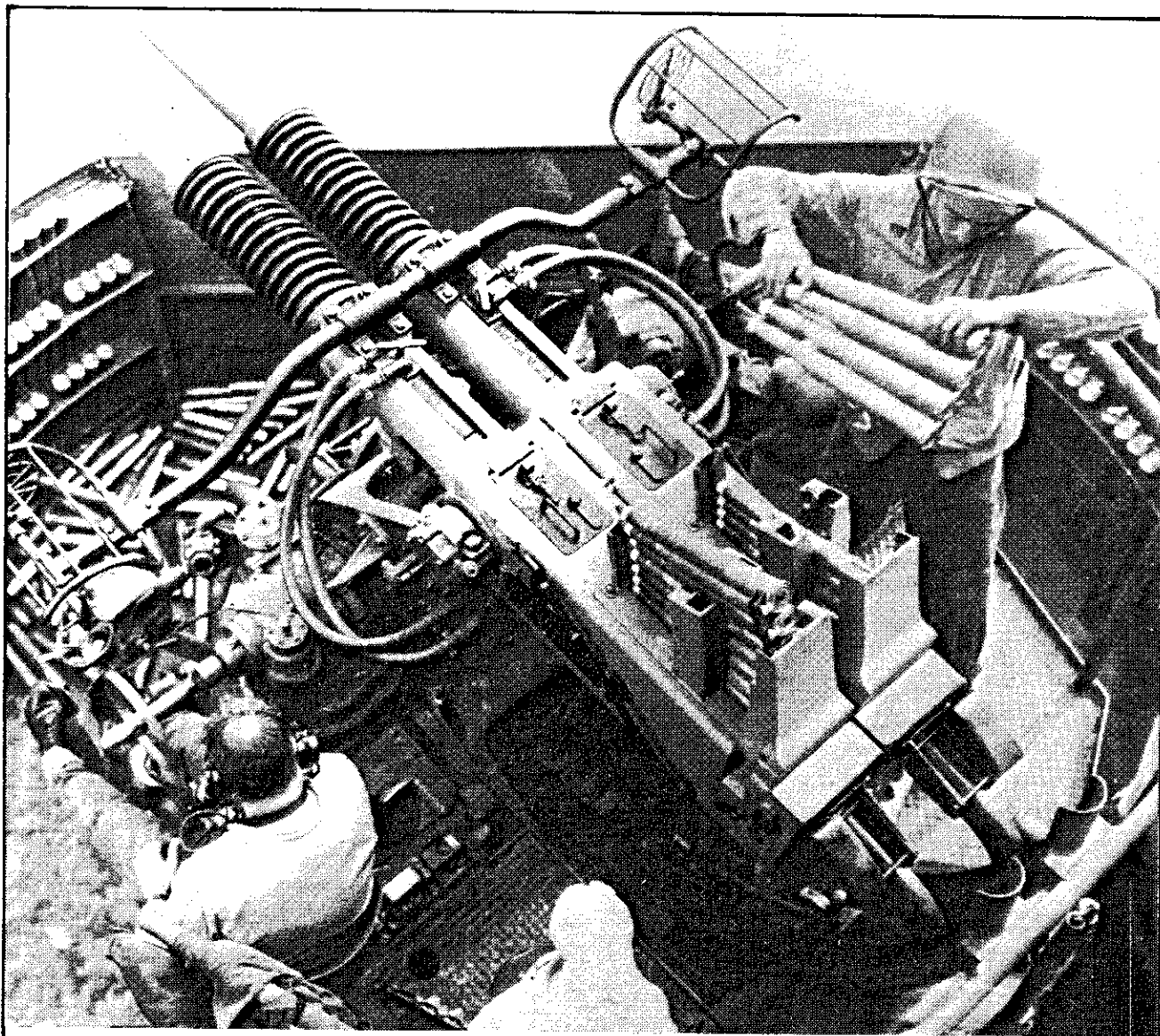
Stencilled 5-15-47



**TYPICAL WORLD WAR II DESTROYER
(FLETCHER CLASS)**

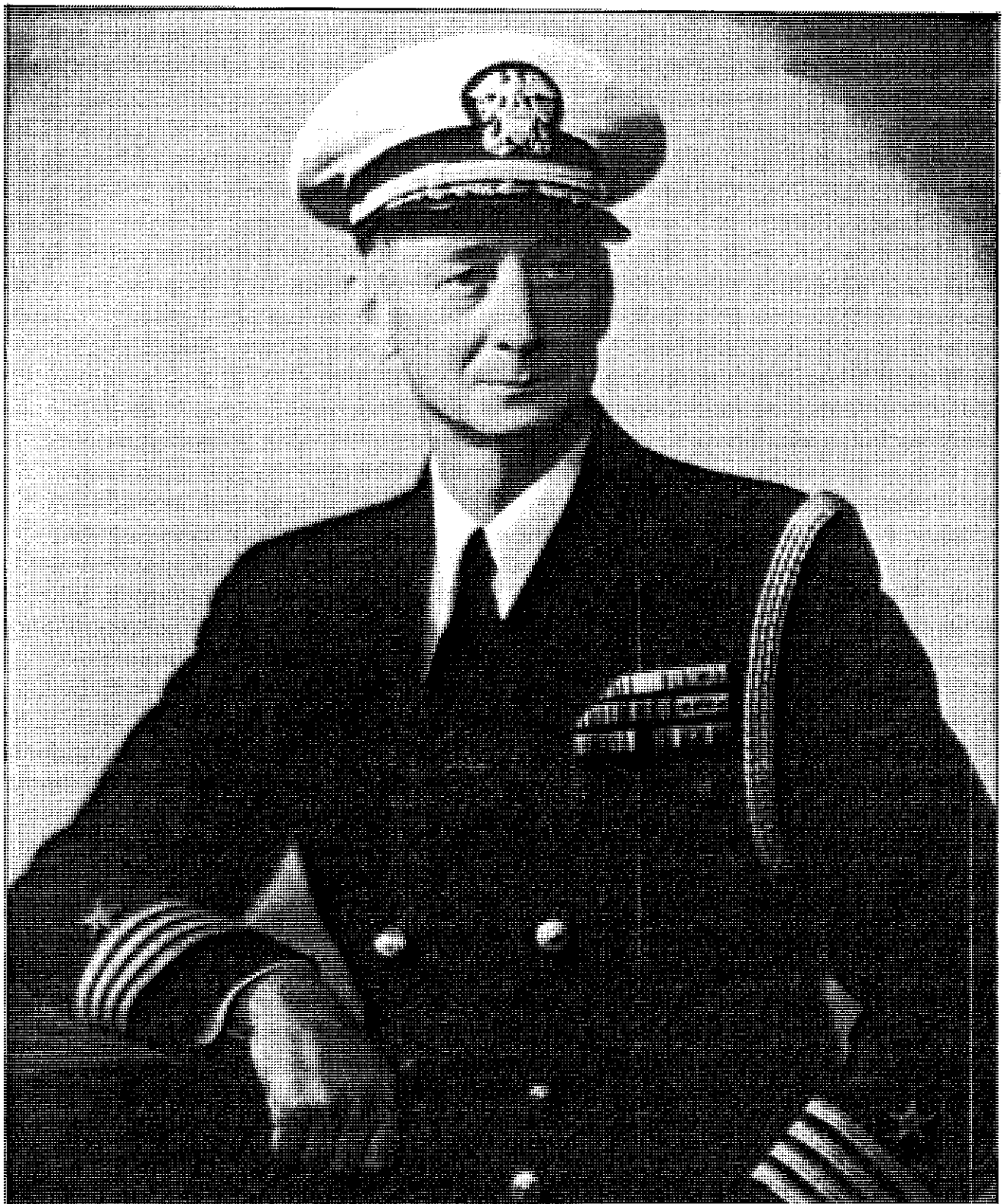


In 1941 the 20-mm Oerlikon air-cooled machine gun began to replace the .50-cal. water-cooled machine gun as the Navy's standard light antiaircraft weapon. (It was also called a machine cannon, because it fired explosive shells.) This early Mark 4 version with an open-ring sight required a four-man crew: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



The 40-mm Bofors gun fired a two-pound explosive shell with an effective range of about 2,800 yards. It was primarily an antiaircraft weapon, but destroyers also used their 40-mm's against enemy strongpoints when they provided close-in gunfire support during landings. The gun crew for a twin mount consisted of a pointer, a trainer, a gun captain and four loaders (two for each barrel). The Bofors was capable of firing about 160 rounds/barrel/minute, but the number of rounds actually fired depended on the ability of the loaders to provide an uninterrupted supply of ammunition.

(Official U.S. Navy photograph.)



Captain Clarence E. Cortner, USN (1904-1956), in 1949, when he was Naval Attache to the American Embassy in New Delhi, India. Commander Cortner commanded the U.S.S. Halligan (DD-584) from when she was commissioned on August 19, 1943, to March 21, 1945. Five days after he was relieved the ship was sunk by an enemy mine off Okinawa. Captain Cortner retired in 1957, after 30 years of service. (Courtesy of his son, E. Ted Cortner.)

Obituary for Captain Clarence Edward Cortner, USN (Ret.)
(1904-1986)*

*Commanding Officer of the U.S.S. Halligan (DD-584)
(August 19, 1943 - March 21, 1945)*

CLARENCE EDWARD CORTNER '27



Capt. Clarence Edward Cortner USN (Ret.) died on 19 September 1986 at Gettysburg, Pennsylvania Hospital, of a stroke. Memorial services were held at the Prince of Peace Episcopal Church at Gettysburg. Inurnment took place

at the Columbarium at Arlington National Cemetery on 27 October.

Born and reared in Cortner, Tennessee, he attended Normandy High school and Bryson College in Fayetteville, Tenn. He was appointed to the Naval Academy from Tennessee with the Class of 1927.

After graduation, he served in the cruiser GALVESTON, attached to the Special Service Squadron in Nicaraguan waters. Subsequent assignments included: destroyers GREER and ELLIOTT; cruiser CONCORD; U.S. Naval Postgraduate School; Marine Corps School, Quantico; battleship MISSISSIPPI; Naval War College; Staff Commander Atlantic Squadron; and Staff of Commander Patrol Force.

During World War II, he served briefly in the Bureau of Naval Personnel, thence to command destroyer HALLIGAN —duty in the Atlantic included escorting battleship IOWA, with President

Roosevelt embarked, to Oran for the Tehran Conference in November 1943. Still in command of HALLIGAN, he transferred to the Pacific where he participated in the campaigns in the Marshalls, Marianas, Leyte, Luzon and Iwo Jima. In May 1945, he assumed command of Destroyer Division 12.

After the war, he served in naval Intelligence and was assigned as Naval Attache to the American Embassy in New Delhi, India. In 1952 he commanded Destroyer Squadron 28, participating in the Korean conflict. Then, after a tour as Professor Naval Science at Tulane University, he became Inspector of Recruiting in the First New York District which assignment he held until retirement in 1957, thus winding up 30 years of commissioned service.

Captain Cortner had the following medals: Second Nicaraguan Campaign, Asiatic-Pacific, American Campaign, World War II Victory, Navy Occupation Service, Asia Clasp, China Service, National Defense Service, Korean Service, U.N. Service, Philippine Liberation Ribbon with two stars, and the Korean Presidential Unit Citation.

He is survived by his son, Edward T. of Silver Spring, Md., his daughter, Dixie Ann Brooke of Williamstown, Mass, five grandchildren, three great-grandchildren, two sisters, Frances Finney of Nashville, Tenn. and Mary Gore of Wartrace, Tenn.

* *Shipmate* magazine, December 1986

Obituary for Lieutenant Commander Edward Thomas Grace, USN
(1918-1945)*

*Commanding Officer of the U.S.S. Halligan (DD-584)
March 21-26, 1945*

Comdr. Grace Missing In Sinking of Halligan

Lt. Comdr. Edward Thomas Grace, 27, commanding officer of the destroyer Halligan, is missing in action in the Okinawa area, the Navy Department has notified his parents, Prof. and Mrs. Leo M. Bellerose, 4501 South Chelsea lane, Bethesda. The Halligan was reported sunk at Okinawa in Admiral Nimitz's April 20 communique.

Comdr. Grace was graduated from Canterbury Preparatory School at New Milford, Conn., in 1935 and from the Naval Academy in 1939. Immediately after graduation he was assigned to the Pacific. He was at Pearl Harbor when the Japanese attack came and has participated in most of the major campaigns in the Pacific, returning to this country for a brief period in 1943.

In June, 1943, he was married to Edith M. West, Bremerton, Wash. They have a 10-month-old daughter whom he has never seen.

Prof. Bellerose teaches French at Georgetown University. He and Mrs. Bellerose have lived in Washington for the last 10 years.

* The Evening Star, Washington, D.C., May 3, 1945

THE SECRETARY OF THE NAVY

WASHINGTON*

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

LIEUTENANT COMMANDER EDWARD THOMAS GRACE
UNITED STATES NAVY

for service as set forth in the following

CITATION:

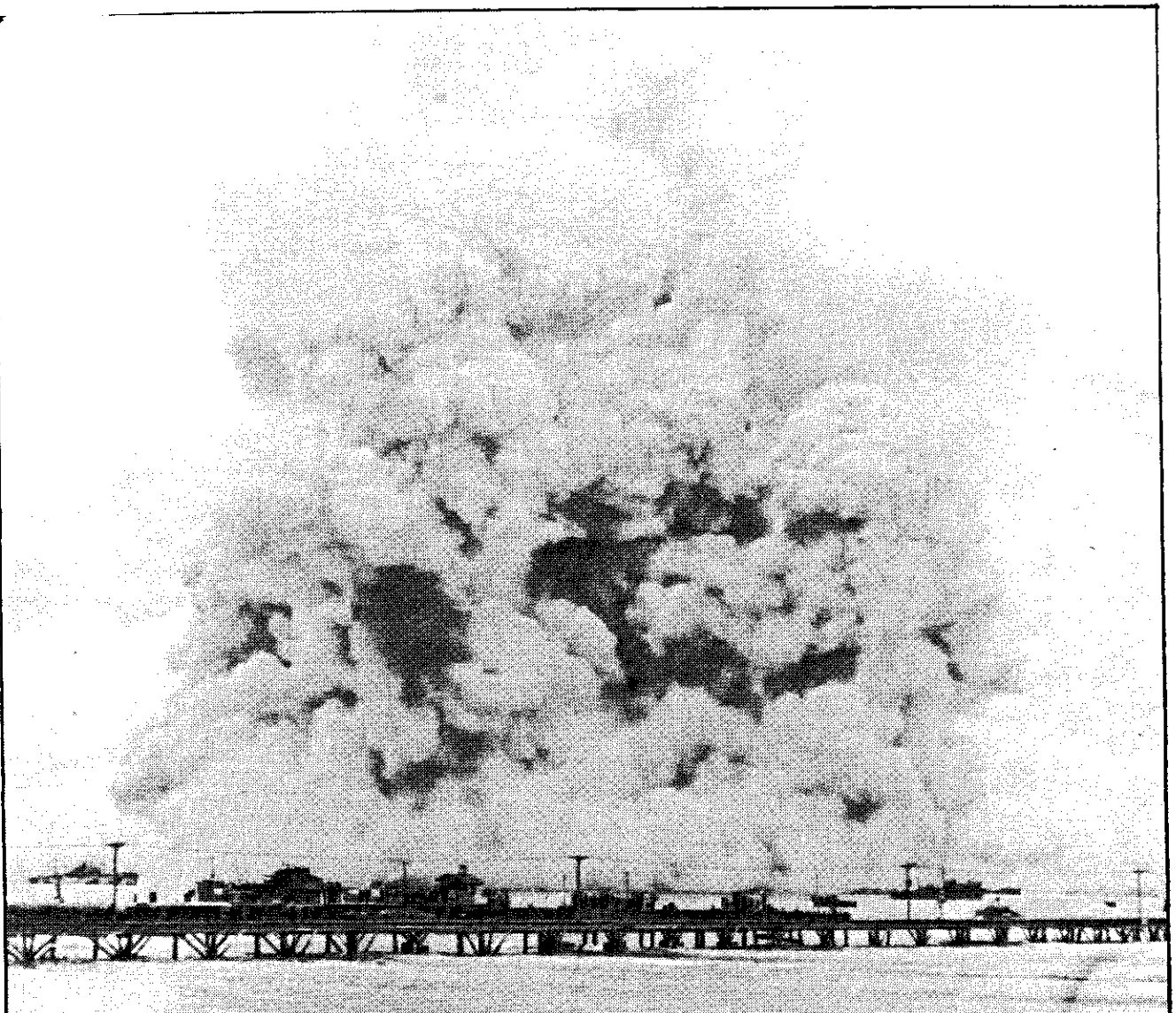
"For extraordinary heroism while serving as commanding officer of a United States destroyer during operations against the enemy in the vicinity of Okinawa Gunto, Nansei Shoto, on 25 and 26 March, 1945. Operating in dangerous waters and under enemy air attack, he courageously and effectively led his ship in the mission of destroying enemy motor torpedo boats and suicide craft until his ship struck a mine while he was pressing the search for enemy craft on a hazardous patrol mission off a heavily defended enemy coast. His actions contributed materially to the effectiveness of the pre-landing assault on Okinawa, and his determination and heroic conduct were in keeping with the highest traditions of the United States Naval Service.

For the President,

Secretary of the Navy

* Typed from a draft of the citation approved 29 November 1945 on file at the U.S. Naval Historical Center, Washington, D.C.

E. A. Wilde, Jr.
April, 1997



Smoke mushroomed 7,000 feet into the air when the ammunition ship USS Mount Hood (AE-11) exploded by accident at Manus Island in the Admiralties, about 160 miles northeast of central New Guinea, on 10 November 1944. The Halligan, anchored only 1½ miles away, was hit by falling fragments but suffered no casualties. She dispatched a rescue party to the scene to assist nearby ships, and three men from the USS Alhena (AKA-9) were brought aboard by her motor whaleboat for treatment of minor injuries. All personnel aboard the Mount Hood were lost.

(Naval Historical Foundation Collection)

UNITED STATES SHIP

HALLIGAN (DD584)

Friday 10 November 1944
(Day) (Date) (Month)0 - 4

Anchored in Seeadler Harbor, Manus Island, Admiralty Islands in 18 fathoms of water with 60 fathoms of chain out to the port anchor on the following true bearings: Beacon "O" 069°, Beacon "E" 136°45', Beacon "C" 172°15' and Beacon "A" 333°45'. Boiler #3 in use for auxiliary purposes. Condition of readiness IV set.

Richard L. Gardner
RICHARD L. GARDNER, Ensign, U.S.N.R.

4 - 8

Anchored as before.

Tony Calmer
TONY CALMER, Ensign, U.S.N.

8 - 12

Anchored as before. 0800 Mustered crew at quarters, no absentees. 0855 USS MOUNT HOOD (AE-11) exploded and sank instantly. Cause unknown. Falling fragments struck and made two tears into #2 stack, pierced secondary control platform deck and apparently ricocheted over the side, no casualties to personnel. Went to General Quarters. 0910 Dispatched rescued party to the scene. 0930 Secured from General Quarters, set condition IV. 0905 Following men brought aboard for treatment of minor injuries and shock sustained as a result of explosion: DOHINE, MATHEWS and CAWSON of USS ALHENA (AKA-9). 1010 U.S. Mail for Task Unit 79.15.1 brought aboard. 1045 Three (3) men from USS ALHENA (AKA-9) left the ship. 1114 Lighted fires under #1 boiler. Made daily inspection of magazines and smokeless powder samples, conditions normal.

R. Hartranft Jr.
R. HARTRANFT Jr., Lieut. (jg), U.S.N.R.

12 - 16

Anchored as before. 1240 Secured #3 boiler. Boiler #1 in use for auxiliary purposes. 1300 Commenced flag hoist drill. 1400 Secured from flag hoist drill.

Irving Lang
IRVING LANG, Lieutenant (jg), U.S.N.R.

16 - 20

Anchored as before. 1620 Transferred U.S. Mail to USS HARADEN (DD585).

H. M. Carter
H. M. CARTER, Lieutenant (jg), U.S.N.R.

20 - 24

Anchored as before.

R. Hartranft Jr.
R. HARTRANFT Jr., Lieut. (jg), U.S.N.R.

APPROVED:

EXAMINED:

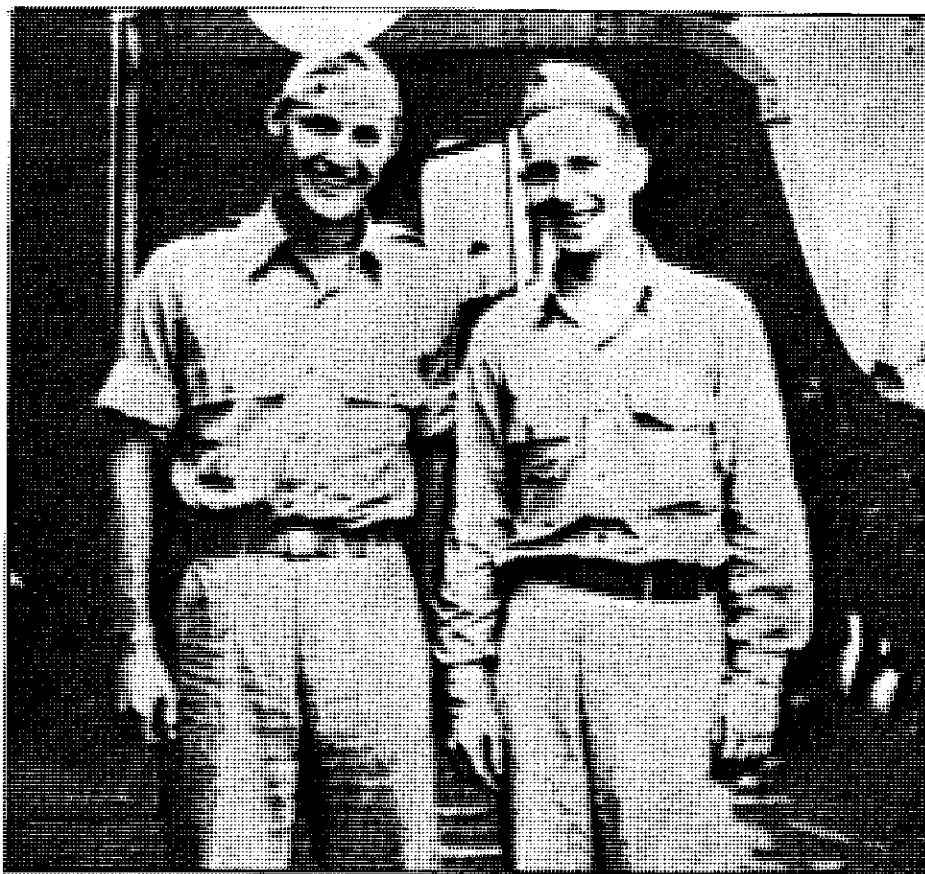
E. Cortner
E. CORTNER, Commander,

J. D. Malone
J. D. MALONE, Lieutenant,

U. S. N.

NAVIGATOR

U.S.S. Halligan (DD-584)



(Courtesy of Russell Hartranft, Jr.)

Editor's Note: Ensign Russell Hartranft, Jr., USNR, (at left) and Lieutenant John B. Blair, USNR, were roommates and plankowners on the Halligan in 1943 when Ens. Hartranft was a Deck Department officer and Lt. Blair was the ship's First Lieutenant. Lt. Blair was transferred off prior to when the Halligan was mined and became the executive officer of another ship. Lt.(jg) Hartranft became the ship's Assistant Gunnery Officer and in 1945, just a few days before she was sunk, was sent to gunnery school at Pearl Harbor. After the sinking he was quickly reassigned and sent to Washington, D.C. where he joined Ensign Richard L. Gardner, USNR, in closing out the ship's records and corresponding with the next of kin.

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



The Halligan's torpedo crew in 1944 or 1945, when their ship was in the Pacific, with the Executive Officer (far left), Lt. Sherburn N. Bear, USNR. The Torpedo Officer, Lt.(jg) Irving Lang, USNR, is at the right, and the Asst. Torpedo Officer, Warrant Officer Maurice A. Rouse, USN, is probably the man in the front row kneeling at the far left. All three of these officers were killed when the Halligan struck a mine on 26 March 1945. Torpedomen identified from the final muster roll (not including strikers) were:

ANDERSON, Alden C.	TM3c
GIULIANO, Carmen J.	TM2c
*FEHR, Willis, Jr.	TM2c
MADDOX, James A.	TM2c
*MELICHAR, George L.	TM3c
**MAURER, Kenneth D.	TM1c
PETZOLD, Robert L.	TM1c
*RILEY, David O.	TM3c

* Wounded (** Killed) on 3/26/45.

(Photo courtesy of Russell Hartranft, Jr.)

~~CONFIDENTIAL~~

NAVPERS-124 (REV. 1-44)

DECK LOG—REMARKS SHEET

PAGE 1

UNITED STATES SHIP HALLIGAN (DD584)

Monday 1 January, 19 45
(Day) (Date) (Month)

0 - 4

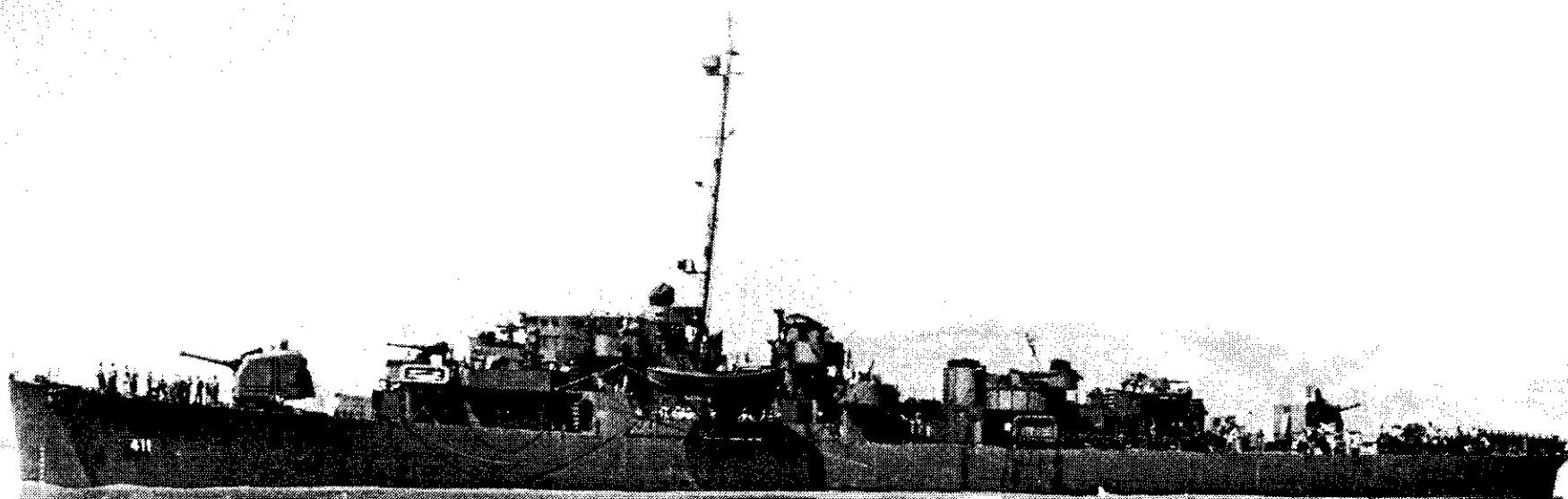
We're anchored in Kossol Roads right now
(Berth one hundred and two) in the Isles of Palau,
The water is 19 fathoms deep,
As for chain, on deck, five and forty we keep.
The starboard anchor will have to do,
To hold us on following bearings, true:
Oh four nine and a half to Beacon "C",
And two seventy seven to Beacon "E",
Beacon "G", one five eight, while for Buoy Xray,
One two three and a quarter will be O.K.
The Condition of readiness and what is more,
The boiler in use are both number four.
At 0321 what did we do,
But light off the fires beneath boiler 2.
We've darkened the ship, lest the blackness we fear.

Richard L. Gardner
RICHARD L. GARDNER, Ensign, U.S.N.R.

Editor's Note:

It is a long-standing tradition that the year's first entry in a ship's Deck Log be in verse. I have not been able to find anything in writing to confirm this, but I was told by knowledgeable people at the Naval Historical Center/Washington Navy Yard that this tradition probably goes back to the days of John Paul Jones!

E. A. Wilde, Jr.
September, 1998



The destroyer escort U.S.S. Stafford (DE-411) at the Mare Island Navy Yard, California, in April, 1945. On January 5, 1945, she and the U.S.S. Halligan (DD-584) (Comdr. C. E. Cortner) were en route from Leyte to Lingayen Gulf for the invasion of Luzon, P.I., when a kamikaze heavily damaged the Stafford. The Halligan went alongside and assisted the smaller vessel by sending over a repair party to help them assess the extent of the damage. She also took aboard and treated nine of her wounded. Fortunately, the Stafford remained afloat and was soon able to get under way. (Official U.S. Navy photograph.)

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U. S. S. HALLIGAN

4 January 1945 - (Zone minus 9) - Steaming as before, course 279 T., speed 14.5 knots, fleet axis 330 T. Several "air flash red" during the morning and late afternoon, going to general quarters each time. Conducted flight operations throughout the day, both anti-submarine patrol and combat air patrol. About 1717 USS OMMANEY BAY (CVE79) was hit by a Japanese suicide plane, which crashed on her flight deck, starting a large fire. At 1820 USS BURNS (DD588), USS BELL (DD587) and USS TWIGGS (DD591) were designated to remain in the vicinity of the USS OMMANEY BAY to search for survivors since the USS OMMANEY BAY was abandoned. At 1958 the USS BURNS torpedoed and sank the hull of the USS OMMANEY BAY. The USS BELL, the USS BURNS and the USS TWIGGS then rejoined formation. Later in the night personnel transfers were accomplished between various units of task group.

POSITIONS:	<u>0800</u>	<u>1200</u>	<u>2000</u>
	09-51-N	10-22-N	11-27-N
	121-47-E	121-40-E	121-11-E

5 January 1945 - (Zone minus 9) - Steaming as before. Conducted flight operations throughout the day. Had many "air flash red" during early morning, afternoon and evening. At 0326 a Japanese plane crashed in the water bearing 290 T., distance 10,000 yards. 0627 Took cruising disposition 4 RO. During the morning and again during the afternoon colors were half-masted for burial of the dead from other ships in formation. At 1045 passed Lubang Island abeam to starboard, distance 33 miles. At 1112 rotated fleet axis to 000 T. and formed cruising disposition 4 RX. At 1654 task force was attacked by three Japanese aircraft. All were shot down. At 1735 starboard side of formation attacked by two Japanese planes. At 1747 the port side of formation was attacked by five Japanese aircraft. All these planes were apparently suicide craft. USS HALLIGAN destroyed one "Hamp" expending 47 rds. 5"/38 AA common, 256 rds. 40 mm. and 360 rds. 20 mm; no casualties. One or two Japanese planes escaped. USS MANILA BAY (CVE61) was hit on flight deck by plane in suicide dive, sustaining slight damage. USS STAFFORD (DE411) was hit by suicide plane at water line between after engine room and after fire room, flooding both compartments. USS SAVO ISLAND sustained no damage when suicide plane bounced off flight deck. HMAS AUSTRALIA received damage to mast when hit by suicide plane. At 1814 USS HALLIGAN left formation with verbal instructions from screen commander to assist USS STAFFORD. Went alongside USS STAFFORD with USS U M MOORE (DE442) lying to to assist. A USS HALLIGAN repair party was put aboard USS STAFFORD to investigate extent of damage. It was determined that USS STAFFORD was capable of getting underway with maximum speed of 10 knots on one engine. Eight wounded enlisted men and one pharmacist mate were taken aboard from the USS STAFFORD. At 1900 got underway, formed column astern of USS STAFFORD, 1000 yards interval, with USS U M MOORE, ahead. Set course 000 T., speed 10 knots and proceeded to rejoin TG 77.2 and TG 77.4 at objective.

POSITIONS:	<u>0800</u>	<u>1200</u>	<u>2000</u>
	13-09-N	13-41-N	15-04-N
	120-04-E	119-33-E	119-02-E

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U. S. S. HALLIGAN

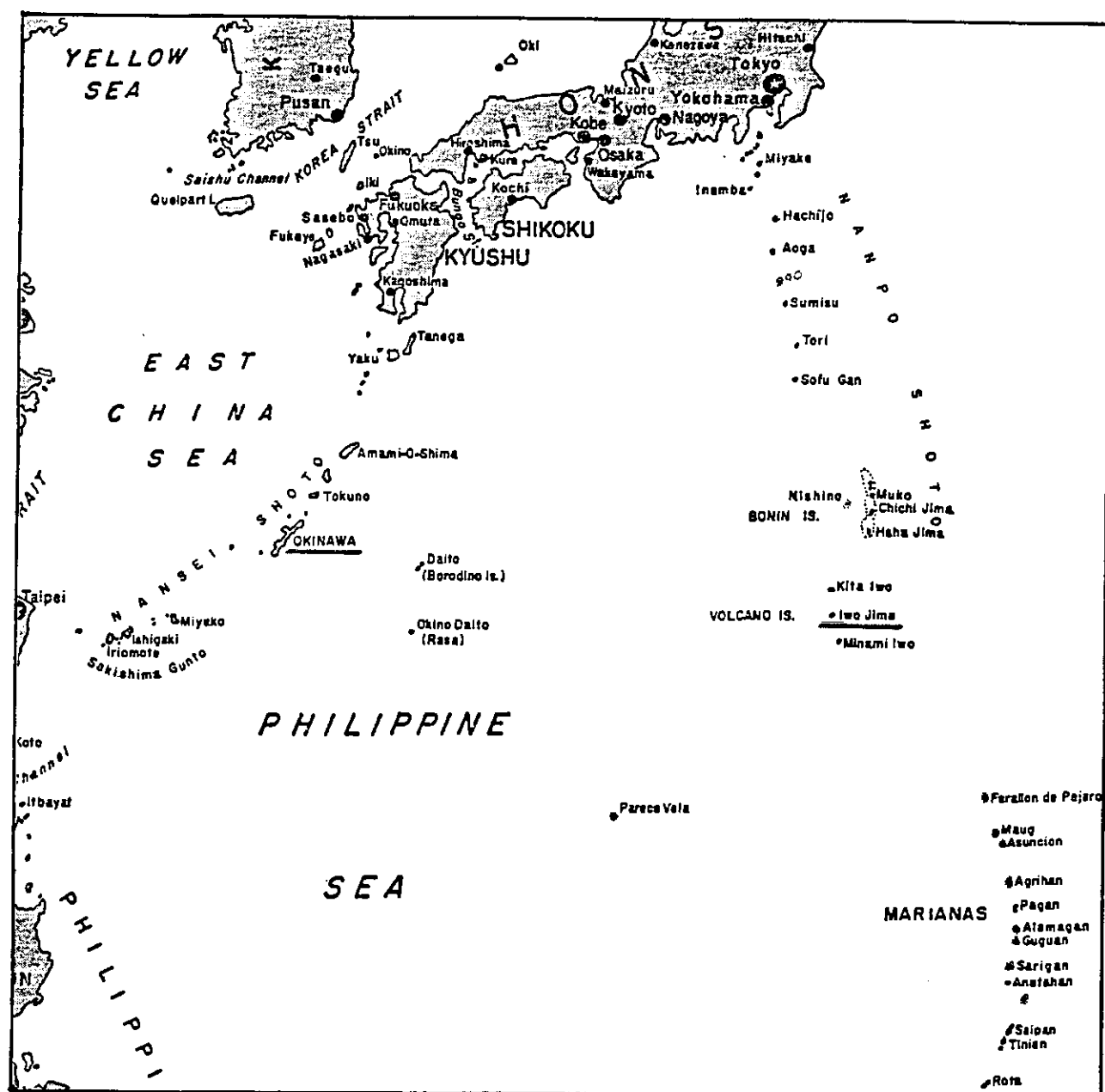
6 January 1945 - (Zone minus 9) - Steaming as before. At 0030 MASI, V., WT3c, USNR, died of wounds received aboard USS STAFFORD. At 0036 proceeded to investigate unidentified surface contact bearing 345 T., range 27,000 yards. Ship was identified as USS QUAPAW (AT110). 0120 Rejoined USS U M MOORE and USS STAFFORD with USS QUAPAW. USS QUAPAW attempted to take USS STAFFORD in tow, but failed. Proceeded with USS QUAPAW standing close aboard USS STAFFORD. At 0200 USS INGRAM (DD694) and HMAS ARUNTA, a destroyer, passed abeam to starboard, distance 500 yards, enroute to rejoin TG 77.2. At 0225 Commenced patrolling station ahead of USS STAFFORD with USS U M MOORE patrolling astern. Unidentified aircraft "snooped" group for remainder of night. At 0427, three unidentified aircraft approached formation bearing 305 T., distance 4 miles. Opened fire using full radar control, expending 11 rounds 5"/38 AA common, no damage to own group and no apparent damage to aircraft by USS HALLIGAN. USS U M MOORE reported destroying one aircraft. At 1030 held burial services for MASI, Victor, WT3c, USNR. At 1837 relieved of duty escorting USS STAFFORD by USS RALPH TALBOT (DD390). At 1935 joined TU 77.4.23, screening TU 77.4.2 in disposition 5 R, course 270 T., speed 12 knots. CTC, CTU 77.4.2 in USS NATOMA BAY (CVE62), Comcardiv 24, Rear Admiral Felix B. Stump, U.S.N. ComScreen CTU 77.4.23 in USS HALL (DD583), Captain H. J. Martin, U.S.N. TU 77.4.2 composed as follows: USS NATOMA BAY (CVE62), USS MANILA BAY (CVE61), USS STEAMER BAY (CVE87), USS WAKE ISLAND (CVE65), USS SAVO ISLAND (CVE78). TU 77.4.23 composed as follows: USS HALL (DD583), USS HALLIGAN (DD584), USS BELL (DD587), USS BURNS (DD588), USS HAMILTON (DD590), USS TWIGGS (DD591) and USS ABBOTT (DD629).

POSITIONS:	0800	1200	2000
	16-35-N	17-03-N	17-14-N
	119-20-E	119-11-E	119-26-E

7 January 1945 - (Zone minus 9) - Steaming as before in operating area west of Luzon in South China Sea. Conducted flight operations throughout day, anti-submarine patrol, combat air patrol, and tactical bombing and strafing of areas in Luzon bordering the Lingayen Gulf. Enemy planes were reported in the vicinity of task group both in the morning and afternoon. However, none were sighted and no firing was done. At 1003 destroyed a yellow rubber life raft in water with machine gun fire in accordance with CTU 77.4.2 voice instructions. At 1135 USS HALLIGAN picked up the crew of a TBF which crashed into the water after being catapulted from the USS MANILA BAY. The crew, one officer and two enlisted men, were uninjured. The ship fueled in the late afternoon.

POSITIONS:	0800	1200	2000
	17-00-N	16-48-N	17-18-N
	119-22-E	119-30-E	119-17-E

Northwest Pacific, Showing the Approaches to Japan



In 1945 the Halligan participated in both of the final campaigns of the Pacific War; the invasions of Iwo Jima on February 19th and Okinawa on April 1st.

Iwo Jima, 660 miles south of Tokyo, was important for its airfield. Saipan-based B-29's needed an emergency landing facility, and fighters based there could escort the bombers on their raids against Japan.

Okinawa, just 300 miles south of the Japanese home island of Kyushu, was needed as a major air and naval base for the planned invasion of Japan in late 1945. Here, the Halligan was sunk by a mine while on independent patrol before the actual invasion.

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NAVPERS-134 (REV. 1-44)

DECK LOG-REMARKS SHEET

PAGE 1

UNITED STATES SHIP HALLIGAN (DD584)

Saturday 17 February, 1945
(Day) (Date) (Month)

0 to 4

Steaming in company with T.U. 54.9.1 consisting of 3BB, 2 CA, 5 DD's and 3 APD's on night deployment north of Iwo Jima, Bonin Is., in accordance with CTF Operation Plan A101-45. Unit in cruising disposition 653(modified). OTC in USS TEXAS (BB35)(0000)(guide). Escorts in A/S screen #55, USF-10(a). ComScreen, CTU 54.9.13 in USS HALL (DD583). USS HALLIGAN (DD584) in station #5(5070). On base course 270 T. and PGC, 273 PSC. Speed 14 knots. Boilers #2 and #4 in use for steaming purposes. Ship darkened and in condition of readiness I-Easy. 0000 C/c to 225 T. and PGC, 227 PSC. 0045 C/c to 180 T. and PGC, 172 PSC. C/s to 14.5 knots. 0145 C/c to 144 T. and PGC, 141 PSC.

R. Hartman Jr.
R. HARTMAN JR., Lieut.(jg), U.S.N.R.

4 to 8

Steaming as before. 0515 Left formation and commenced proceeding to rendezvous as directed by CTF 52 secret despatch 161250, set course 033 T. and PGC, 037 PSC, speed 22 knots. 0610 Exercised at routine general quarters. 0612 Sighted Kita Iwo Jima Is., bearing 010°, distant 15 miles. 0615 Sighted USS NEWCOMB (DD586) bearing 105 T., distant 12 miles. 0638 Sighted plane identified as Jap "Betty" bearing 020 T., distant 3500 yards, weaving at altitude 2 degrees on approximate course 200 T., apparently heading for Iwo Jima. 0639 Attacked by enemy plane passing directly overhead about 100 feet, dropping bomb or torpedo which did not explode, slightly on port bow about 100 yards, came full left and opened fire and scored hit on after part of plane, causing plastic glass to scatter on deck. Plane circled to right with tail assembly on fire and exploded upon crashing into sea at 0641 on port beam, distant about 4000 yards. 0645 Commenced various courses and speeds forming column astern of USS NEWCOMB (DD586). 0720 Took position 1000 yards astern of USS NEWCOMB. 0722 C/c to 019 T. and PGC, 023 PSC., speed 20 knots. Commenced z/z, plan #6, USF-10(a). 0723 Secured from General Quarters, set condition I-Easy. 0724 Kita Iwo Jima abeam to port, distant 17 miles. Ammunition expended: 41 rounds 5"/38, 174 rounds 40MM and 69 rounds 20MM.

Tony Caliger
TONY CALIGER, Lieut.(jg), U.S.N.

8 to 12

Steaming as before. 0800 Mustered crew on stations, no absentees. 0813 C/s to 15 knots. 1012 C/c to 030 T. and PGC, 034 PSC. 1012 C/s to 12 knots. 1030 On station in accordance with CTF 52 secret despatch 161250, patrolling on four (4) mile square using latitude 26° longitude 141° 50', courses 015 T., 105 T. 195 T and 285 T. Made daily inspection of magazines and smokeless powder samples, conditions normal.

D.R. Brumpton
D.R. BRUMPTON, Lieutenant, U.S.N.

12 to 16

Steaming as before. 1417 Enemy aircraft contacted bearing 320 T., distance 23 miles. Went to general quarters. 1523 All clear, secured from general quarters, set condition I-Easy.

R. Hartman Jr.
R. HARTMAN JR., Lieut.(jg), U.S.N.R.

16 to 20

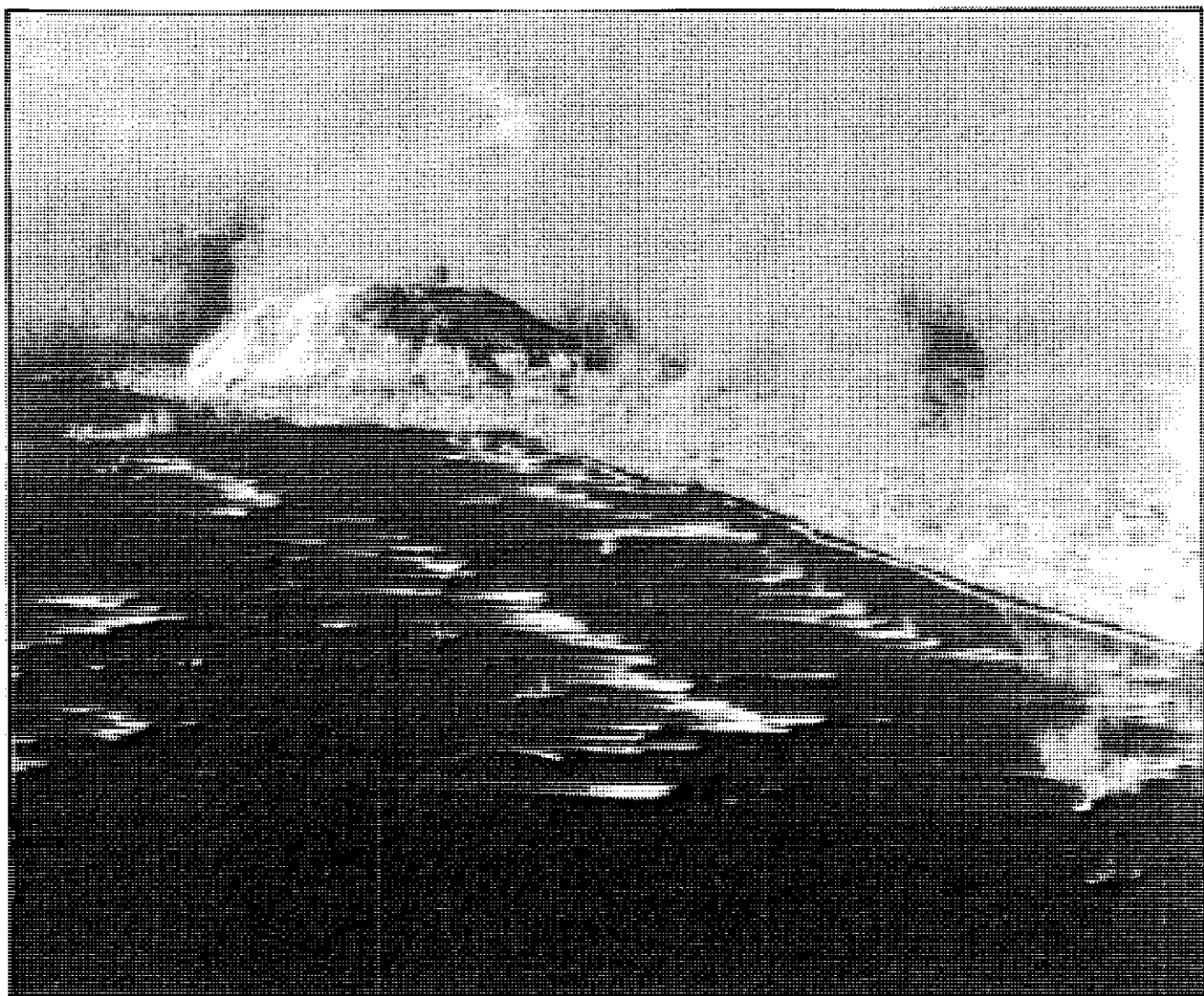
Steaming as before. 1828 Darkened ship. 1830 Exercised at routine General Quarters. 1900 Assumed station 2000 yards bearing 135 T. from USS NEWCOMB (DD586), set course 270 T. and PGC, 274 PSC. 1910 Secured from General Quarters, set condition I-Easy.

Tony Caliger
TONY CALIGER, Lieut.(jg), U.S.N.

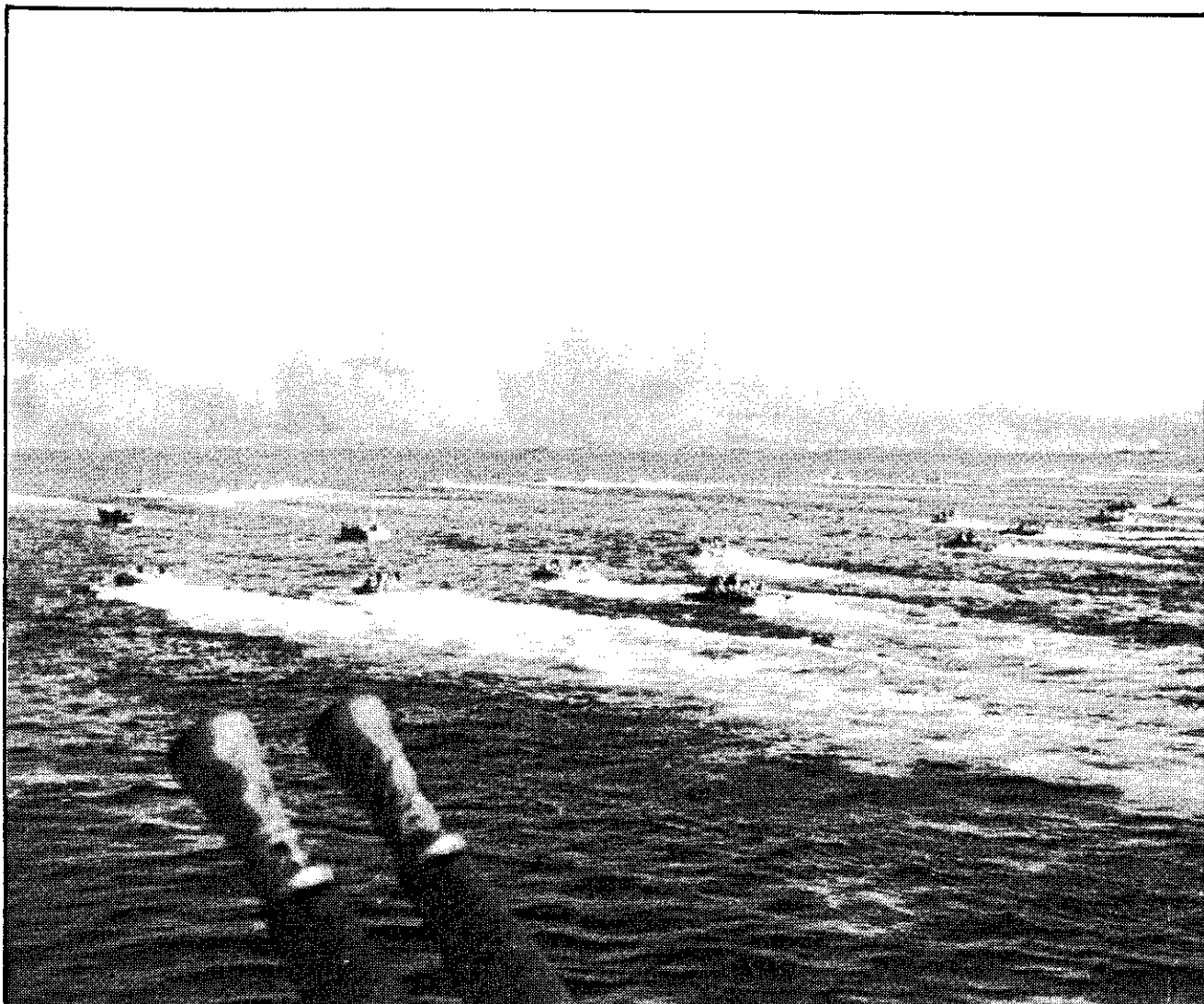
20 to 24

Steaming as before. 2100 C/c to 090 T. and PGC, 092 PSC, USS HALLIGAN (DD584) assumed guide. 2125 C/c to 083 T. and PGC, 084 PSC.

D.R. Brumpton
D. R. BRUMPTON, Lieutenant, U.S.N.



Iwo Jima was still shrouded in dust created by the naval bombardment when the first assault waves landed on 19 February 1945. Mount Suribachi, the site of the flag raising by the U.S. Marines four days later, can be seen at the top left. It took five weeks to capture the island, but the first emergency landing by a B-29 was on March 4th. Marine Corps and Navy casualties were high: 6,812 killed; 19,109 wounded. (U.S. Navy Photograph)



Assault waves of landing craft and amphibious tanks ("LVTs" or "amphtracs") pass the Halligan on their way to the beach on D-day at Iwo Jima: 19 February 1945. From her fire-support station, just 2,750 yards from Mount Suribachi, the ship had a front-row seat to the landing and was able to provide accurate prearranged and call fire support to the Marines ashore. In about seven and one half hours the Halligan expended 1,506 rounds of 5-inch ammunition and 170 rounds of 40-mm. (Official U.S. Navy Photograph.)

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ACTION REPORT

USS HALLIGAN

DD 584

SERIAL 037

18 MARCH 1945

ACTION REPORT OF USS HALLIGAN - SUPPORT OF
OCCUPATION OF IWO JIMA

COVERS FIRE SUPPORT AND SCREENING
ACTIVITIES FROM 16 FEBRUARY - 12
MARCH 1945 - IN TASK UNIT 52.2.1

114133

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U. S. S. HALLIGAN

~~CONFIDENTIAL~~

18 March 1945.

From: Commanding Officer.
 To : Commander in Chief, U. S. Fleet. (Readiness Division)
 Via : CTU 54.9.13
 CTU 54.9.1
 CTU 54.9
 CTF 54
 Commander in Chief, Pacific Fleet.

Subject: Action Report of U. S. S. HALLIGAN - Support of Occupation of Iwo Jima.

Reference: (a) Cominch serial 7152 of 25 October 1943.
 (b) ALNAV 215-44.

Enclosure: (A) Cominch form P-01, AA-1 (Feb. 1944).

PART I

1. This report covers the period from 16 February 1945, the date of arrival of this vessel at Iwo Jima, to 14 March 1945, the date of return to Ulithi. During this period the ship was engaged in shore bombardment, encounter with enemy aircraft, and screening of escort carriers in the support of the capture and occupation of Iwo Jima.

PART II

1. The ship operated as a unit of TU 54.9.13 (Captain H. J. Martin, CTU 54.9.13) composed of following vessels: USS HALL (DD583), USS HALLIGAN (DD584), USS TERRY (DD513), USS P. HAMILTON (DD590), USS STRIBLE (DD644), USS J. D. HENLEY (DD553), USS WILLIAMSON (AVD2) and USS H. A. WILEY (DM29). TU 54.9.13 formed a part of TU 54.9.1 (Rear Admiral Fischler), which was composed in addition to TU 54.9.13 as follows: USS TENNESSEE (BB43), USS TEXAS (BB35), USS ARKANSAS (BB33), USS SALT LAKE CITY (CA25) and USS TUSCALOOSA (CA37).

2. TU 54.9.13 departed from Ulithi Atoll, Caroline Islands at 1330(K), 10 February 1945, and covered the sortie of heavy ships of TU 54.9.1. After sortie, anti-aircraft practice was conducted by TU 54.9.1. The screen (TU 54.9.13) did not engage in this practice. Course was set for Tinian, Marianas Islands, where the unit arrived prior to daylight, 12 February 1945. Rehearsal shore bombardment, coordinated with rehearsal landings, was conducted on 12 and 13 February. On 14 February departure was taken for the objective, where the unit arrived prior to daylight, 16 February, to conduct pre-dog day shore bombardment.

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U. S. S. HALLIGAN

-2-

Subject: Action Report of USS HALLIGAN - Support of Occupation of Iwo Jima.

PART III

1. On arrival at Iwo Jima, the morning of 16 February 1945, proceeded to assigned screening station. At 0823(K), a type 93, mod. 3 Japanese moored mine was sighted adrift bearing 130° T, distant 11 miles from Mt. Surabachi. PC800 arrived with a mine identification unit, identified the mine as type 93, mod. 3, and sank it with gunfire.
2. At 0515(K), 17 February, while conducting night retirement with TU 54.9.1, this vessel left the formation in accordance with CTF 52's secret despatch 161250 to rendezvous with the USS NEWCOMB (DD586) to the north of Iwo Jima, then to proceed in company with the USS NEWCOMB to latitude 26° 00' North, longitude 141° 50' East to provide air-sea rescue service for planes attacking Iwo Jima. Prior to rendezvousing with the USS NEWCOMB, at 0639(K) this vessel was attacked by one of a group of three (3) enemy planes. The attacking plane was destroyed by this ship. (See enclosure A).
3. On 19 February 1945 at 0615(K), arrived on Dog Day fire support station, and from 0825(K) until 1530(K) when relieved by the USS FRAZIER (DM24), fired prearranged and call fire in support of the landing of the 5th Marine Division on red and green beaches. Then, in accordance with CTU 54.1.2 verbal orders, reported to CTG 52.2 in operating area south of Iwo Jima for duty screening support carriers. Remained with the support carriers until return to Ulithi on 14 March 1945.

PART IV

1. During the actions described in Part III above, ammunition was expended as follows:

5"/38 AAC, Mk. 18 Fuze	182 rds.
5"/38 AAC, Mk. 29, Mod. 2 Fuze	560 rds.
5"/38 WP, Mk. 18 Fuze	11 rds.
5"/38 Flashless powder	41 rds.
5"/38 Smokeless powder	150 rds.
5"/38 Reduced Velocity Powder	562 rds.
40 M.U.	170 rds.
20 M.U.	61 rds.

2. Fire discipline and internal gunnery communications were both excellent. In the prearranged firing phase of the shore bombardment, according to comments by the VOF spotter, assigned areas were well covered. At the landing of the first troop wave, own fall of shot was observed 300 yards ahead of the troops as planned, indicating effective functioning of fire control material. Anti-aircraft firing was likewise effective. (See enclosure A).

3. All ordnance material functioned effectively and excellently.

~~CONFIDENTIAL~~U. S. S. HALLIGAN
-3-

Subject: Action Report of USS HALLIGAN - Support of Occupation of Iwo Jima.

PART V

1. This ship sustained no battle damage; however, the known damage inflicted on the enemy was one Japanese "Betty" destroyed. This plane was seen to burn in air, crash into the sea and explode after being hit by 40 MM and 5"/38 caliber fire.

PART VI

1. Communications were satisfactory except as follows: Although all other stations on the assigned spotting frequency could be reached, the NLO and SFCP could not be contacted. It was later learned that the NLO and SFCP assigned to this vessel had been ordered to operate with the USS SANTA FE (CL60) on another frequency. The HALLIGAN was not informed of this until nearly an hour had been spent attempting to contact the NLO and SFCP on the frequency assigned.

2. VOF spotters were as much as 20 kilocycles off the assigned frequency.

3. There was considerable interference between stations on the gunfire support frequency assigned to this vessel, 4580 kcg, and ships and stations assigned to gunfire support frequency 4545 kcg. This interference was noted during rehearsals as well as during the actual operation.

PART VII

1. All personnel performed in an excellent manner throughout the operation. No personnel casualties were sustained.

PART VIII

1. In order to rectify the communications difficulties noted in part VI above, the following measures are recommended: A conference should be held between air spotters, shore fire control parties, and ship's gunnery and C.I.C. officers, preferably after the rehearsal, for a better understanding of the capabilities and limitations of the equipment each is provided with, and to correct any difficulties encountered.

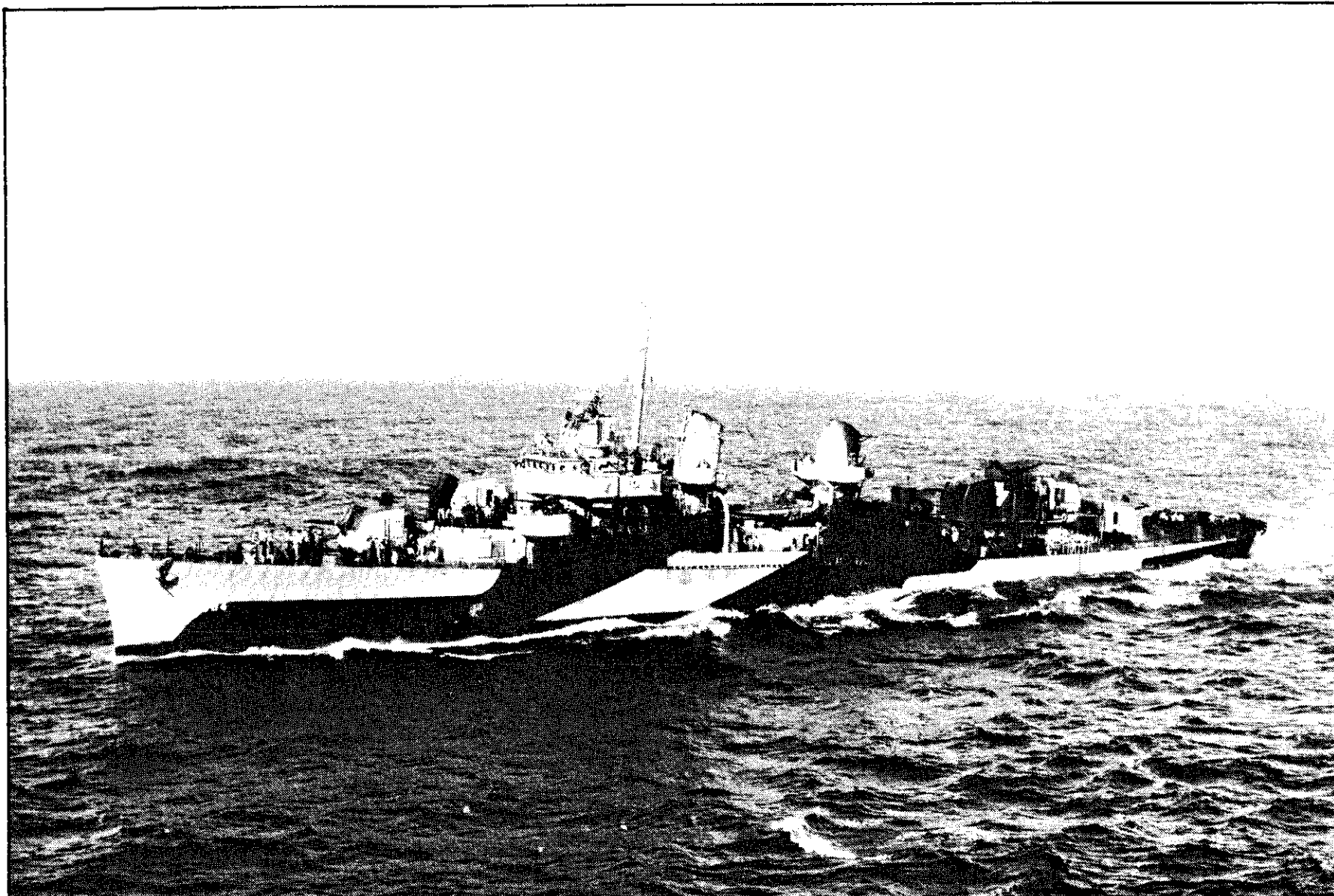
2. Great care should be exercised in setting up VOF receivers and transmitters. Much valuable time is lost when the ships and SFCP are required to "fish around" for the plane. This is especially undesirable if the plane frequency is off enough to cause interference by and with another SFC unit.

3. Shipboard technicians should be cautioned against over-coupling transmitters to antenna causing transmissions on more than one frequency.

4. If necessary circuits should be monitored by a technician with a receiver and frequency meter, notifying stations off frequency of that fact.

C. E. CORTNER.

Copy to: Cominch (Adv. copy)
CinCPac (3 Adv. copies)
Comdespac (1 direct)
CTF 51; CTF 52; Com.Gen. FMFPac.



The "2100-tonner" destroyer U.S.S. Halligan (DD-584) (Comdr. C. E. Cortner) pulls away after delivering mail to the escort carrier U.S.S. Sargent Bay (CVE-83) on March 1, 1945. From February 19th to about March 12th, 1945, the Halligan screened the escort carriers in Task Group 52.2 supporting the capture of Iwo Jima, while earlier, she had provided close gunfire support for the Marines as they landed on that island. The "dazzle" camouflage shown here was changed to a two-tone gray prior to when she got under way for Okinawa from Ulithi on March 21, 1945. (Photograph from the U.S. Naval Institute Collection.)

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

"A Lovely Ship"

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

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

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

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

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

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

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

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

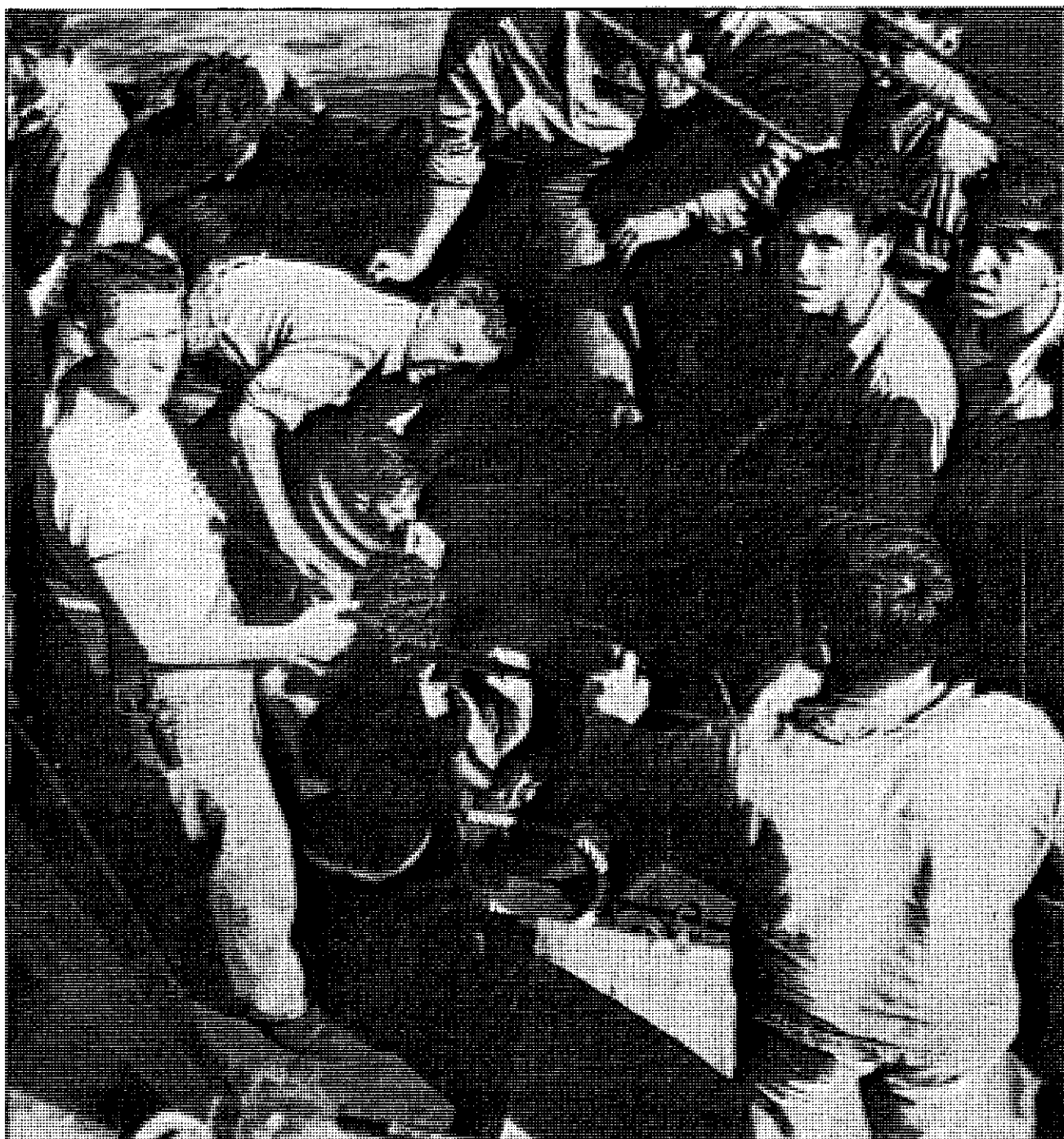
The spirit of the little ships reflects itself in that of their crews. Destroyermen are a bit apart from the rest of our man-of-war men. On their small ships they have to do without many of the comforts the crews of carriers, battleships or even cruisers enjoy. They live in cramped quarters. There is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

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

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

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

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



A pilot flying from the escort carrier USS Natoma Bay (CVE-62) (center, sitting on the deck) after he was rescued by the Hulligan on March 3, 1945, off Iwo Jima. The ship's Medical Officer, Lt. Robert S. Huribut, USNR (MC), is holding the pilot, while the swimmer who retrieved him, Seaman 1st Class Alfred J. Chevette, Jr., USNR, is behind "Doc" Huribut, with his left hand on the rail. The pilot, Lt.(jg) Claude D. Tate, USNR, was uninjured except for some lacerations and was returned to his ship later that day. (USN Photo.)

U.S.S. Halligan (DD-584)

Naval Airmen Recovered from Ditched Aircraft (10)
1/25/44 - 3/3/45*

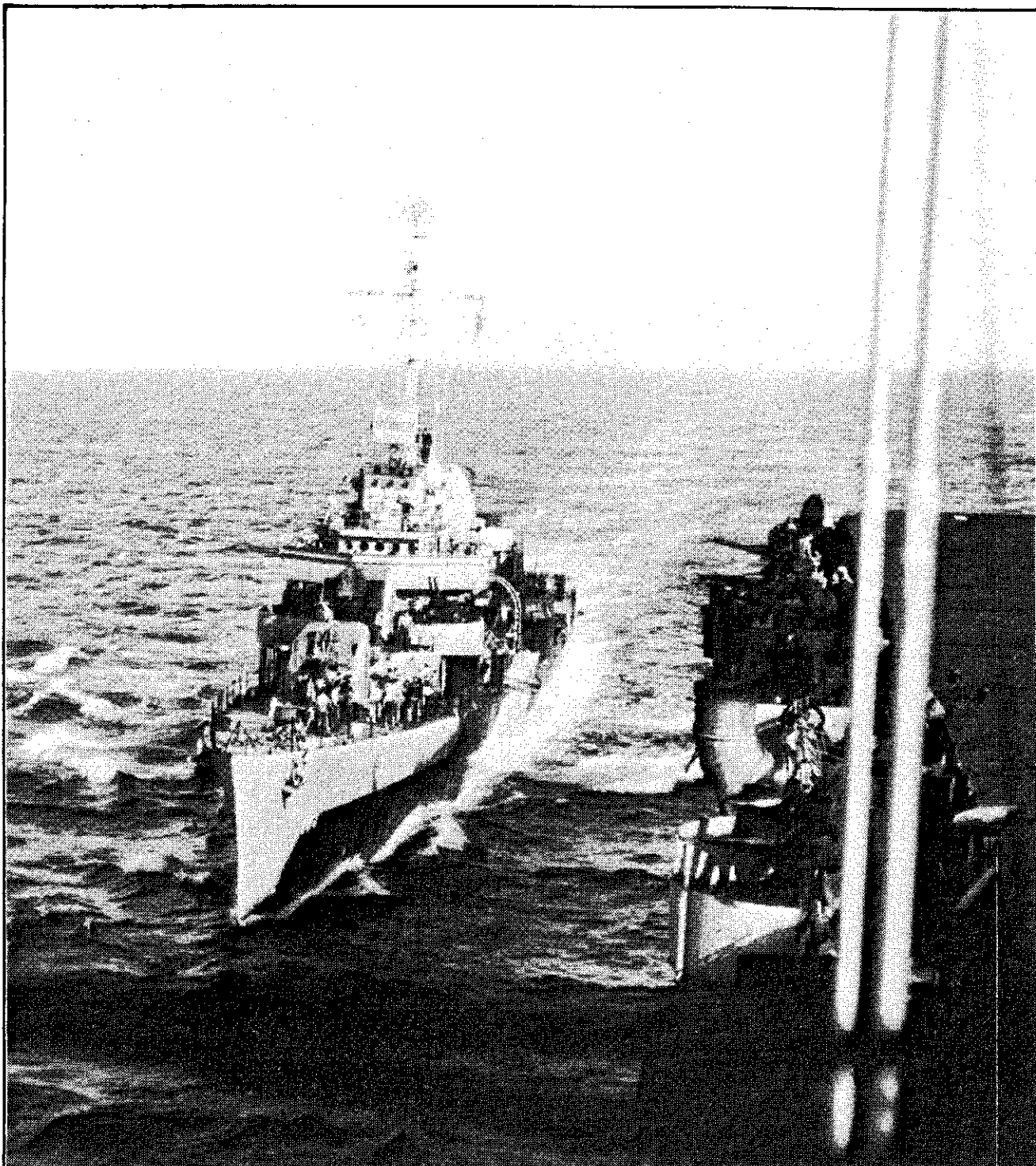
<u>Date</u>	<u>Airmen</u>	<u>Aircraft Carrier/ Location of Recovery</u>
1/25/44	Ens. William Gregory, USNR	<u>Coral Sea (CVE-57)</u> En route Marshalls
8/1/44	Lt. John C. Maxey, Jr., USNR ¹	<u>Independence (CVL-22)</u> Hawaii
12/18/44	Ens. T. E. Marshall, USN	<u>Petrof Bay (CVE-80)</u> Bismark Sea
1/7/45	Lt. Albert Miller, Jr., USNR Alvarez, Albert A., ARM1c Kerby, J. M., AMM3c	<u>Manila Bay (CVE-61)</u> Luzon, P.I.
1/9/45	Lt.(jg) R. J. Currier, USNR	<u>Manila Bay (CVE-61)</u> Luzon, P.I.
1/12/45	Ens. W. W. Kegg, USNR Kidd, R. M., AMM3c	<u>Manila Bay (CVE-61)</u> Luzon, P.I.
3/3/45	Lt.(jg) Claude D. Tate, USNR	<u>Natoma Bay (CVE-62)</u> Iwo Jima

* * * * *

* The Halligan's deck logs at the National Archives were examined for the dates suggested by the chronology included at the back of this booklet.

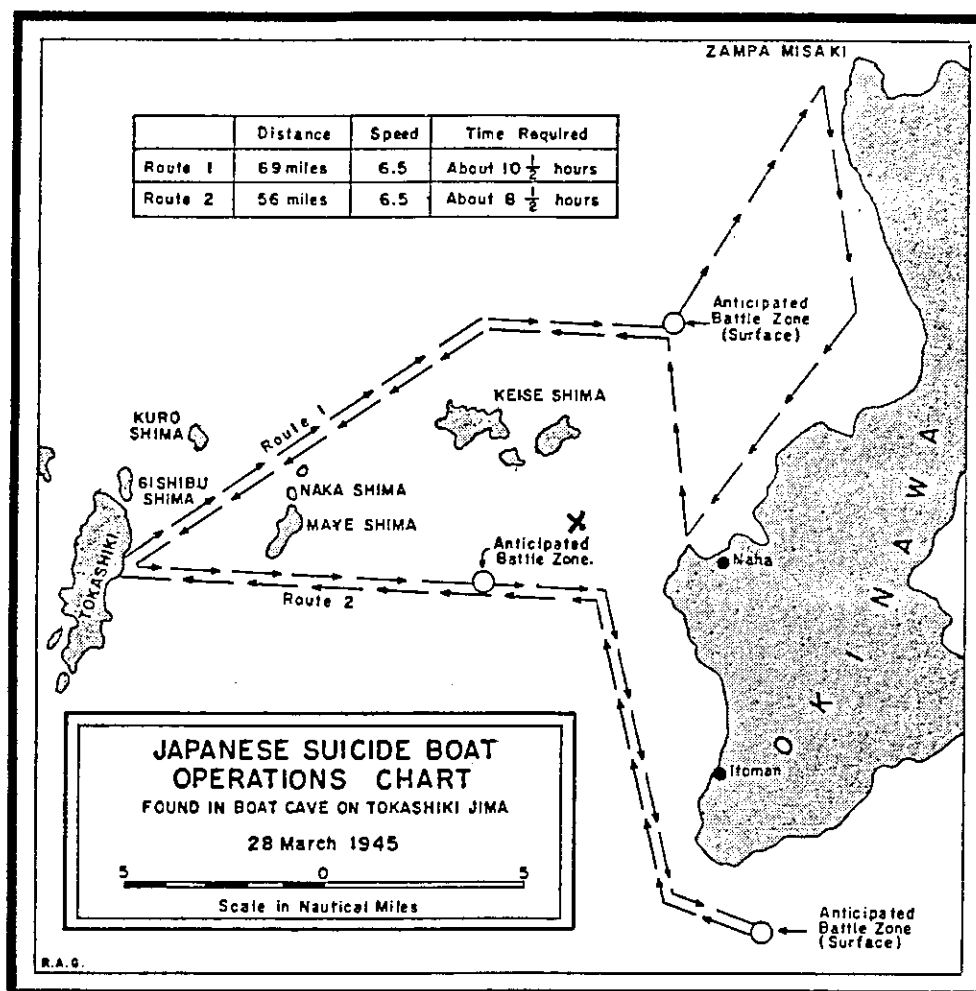
¹ Died prior to recovery, apparently from drowning.

E. A. Wilde, Jr.
September, 1998



The USS Halligan (DD-584) approaching the escort carrier USS Sargent Bay (CVE-83) on March 6, 1945, to deliver 5-inch rockets for the carrier's planes. Two twin Bofors 40-mm antiaircraft mounts are visible sponsoned below the destroyer's bridge, abreast Gun No. 2. This is the last official photograph taken of the Halligan before she was lost just 20 days later, on March 26, 1945, during the Okinawa Campaign. (Official U.S. Navy Photograph.)

Map Showing Where the USS Halligan (DD-584) Was Mined (X)
Off Okinawa on 26 March 1945



The Halligan was abandoned about an hour after she struck a mine while on independent patrol six days before the invasion of Okinawa (OPERATION ICEBERG) on 1 April 1945. What remained of the ship drifted 12 miles westward until it beached 50 feet off the eastern shore of Tokashiki Jima (far left) in the Kerama Retto Group.

Excerpt from, **Battle Report: Victory in the Pacific**
by W. Karig, R. L. Harris and F. A. Manson*

Not all the damage was done by suicide planes. Some of it was from mines, as in the case of the destroyer **Halligan** (Lieutenant Commander Edward T. Grace).

At 4:00 P.M. she reported on an independent patrol station in an area known to have been heavily mined with irregular patterns, but which had been swept constantly for the past 24 hours. Commander Grace had sent **Halligan's** crew to battle stations. A few of the officers had stayed on the job without dinner; some on the bridge, some in the main battery director, and some in CIC and plot.

One officer, Ensign Richard Gardner, had his chow and had gone aft to see if the men on the 40s had been fed. Ensign Burt Jameyson, an engineering officer, likewise had eaten and gone below to check on food for the "black gang." Fate directed their footsteps.

Without any advance warning the ship shook like a water snake in the jaws of a cocker spaniel. A gout of black smoke rose from the ship, riding skyward on a pillar of white-hot steam.

Ensign Gardner, half stunned, climbed down from the after deckhouse and walked forward to check the damage. When he got even with the foremast on the main deck he could go no farther. That was all there was of the **Halligan**.

"Being pretty junior, I walked around the ship a little while looking for some officer to relieve me," said Gardner. "I didn't expect to have much to do being an ensign."

Gardner finally bumped into Ensign Jameyson, whose arm was fractured and whose face was burned black, and learned that Death had promoted him to command the shattered ship.

"We still have steam in the after fireroom and we can run on one screw if necessary," said Jameyson, his face contorted with pain.

Gardner thought hard. The ship seemed to be settling forward. Several men were trapped and it didn't seem that he could make much progress with just half a ship on one screw. He looked at the scattered debris, the dead and the wounded.

"My biggest job was to separate the dead from the wounded. We wanted to take care of the wounded. The senior medical man alive was a Chief Pharmacist's Mate, Patrick Jenkins, who had been blown up in the air with the explosion and had come down through the hatch of the forward fireroom, falling into an oil tank that had been blasted open. Jenkins, oil covered and well shaken, climbed out, worked all night and well into the next day caring for the wounded.

"The only unhurt survivor from the bridge area (and only three survived) was Signalman 2/c Kimling, who was standing by the flag bag on the after part of the bridge. Kimling was blown into the air and landed approximately 150 feet aft of the bridge. His Kapok life jacket so cushioned the fall that he walked away unhurt.

"We knew the ship was sinking. We knew because the water was rising steadily on the leg of a man trapped in the forward part of the ship. At first his leg was about one foot out of the water. By the time Metalsmith 2/c Nicholas Sharon cut him free with a blow torch, his leg was in the water. We knew it was time to get off and I ordered abandon ship."

PC 584 took survivors from the portside and **LSM(R) 194** from the starboard. The abandoned and lifeless hulk grounded on a small island near Okinawa where it was pounded to pieces by the merciless surf and vulturelike Jap shore bat-

teries, an inglorious end for a fighting ship.

The story that passed around the fleet that one of the destroyers had just disappeared with all hands aboard was not quite accurate. Only half the **Halligan** crew was unaccounted for.

* New York: Rinehart & Company, 1949. (Pages 369-70)

U.S.S. Halligan (DD-584)

*Statement by Ensign Richard L. Gardner, USNR,
Senior Unwounded Surviving Officer**

ACTIVITY BEFORE AND DURING THE INITIAL EXPLOSION.

About 1835, 26 March 1945, the USS Halligan (DD584) was patrolling Station P-8, supporting minesweepers and PC's, roughly between OKINAWA and KERAMA RETTO. This location was about 12 miles, 070 deg. True, from the point at which the damaged destroyer later beached. The crew was at General Quarters, except that a few men at a time were being secured for supper. Condition AFFIRM was set. Without any warning whatsoever there was a tremendous explosion forward. I was on the 40mm sound-powered phone circuit (1-2-3-4-5 JY) over which lookout reports would have come, and no one had said anything to give any hint of what was coming. Immediately after the explosion the ship was enveloped in a cloud of very dense black smoke. Oil was being sprayed around everywhere. This was succeeded by a cloud of steam which soon blew away. Survivors who were just aft of the weather bulkhead at frame 72 reported that fires were started there on the starboard side, but that they were soon put out by waves washing over the decks. Survivors in that area suffered burns of the face and hands. Many wounds were inflicted by flying debris. After the steam cleared away I tested my phone circuit briefly. I then went forward to try and ascertain what had happened. The part of the ship forward of the mast, frame 72 on the main deck, was gone, including the bridge. This missing part included CIC, the radio shack, coding room, radar room, ship's office, IC and plotting room, confidential publications stowage, wardroom, officers' country, mess hall, forward crews' quarters, etc. The survivors from the forward fire room escaped by climbing through the starboard (?) side. The bulkhead between the forward fire room and the forward engine room was badly ruptured, and three (?) men were killed in the latter space while the rest escaped through the hatch. The forward longitudinal bulkhead that held was that between the forward engine room and the after fire room, although it was probably seriously weakened considering the many badly twisted lines in the after fire room. We still had steam up in the after fire room. There are three survivors from the forward part of the ship topside. One, a signalman on the bridge, was bruised but otherwise unhurt when he landed by the after torpedo tubes. The second, a torpedoman who was manning the torpedo director on the bridge, is in serious condition. When I last saw him he was unable to talk. He was picked up somewhere aft on the main deck. The third, a JA talker on the flying bridge, is also in too serious condition to talk, but from what he said when he was briefly conscious it is obvious that he did not know what happened.

The following is my reconstruction of what happened. The ship struck a mine, probably underwater. It is possible that it was a torpedo or a floating mine, but this seems improbable to me since there were no lookout reports of a torpedo track, floating mine, or submarine. The ship has been in enough action so that all lookouts and other torpedo personnel were well aware of

* This report was made soon after Ensign Gardner abandoned ship. He can't remember now whether he or a yeoman on his rescue ship typed it. I have retyped it from a copy provided by Russell Hartranft.

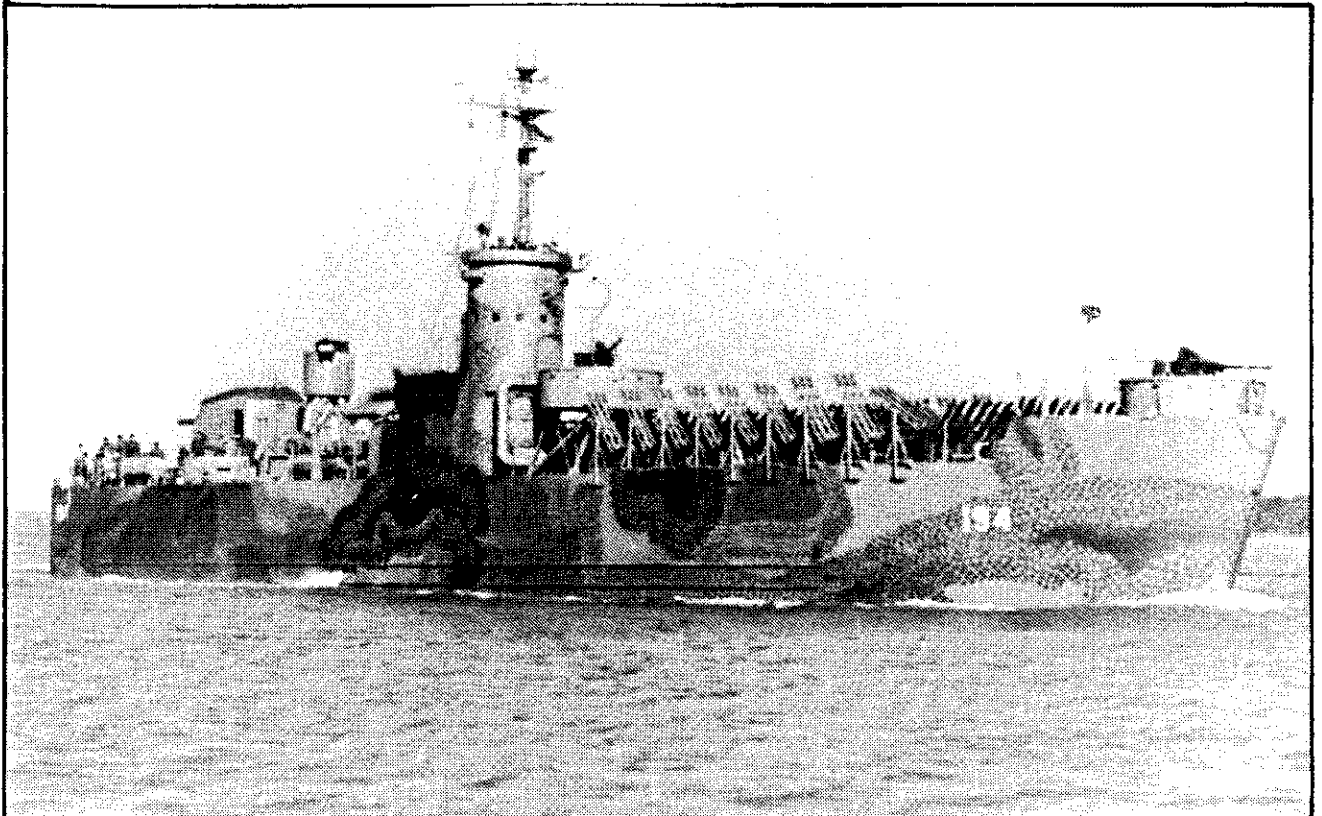
E. A. Wilde, Jr.
April, 1997

the necessity for alertness and quick reporting, especially at that time of the day. Whatever it was, it apparently exploded the two forward magazines. Observers said they saw live ammunition flying around and exploding. There was quite a lot of 5-inch and 40-mm ammunition lying around the main deck aft, which we naturally threw overboard as soon as possible. Other survivors state that there were two distinct explosions, the second much larger than the first. I, myself, do not recollect this, but believe it to be true. According to engineering personnel, we were making about 13 knots (135 rpm) at the time of the explosion. What course we were on nobody knows, including the after steering personnel, but it is believed that we had rudder on at the time.

ACTIVITY IMMEDIATELY AFTER INITIAL EXPLOSION.

The surviving personnel were occupied mainly with determining which of the men lying around the decks were still alive, and moving those that were alive back to the fantail for transfer to the ships that soon came alongside the fantail; PC 584 to port and LSM(R) 194 to starboard. The personnel in the after engineering spaces stayed at their stations until I gave the word to secure the plant and come topside - after I decided to abandon ship. Many of the survivors who were able to walk were too badly shaken up or injured to be of any help, but those who could did a wonderful job in spite of the inevitable confusion. We had a Chief Pharmacist's Mate, Patrick JENKINS, and a Pharmacist's Mate Second Class, Clyde TAYLOR, among the survivors who did a tremendous job. The only other officer, Ensign Bert JAMEYSON, the Assistant Engineering Officer, was badly burned in the face and had a broken arm. He took charge of seeing that everyone got out of the engineering spaces and trying to keep things as well organized as possible. He is the senior surviving officer. Before the ship was abandoned, the spaces left of the ship were well checked for any living men either by myself, Mr. JAMEYSON, or a Chief Petty Officer. It was getting dark. One man had his foot caught under the bulwark on the port side by the weather bulkhead at frame 72, and PC 584 sent over a salvage party with a cutting torch to get him out. He was the last of the wounded to be taken off. Therefore, I am as positive as one can be that I was the last living man on the ship.

It did not occur to me to destroy the RCM gear which was in the 40-mm clip shack between guns Nos. 3 and 4, or to save the pay and health records which were in the supply office and sick bay amidships, respectively. The last two are now under water. The only surviving storekeeper, R.J. ANDERSON, SK2c, made an attempt to get into the supply office, but the door was locked and the key had disappeared from its usual place. He did not believe there would be time to break in and get the records, and in this I concur for the following reasons. Both ships alongside were taking quite a beating from banging up against our side. It was getting dark very fast, and as the PC which took me off pulled away from the side I was unable to see the ship in the darkness; the ship was settling forward (i.e. amidships) and it was impossible to determine whether the ship would remain afloat or sink, although to me the latter seemed more probable. The above considerations were the principal ones which made me decide it was necessary to abandon ship as soon as possible.



The 203-foot rocket support ship LSM(R)-194 off the South Carolina coast in December, 1944. Shortly after the Halligan was mined on 26 March 1945 this vessel tied up alongside the stricken ship and assisted by hosing down some of the fires. Her Pharmacist's Mate helped in the evacuation of the wounded. Seventy-two survivors were taken on board and later transferred to the command ship USS Biscayne (AGC-18). Unfortunately, LSM(R)-194 was sunk by a kamikaze off Okinawa on 4 May 1945. (Official U.S. Navy Photograph.)

Note:

The first eight rocket support ships (nos. 188-195) were converted LSM's (Landing Ship, Medium) equipped with 5-inch finned rockets on single-shot railed launchers. They could fire 480 rounds in 30 seconds, after which 2½ hours were required for the first reload and 4½ hours for each additional.

Operational Use To clear the beach with close-in and direct fire support and rocket barrage preparatory to landings.

Dimensions: Length overall, 203' 6"; Beam, 34' 6".

Displacement: Loaded, 968 tons; Draft (mean, est.) 6' 6".

Armament: One 5-inch/38 dual-purpose, two 40-mm and three 20-mm singles. Seventy-five 4-rail and thirty 6-rail rocket launchers.

Speed: 13.2 knots (max., loaded).

Crew: 5 officers, 76 men.

U.S.S. Halligan (DD-584)

Excerpt from LSM(R)-194's¹ Deck Log for 26 March 1945:*

1800-2400: Steaming as before. 1840 Destroyer USS HALLIGAN hit mine and exploded about one mile off our port beam. We steamed at once to stricken ship and sounded general quarters. 1850 We came alongside stricken ship. 1910 Cast off all lines and steamed on course 160T for hospital ship with 72 survivors aboard this ship from USS HALLIGAN. Report on activities concerning rescue of survivors, treatment and explosion are as follows:

Location: Approximately 26 deg. 10' north, 127 deg. 30' east (Off South-east tip of Okinawa Shima.)
Cause: Struck floating mine which exploded forward magazines.
Time: 1840 (1) 26 March 1945
Survivors: Rough estimate of 150 total (one Officer, not commanding)
Witnesses: USS LSM(R) 194, USS LSM(R) 195. 3 PCs (Numbers unknown except for the 1128)
Course: Approximately 250 degrees. -280 degrees true.
Speed: Estimated 3-4 knots.

Account of explosion compiled from statements of witnesses.

On the evening of 26 March 1945 the USS LSM(R) 194 was on patrol duty in the company of the USS LSM(R) 195, as per orders off the southeast coast of Okinawa Shima in the general area of B-5. At approximately 1830 (1) our ship was standing dead in the water about four hundred yards astern of the USS LSM(R) 195 on a true heading of 105 degrees (Gyro). Our Commanding Officer was on the Conn and the First Lieutenant was the Officer of the Deck. The weather was clear and the water calm. At a distance of a mile or so off our starboard bow three PCs were firing at floating mines. At about this time the USS HALLIGAN (DD 584) passed us at a distance of approximately three quarters of a mile off our port beam traveling at a speed of around three to four knots. She proceeded forward until reaching a point about one and one half miles off our port bow. The destroyer now made a complete turn and steamed slowly back on a course reciprocal to our heading until she reached a position about one mile off our port beam. Apparently she had perceived the PCs firing on the mines.

At 1840 (1) the USS HALLIGAN's bow struck a floating mine which exploded her two forward 5"/38 magazines and her forward boiler. There was a tremendous explosion which sent a column of smoke and flame several hundred yards into the air. As soon as the smoke cleared we saw that the destroyer was still afloat. She circled erratically and moved forward at a slow rate.

We immediately sounded general quarters and broke out fire hoses. The order left full rudder was given and we proceeded at full speed to her assistance. Two or three survivors were noted in the water about one half mile off our

¹ Landing Ship, Medium (Rocket). Before being fitted with rocket gear these 203-foot vessels could carry about a dozen tanks in an open tank well. LSM(R)-194 was sunk by a kamikaze off Okinawa on 4 May 1945, losing 13 men missing and 23 wounded.

* Retyped from a copy of the original deck log sheet at the National Archives.

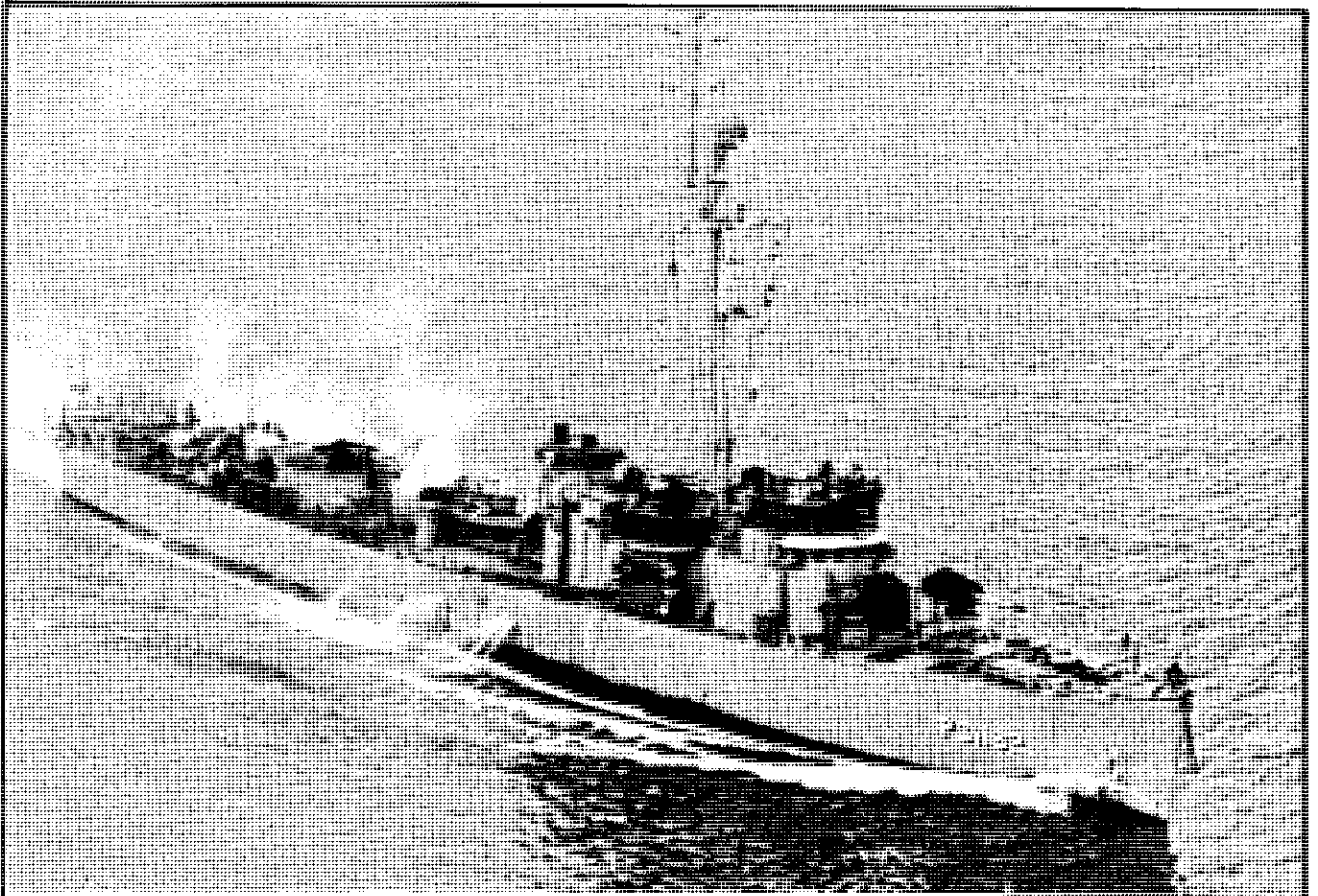
E. A. Wilde, Jr.
April, 1997

starboard and the LSM(R) 195 was directed to pick them up. Upon arriving at the scene we saw that her hull forward of the first stack (including the bridge superstructure) had been blown away. We tied up alongside her starboard side and played hoses on the few flames forward. Our Pharmacist's Mate directed the evacuation of the injured. Many dead bodies were noticed on deck. The surviving Radar Gear was apparently jettisoned. One of the three PCs tied up alongside the destroyer's port side and began evacuating survivors. Our ship took on board seventy-two (72) men, two of whom were seriously wounded. The PC evacuated approximately the same number, and the LSM(R) 195 picked up two men from the water.

A report was transmitted about 1900 to CTF 51, and we later made a second report to our Flotilla Commander requesting instructions. We cast off lines at 1910 and proceeded in search of a hospital ship. The PC remained tied up alongside. The one surviving officer of the HALLIGAN remained on board with a party of men in order to cut into the C.I.C. room. It was thought that the Executive Officer or others might be trapped inside. Survivors reported that the destroyer had been at general quarters at the time of the explosion. It was also stated that the mine had been spotted and an attempt made to turn out of the way.

About 2330 we received instructions by radio from CTF 51 to turn over our survivors to the USS BISCAYNE (AGC 18). Plasma transfusions were given to one of the wounded men. At 0250 (1) 27 March 1945 we tied up alongside the BISCAYNE and transferred the survivors, completing the transfer of all men at 0330. Four manuals of a confidential classification (concerning Radar and RCM) which had been brought aboard by one of the men were also transferred. Leaving the BISCAYNE we proceeded back to our assigned patrol. Early that morning at dawn we sighted the hull of the USS HALLIGAN beached on the east side of Tokashiki Jima.

This account was compiled by Ensign J.P. Wickser, USNR, and is based on the statements of the Commanding Officer, Lt. A.M. Hirshberg, USNR, and the First Lieut., Ensign A.E. Menzel, USNR. Such testimony of the survivors obtained has been included.



Two sister ships of this patrol craft, PC-584 and PC-1128, proceeded immediately to the Hulligan's assistance after she struck a mine on 26 March 1945. PC-584 tied up alongside the stricken vessel and took aboard about 85 survivors, most of them wounded. PC-1128 circled the area, picking up casualties and searching for survivors blown overboard. These steel-hulled flush deckers were 173 ft. long and displaced 280 tons (standard). They carried depth charges, detection gear and two 3-inch/50 dual-purpose guns. Maximum speed: 20 knots. Complement: 80 men. (Official U.S. Navy Photograph.)

~~CONFIDENTIAL~~

ACTION REPORT

ORIGINAL

USS PC 584

SERIAL 0063

10 MAY 1945

ACTION REPORT - OKINAWA OPERATION - 19 MARCH TO 24
APRIL 1945.

[COVERS ACTIVITIES AS MINE DESTRUCTION
AND PATROL VESSEL DURING MINDORO OPER-
ATION.]

133987

OFFICE OF NAVAL RECORDS AND LIBRARY

PC584/A9/-
(02-45)
Serial: 0057

DECLASSIFIED

Authority 100968133

By BA NARA Date 12/17/96

U.S.S. PC-584
C/O Fleet Post Office,
San Francisco, Calif.,
10 May 1945.

~~CONFIDENTIAL~~

From: The Commanding Officer.
To: The Commander-in-Chief, United States Fleet.

Via: (1) Commander, Mine Division TEN (CTU 52.4.1).
(2) Commander, Mine Squadron FOUR (CTG 52.4).
(3) Commander, Minescraft, U.S. Pacific Fleet.,
(CTG 52.2).
(4) Commander, Amphibious Forces, Pacific Fleet.,
(CTF 51).
(5) Commander, FIFTH Fleet.
(6) The Commander-in-Chief, U.S. Pacific Fleet.

Subject: Action Report - Okinawa Operation -
19 March to 24 April 1945.

Reference: (a) U.S. Navy Regulations, 1920, Art. 712,
874(6).
(b) Pacific Fleet Confidential Letter 1CL-45.
(c) Commander, Amphibious Forces, U.S. Pacific
Fleet, Operation Plan No. A1-45.
(d) U.S.S. PC-584 Anti-Aircraft Action Report
of 2 April 1945.
(e) U.S.S. PC-584 Anti-Aircraft Action Report
of 6 April 1945.

1. In accordance with references (a) and (b) this report is herewith submitted.

2. This vessel, a PC converted for use as a control vessel, was assigned to CominPac for duty in this operation to be used in mine destruction. In operations at Okinawa she served as a member of Sweep Unit Five (TU 52.4.1) consisting of U.S.S. CHAMPION (AM-314), with CTU 52.4.1 (Commander. JH. Howard. Jr., CominDiv 10) embarked, U.S.S. DEFENSE (AM-317), U.S.S. DEVASTATOR (AM-318), U.S.S. A DENT (AM-340), U.S.S. ADAMS (DH-27) (fire support), and U.S.S. PC-584. Arriving at Okinawa on 24 March followed minesweepers in sweeping operations in preassault period in areas assigned by reference (c) and sank seven mines which were cut by minescraft. This vessel also performed rescue operations alongside U.S.S. HALLINAN (DD-584) when she was sinking on March 26.

References (c) and (d) are reports of Anti-Aircraft Action by this vessel during the period following

(1)

PC 584/A9/-
(02-45)
Serial: 0063

U.S.S. PC-584,
C/O Fleet Post Office,
San Francisco, Calif.,
10 May 1945.

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

CONTINUED

8. At 1828 noted a large explosion several miles to seaward in the direction of Okinawa. Lookout reported that he had just seen a destroyer proceeding at high speed in that vicinity. At 1830 maneuvered out of position for shooting at mines and commenced proceeding on various courses and speeds toward scene of explosion. PC-1128 left at about the same time we did. At about 1831 observed stern of destroyer (bow blown off to No. 2 stack), still underway, heading in a general northerly direction. Began maneuvering to approach vessel's stern. In the meantime ship's personnel were breaking out mooring lines, setting material condition "zebra" throughout the ship, and preparing all fire fighting equipment for immediate employment. Pharmacist's Mate made preparations to treat casualties. Sunset was at 1842.

At 1850 moored alongside port quarter of stricken ship, identified as the DD-584, U.S.S. HALLIGAN. Approximate position of vessel was 26° 09' N 127° 31' E. It was listing to port and in an apparent sinking condition. A large oil slick was spread out for several miles astern of her with a width of about 1000 yards. The Halligan's personnel were engaged in moving casualties to the fantail and had thrown life floats over on the port side. These, with other debris in the water, necessitated our mooring with only two lines and with the after part of this vessel aft of the HALLIGAN's stern. In the surge of the sea (swell of force 2 coming from southeast, sea of force 1 from east), damage was sustained to several frames, bending them and the adjoining plating. Fire fighting equipment was held in readiness to combat any outbreak of fire on the HALLIGAN. It was feared that her boilers or remaining magazines might go up any moment. Immediately on mooring commenced receiving casualties aboard. A great many were stretchers cases and patients had to be brought aboard, removed from the stretchers and the stretchers sent back again for more cases. At about 1900 the U.S.S. LSM-194(?) moored along the starboard quarter of the HALLIGAN. PC-1128 made sonar sweep of the area and picked up casualties in the water. The LSM also received casualties and left at about 1920.

One man aboard the HALLIGAN is to be especially commended for his heroic work in going up to the forward part of the destroyer and cutting through a bulkhead to rescue

(4)

Editor's Note: Pages 2 and 3 are not included in this booklet.

E. A. Wilde, Jr.
April, 1997

PC584/A9/-
(02-45)
Serial: 0063

U.S.S. PC-584,
C/O Fleet Post Office,
San Francisco, Calif.,
10 May 1945.

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

CONTINUED

personnel there. On seeing the flame caused by his torch and a small fire started nearby a fire line was sent forward and the fire was extinguished.

At 1930 all personnel had been evacuated from the HALLIGAN which was listing more to port and in danger of sinking. All compartments had been searched for any possible living personnel still aboard. No more were found. Several bodies and pieces of bodies were left on the fantail but, due to impending darkness, being in a minefield, danger of the HALLIGAN exploding, the possibility of air and submarine attack, and the need to get the casualties aboard to a doctor, no effort was made to remove them.

At 1932 got underway from the port quarter of the HALLIGAN, severing mooring lines and fire hose with axes. Commenced proceeding to south to join task group and get wounded men to needed medical attention.

Reported need of medical attention to CTG 52.4 by M/N voice radio at 1935 and also reported that HALLIGAN was apparently sinking. U.S.S. SPEAR (AM-322) was directed to put doctor aboard. SPEAR meanwhile had transferred doctor to PC-1128 and had proceeded to pick up friendly pilot downed in area. We were ordered by CTG 52.4 to contact U.S.S. BREESE (DM-18) and go alongside her.

Emergency first aid was given to all wounded personnel, estimated to be about sixty. The whole ship was converted into a makeshift sick bay and wounded were treated in wardroom, mess hall, captain's stateroom, crew's living compartments, and on deck. One man died about ten minutes after he was brought aboard and before first aid could be rendered him. A count showed that 84 men and two officers came aboard; these included the dead man.

At 2055 moored alongside BREESE in swept area off Maye Shima. Doctor from BREESE came aboard and, after inspecting and treating several casualties, directed the transfer of all survivors to his ship. Commenced transferring casualties and survivors to BREESE; completed transfer of all personnel at 2212 and got underway from alongside.

PC584/A9/-
(02-45)
Serial: 0063

U.S.S. PC-584,
C/O Fleet Post Office,
San Francisco, Calif.,
19 May 1945.

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

CONTINUED

While alongside BREESK in heavy swell and when backing away sustained further damage to hull and frames on starboard side.

It is the opinion of the Commanding Officer that the HALLIGAN struck a mine and was blown up from that cause. It was reported that a forward magazine was filled with black powder and this undoubtedly contributed to the force of the explosion which demolished the forward part of the destroyer. The ship was outside of the swept area and it is believed that the mine which she probably struck was one of the same line of mines as those which we were engaged in sinking at the time she was hit. At the time of her explosion the condition was "white" and no plances had been observed in the area. Several other mines were swept in the vicinity in which her explosion occurred the following day.

The two surviving officers received aboard were Ensign Richard Lewis Gardner USNR, #338973 and Ensign Bert Janeyson USNR, who was wounded in the arm. No roster of names of enlisted personnel was made. The dead man, Hubert Bryan BRADLEY 958 54 62, USNR, was buried at sea the next day in accordance with radio orders from CTG 52.2.

9. While we were locating and maneuvering to sink mines Sweep Unit Five had proceeded on night retirement and we were ordered to join TER OR and rejoin unit the next day. After time spent alongside HALLIGAN and BREESK the TERROR had already retired. Joined BREESK for night retirement, taking position 500 yards astern of her. Left her at 0555 27 March to join Sweep Unit Five.

10. At 0833 took position astern of U.S.S. IMPECCABLE (AM-320) for scheduled operations in area B-5 with Sweep Units Five and Eight. At 0945 sank mine cut in approximate position 26° 07'15N 127° 30'E. Mine exploded. Sank second mine, a drifter just outside swept area, at 1040, exploding. Rejoined unit at 1105. At 1158 destroyed mine cut by DEFENSE in position 26° 07'N 127° 30'E. Mine exploded. Destroyed mine at 1642 in position 26° 15'15N 127° 30'E and one at 1710 in position 26° 16'N 127° 30'E. Both sank without exploding.

U.S.S. Halligan (DD-584)

Excerpt from the Log or War Diary of PC-1128 for 26 March 1945:*

"Suddenly, over it all, we heard and felt a tremendous 'Karrruumph' and turned to see a grey geyser of water erupt under the bow of the passing can. A tremendous surge of dirty smoke bellowed 200 feet into the air, and the shock rattled every plate in our hull. As the smoke cleared away we saw that the ship had been instantly decapitated. The graceful foc'sle, the forward turrets and the bridge were disintegrated. Her after engine room, only badly shaken up, was still sending power to her screws, and with her forward stack punctured and broken and the upper half cocked forward like a hat jarred loose on your head, she reeled through her own debris and circled slowly to the east.

"Still staring at this unexpected violence we closed her to help as much as possible. Her crew was streaming aft, crowding the fantail and standing on the depth charge racks. They had a signal light rigged in no time, and, flashing them to put their depth charges on safe, we turned away for a quick sonar search. At 1850, only fifteen minutes after the explosion, the **PC-584** and the **LSM(R)-194** were alongside the ship, now identified as the USS **Halligan** (DD-584). It was a grim coincidence for the stunned crew as they crawled over the lifelines to their subchaser namesake.

"With no evidence of a sub and with sunset already past, we returned to the original area to pick up the men that been blown into the water. We found them floating in an oil slick, their streaked faces and matted hair blending with the sea in the fading twilight. Life rings and heaving shot out to them, and one by one they were hoisted aboard over the survivor's net aft. Some were calm and some were scared, and some were mad because we didn't pick them up first.

"We circled the area several times, chasing down burning mattresses that looked like bobbing flashlights, turning the signal lights on empty life jackets and pieces of wreckage. Luckily, the moon came up and gave enough light for a careful search. The last survivor was brought aboard at 1933, fifty-eight minutes after the blast, and shortly after we decided that everyone that could be saved was aboard."

* * * * *

* Courtesy of Al Chevrette, historian for the **Halligan's** ship association. Al was one of the six oil-soaked survivors rescued by **PC-1128** (commanded by R. H. Cook, Jr.). This report was retyped by the editor.

E. A. Wilde, Jr.
September, 1998

Our Navy Magazine*

The Halligan

Dear Sirs:

The USS HALLIGAN had been sunk at Okinawa with a high casualty rate. Approximately half the ship's company and all but two officers were killed. She had done her job well, and carried out her missions in true Navy fashion.

I think she deserves a space in the Our Navy.

Four months have elapsed since the USS HALLIGAN had been torn apart and sunk by enemy action, while supporting landing operations at Kerema Retta, just prior to the invasion of Okinawa.

An underwater explosion had set off the forward magazines and had blown approximately half the vessel apart.

The moments following the explosion were full of heroic deeds, the survivors who had escaped injury had administered first aid and applied tourniquets to the wounded, doing their utmost to make the men comfortable on the blood and oil covered deck, until rescue vessels came alongside the settling ship and had taken them aboard.

The men who have survived will never forget the splendid fighting shipmates who have gone above.

Most were men who had put the HALLIGAN into commission and had anticipated a return to the States when that operation was completed.

The HALLIGAN had participated in the invasion of the Marshall Islands, Saipan, initial landings at Leyte, Lingayen Gulf, distinguished herself supporting the landings at Iwo Jima, and had accounted for her share of enemy planes knocked out. She also rescued many fliers downed operating from our Escort Carriers and had put them safely back aboard the carriers, to carry on the fight.

She was a fighting ship with good officers and men, and would have distinguished herself more brilliantly had she survived this operation. But then who knows or can determine the Fate of a fighting ship at war?

Although she was barely a year and a half old her engineering performance was excellent and the men had tackled repair jobs that were normally tender repairs, and had kept her going.

To the gallant officers and men who had gone with the HALLIGAN to its end, in true Navy fashion, farewell.

Those who have survived shall never forget them.

NICK MYKLIN, CMM.

* Written by Chief Machinist's Mate Nicholas Myklin, USNR, in July 1945, four months after the Halligan was sunk on March 26th. (Courtesy of James J. Anastas.)

USS Halligan Skipper Observes Tradition As Enemy Blows Tear Destroyer To Pieces

Ensign Covers Self And Navy With Glory

By CLINTON GREEN
(Copyright 1944, by New York Times
and Honolulu Advertiser)

PEARL HARBOR, April 26.—An injured and painfully burned 25-year-old ensign was called upon to make the decision to abandon the destroyer Halligan, for he and another ensign were the only survivors from a complement of more than 20 officers after an explosion in enemy waters blew off most of the bow and killed approximately half of the ship's personnel.

Bert Jameyson, of Oakland, Calif., the ensign who issued the abandon ship order, and Chief Machinist Mate Nicholas Myklyn, 33, of (35 Garfield Street) Yonkers, N. Y., said that only between 35 and 45 minutes elapsed between the explosion and the time the men left the settling warship.

The loss of the Halligan and four other destroyers was announced last Saturday by Admiral Nimitz and came after it had supported landings by the 77th Division on the Kerama Islands, in the Ryukyus, but before the invasion of Okinawa.

Both Jameyson and Myklyn said they did not know what caused the explosion but were certain it did not come from an attack by a Japanese suicide plane. It is possible that the Halligan, making about 13 knots at the time of the explosion, may have hit a mine or some other type of underwater explosive.

Bow Blown Off

Disaster overtook the ship at approximately 6:45 o'clock in the evening of March 26. The single explosion set off the two forward magazines and blew off most of the bow. Some of the more than 20 officers were killed while eating their supper in the ward room; others, including the captain of the ship who was on his first duty as commanding officer of a destroyer, were killed on the bridge; and the remaining officers were killed at their stations.

"A lot of heavy oil was thrown about, but the one fire following the explosion was quickly put out when the ship began to settle and the sea washed over the sides," Jameyson said.

Jameyson was coming up from his general quarters station in the after engine room to have his evening meal in the ward room when the explosion tore the ship. He was thrown from his feet by the blast and suffered a broken left arm. Fire seared his hands and face. He immediately started to his general quarters station but could not make his way below because of his injuries.

Hurled Overboard

Myklyn had just finished issuing arms and ammunition to the crew when the explosion occurred. He was at his general quarters station, port amidship passageway. The blast hurled him overboard. When he regained the surface, he said he "could not see a damn thing" because his eyes were filled with oil.

"I thought for a moment that I was blind," Myklyn said. "I had my eyes open but I couldn't see anything and I thought, because of the darkness, that I was under the ship. I could hear steam shooting out. I went down for the second time and when I came up again I could see a little. The sea had washed some of the oil out of my eyes. A lot of debris was coming down around and on me. Lucky I still had my helmet on."

Myklyn, who had hurt his left hand and had suffered a chest concussion from the blast, managed to make himself heard to those on board. They threw him a line but it was covered with oil and repeatedly slipped through his hands.

He was being weighed down by a heavy holster belt and a .45 pistol but he could not get it unfastened because of his injured hand. Somehow, he doesn't recall how, he did do it, he managed to get alongside the ship where a chief water tender named Buckingham, whose home is in Long Beach, Calif., managed to reach over the side of the warship and pull him aboard by grasping hold of his jacket.

No Bridge

Jameyson, meanwhile, had found that the forward fire room was flooded and that the port engine room was pretty badly banged up. He had sent a man forward to report to the bridge but instead of finding the captain's station, all the sailor could see were badly wounded and

dead men lying around. The bridge had disappeared.

When he made his way to the fantail, Jameyson found the only other officer who had escaped death. He was Ensign Richard Gardner, of Boston, Mass. They discussed the plight of the ship and Jameyson, being the Senior Officer present, decided the men should abandon the vessel.

Terrible Sight

Myklyn, after he had regained his strength, looked about the deck, but not for long. He said he became "sick" at the sight of "guts, arms and legs and burned up bodies lying there." He helped cut loose one man who had been pinned down by debris.

Those who had escaped serious injury were helping the wounded by administering morphine and making them comfortable on the oil-covered deck. Chief Pharmacist's Mate Patrick Jenkins, of Greenville, S. C., who, although he was badly cut on the back by shrapnel, applied splints and tourniquets.

A few minutes after the explosion a patrol craft and a motor boat started to make their way to the stricken warship. They reached it about a half hour after the explosion and each of the small craft came along side the destroyer. Coincidentally, the number of the patrol boat, 584, was the same as that carried by the Halligan. Within minutes, all personnel had been removed and the Halligan was beached.

Myklyn, who has been in the Navy for eight years, was a "plank owner" of the Halligan, having come aboard when the destroyer was commissioned in August, 1943. While he has been in action at Leyte, Lingayen Gulf, Saipan and Iwo Jima, he remembers mostly the fact that he has not seen his wife, Valerie, for two and a half years.

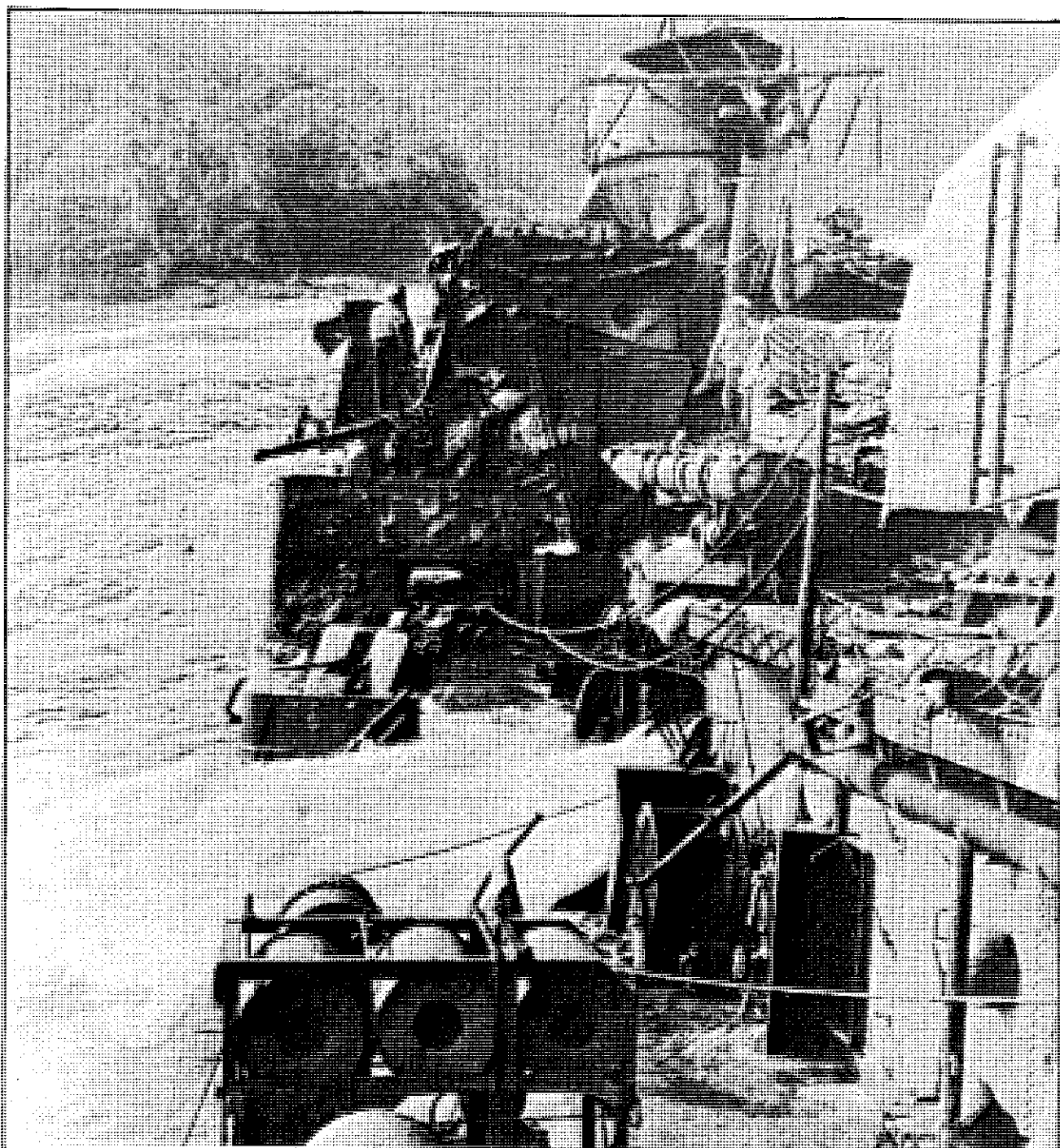
Both Jameyson and Myklyn remarked about the captain of the ship, whose name may not be disclosed until the notification of next of kin. They said that the captain, a member of the class of 1939 at Annapolis, had taken over command only six days before and had immediately endeared himself to his men by his personality.

(Courtesy of Halligan survivor Robert Chrissis)

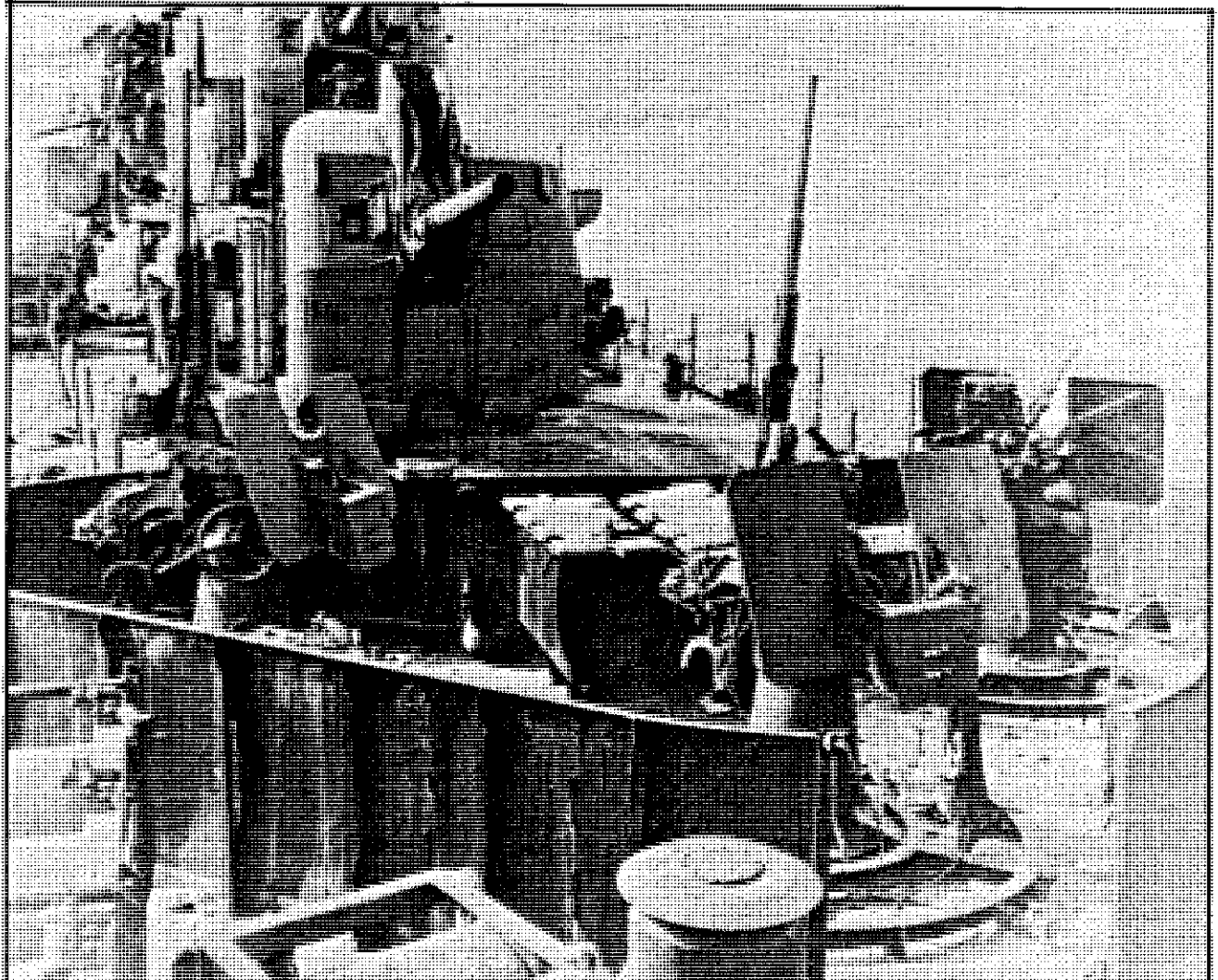


The abandoned wreck of the Halligan aground off Tokashiki Jima, the largest island in the Kerama Retto, a group of islands 15 miles to the west of Okinawa. The two clusters of tanks on her stern, inboard of the depth-charge racks, are smoke generators. When compressed air was mixed with the chemicals in these tanks it produced a dense white smoke, really a sort of artificial chemical fog, which could conceal friendly ships from enemy gunners.

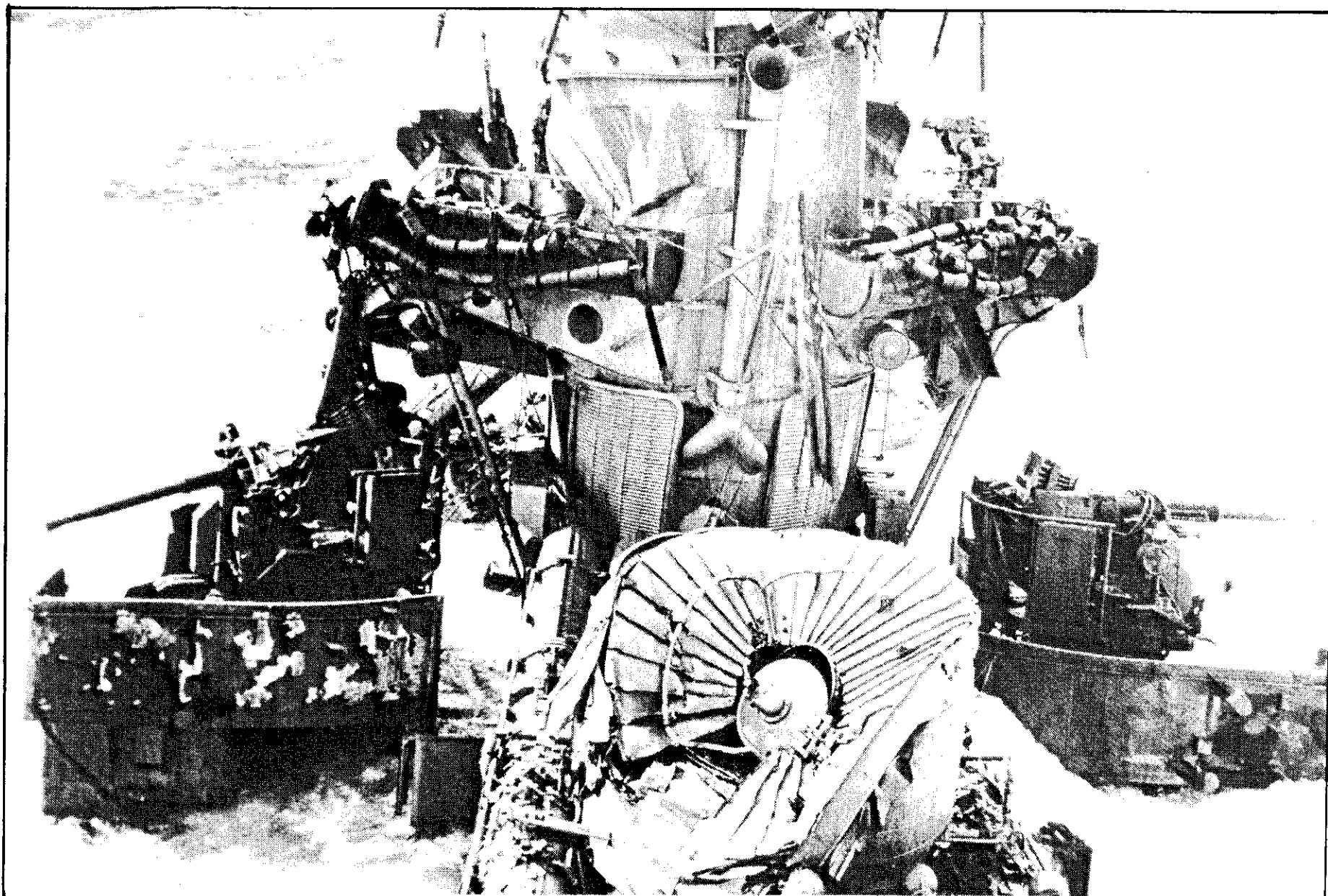
(Official U.S. Navy Photograph)



Looking forward along the Halligan's port side on 28 March 1945, two days after she was mined and abandoned. Members of an inspection party from the tug USS Lums (ATF-94) can be seen surveying the damage on the superstructure deck as a wave surges through the break in the deckhouses by the handling room for Gun No. 3. At the lower left is the roller loader for one of the three depth charge projectors ("X"-guns) mounted on her port side. Each of these Mark 5 charges contained 300 lbs. of cast TNT. (Official U.S. Navy Photograph.)



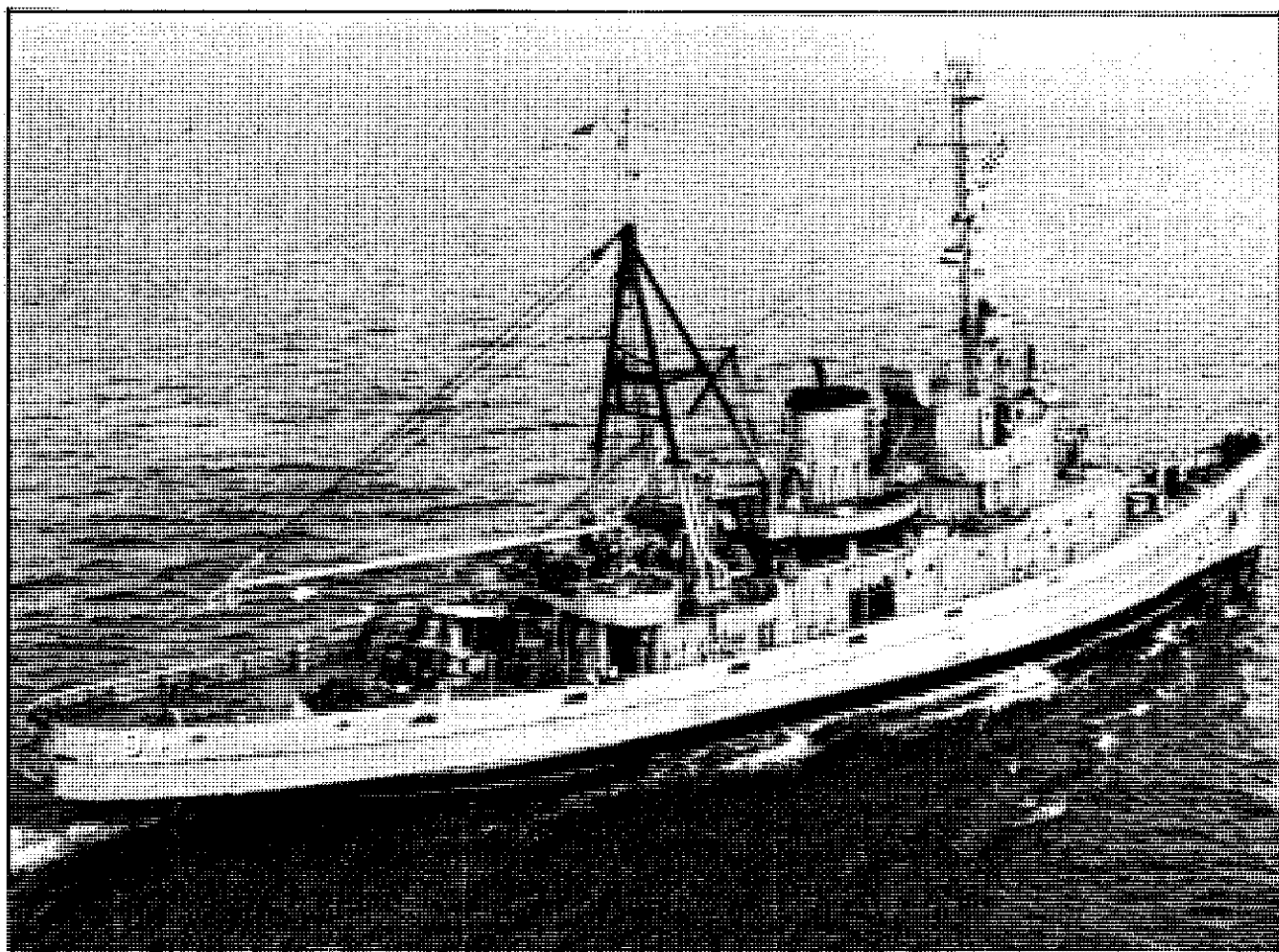
Looking forward at the three 20-mm Oerlikon anti-aircraft guns mounted on the fantail and the after two 5-inch/38 gun mounts (Nos. 4 and 5). The Halligan was armed with seven of these 20-mm's: four on the main deck below the after torpedo-tube mount (two port and starboard) and the three shown. These guns employed Mark 14 gyroscopic sights, which automatically computed the correct lead angle. A drum-shaped ammunition magazine is mounted on the breech casing of the gun at the left in this picture (#4). Each magazine contained 60 20-mm cartridges. (Official U.S. Navy Photograph.)



This view, looking forward from the Halligan's No. 3 Gun, shows the two twin 40-mm Bofors antiaircraft gun mounts abrest the after stack. Two days after she was abandoned these guns are still loaded and ready to take aim on any attacking kamikazes. The ship's after quintuple torpedo-tube mount is in the foreground. The pillbox-shaped structure atop this mount, provided to shield the mount crew from Gun No. 3's gunblast, has collapsed due to either enemy shelling or secondary explosions. (Official U.S. Navy Photograph.)



The inspection party from the USS Yuma (ATF-94) returning to their ship on 28 March 1945. The Halligan's ECM (Electronic CounterMasures) mainmast can be seen just forward of the twin 40-mm barrels pointed skyward. It supported antennas for the radar intercept and jamming gear installed when the ship was at Uli-thi a couple of weeks earlier. The condition of the Halligan's RCM (Radar CounterMasures) Room, located below this mast, is discussed in the Yuma's report. (Official U.S. Navy Photograph.)



An inspection/salvage party from the fleet tug USS Yuma (ATF-94) boarded the Halligan's wreck on 28 March 1945, two days after she was abandoned. Their report follows. The Yuma was a steel-hulled Navajo-class tug displacing 1,646 tons (fully loaded). She was 205 feet long and had a wartime complement of 5 officers and about 75 men. (U.S. Navy Photograph)

U.S.S. Halligan (DD-584)

*Initial Report by the U.S.S. Yuma (ATF-94) Salvage Party**

1. Comparison of the report of the senior non-casualty surviving officer with that of observations made upon boarding the ship later when beached, indicates the following developments between the time of initially abandoning ship at 1800, 26 March and when located again at 1600, 28 March:

- (a) The ship had drifted about 12 miles westward to become firmly beached 50 feet from the eastern shoreline of TOKASHIKI SHIMA at position 26 deg., 10' 20" N, 127 deg. 21' 40" E.
- (b) The section of the ship between the bridge and No. 2 stack, which had been badly damaged but not blown away in the initial explosion had been subsequently battered by the sea and was found to be breaking loose from the portion aft of No. 2 stack.
- (c) There had been local explosions, probably subsequent to the initial one, in the rooms between the two after turrets which perforated aftward the deck above and damaged the rooms within. This rendered it impossible to enter the room containing the RCM with the limited facilities at hand from U.S.S. YUMA.
- (d) There was apparently some shell fire received subsequent to abandoning ship. Two holes were later found to be blown inward in the hull on the port side near the stern just above the waterline. The shell fire making these holes possibly started the fire, found on 28 March to be smouldering in the dry provisions storeroom, portside aft, inside watertight door No. 2-196-4, near live ammunition. Smoke was coming out of the holes in the hull at this time.

2. It is believed that the cutting by torch necessary to obtain access to the RCM units and the removal of the RCM mast would be most dangerous with the oil and live ammunition present near that area. Also, there is danger of spontaneous combustion in the area aft where the fire was smouldering on 28 March. Effort was made at the time to reduce the amount of oxygen inside this area by closing the holes with blankets and shutting tight the doors concerned.

3. It is extremely difficult to reach the beached destroyer with any heavy equipment because, though 50 feet from the shoreline, the water is shallow and rocky and the surf is usually heavy.

* Retyped from the original report sent to me by Russell Hartranft, Jr., the Halligan's Assistant Gunnery Officer in 1945. Lt.(jg) Hartranft was detached on 19 March 1945, but after she was sunk he was reassigned as Senior Surviving Officer and joined Ensign Richard L. Gardner, USNR, in closing out the ship's records.

E. A. Wilde, Jr.
April, 1997

COPY

REPORT OF INSPECTION

OF

U.S.S. HALLIGAN (DD-584)

Held 16 June 1945.

BY

SUB-BOARD OF INSPECTION AND SURVEY

AT

KERAMA RETTO, RYUKYU ISLANDS

~~CONFIDENTIAL~~

KERAMA RETTO,
Ryukyu Islands,
16 June 1945.

~~SECRET~~

From: Sub-Board of Inspection and Survey.
To: Board of Inspection and Survey.
Subject: U.S.S. HALLIGAN (DD584) - Inspection of.
Reference: (a) CinCPac Advanced HQ Secret dispatch 310550,
May 1945.
(b) Chapter 51, U.S. Navy Regulations, 1920.
(c) Sub-Board SECRET dispatch 160946 June 1945.
Enclosures: (A) Copy of reference (a).
(B) Copy of reference (c).
(C) Photographs of hulk.

1. In compliance with reference (a), the Sub-Board of Inspection and Survey convened on board the U.S.S. HAMUL (AD-20) at 1000, 3 June 1945, at her moorings in KERAMA RETTO, Ryukyu Islands, to make recommendations concerning the disposition of certain ships. The board made an inspection of subject ship on 16 June 1945.

2. The Sub-Board was composed of the following:

Captain William P. BURFORD, U.S.N., Senior Member
Commander James M. FARRIN, U.S.N., Member and
Lieutenant-Commander Paul G. SCHULTZ, Jr., U.S.N.,
Member and Recorder.

3. The Sub-Board found the hulk of the subject vessel from forward of the after stack to the stern, in the condition as shown by enclosure (C).

4. In view of (a) the small amount of the ship that remains above water and (b) the extensive damage done to the existing hulk, the Sub-Board considers that the U.S.S. HALLIGAN has been damaged beyond repair, and that there is nothing of value remaining aboard.

~~CONFIDENTIAL~~

16 June 1945.

Subject: U.S.S. HALLIGAN (DD584) - Inspection of.

5. The Sub-Board therefore recommends:

- (a) that the U.S.S. HALLIGAN (DD-584) be stricken from the list of ships in the Navy Register.
- (b) that no further disposition need be made of the hulk.

6. Dispatch report of the recommendations was made by reference (c).

WILLIAM P. BURFORD,
Captain, U.S.N.,
Senior Member,
Sub-Board of Inspection and Survey.

JAMES M. FARRIN,
Commander, U.S.N.,
Member.

PAUL G. SCHULTZ, Jr.,
Lieutenant-Commander, U.S.N.,
Member and Recorder.

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Commander THIRD Fleet (1)
Commander Task Force 31 (1)
Commander Service Force Pacific (1)
Commander Destroyers Pacific (1)
Commander Service Squadron TEN Representative Baker (1)
Commander Task Group 31.15 (SOPA KERAMA RETTO) (1)
Commanding Officer, U.S.S. HALLIGAN (DD-584)

THE BIG PICTURE *

One of the skills we were supposed to learn in business school was that of looking at the Big Picture. Nowadays, in the era when business education has become very academic, they probably call it "strategic thinking". Even before I went to B-School, I had the habit of putting life's situations in a broad context. On the occasion I am telling about, this practice of mine could have had very unfortunate consequences. Instead, it resulted in my surviving the war and adding at least fifty years to my life. Incidentally, when people of my age refer to "the war", they mean World War II, also known as "the good war."

I reported for duty aboard the USS Halligan (DD584) in the spring of 1944 at Pearl Harbor. I was a complete rookie in spite of the ensign's commission bestowed on me in acknowledgment of my successful completion of four full courses of Naval Science in addition to the regular requirements for a Harvard A.B. Although those of us in the Naval ROTC put in a respectable amount of time on the course, the subject matter we studied had very little to do with the real world of the U.S. Navy in wartime. We learned close order drill, the details of an obsolescent 4 inch gun, and naval nomenclature, so that we wouldn't commit the unpardonable sins of calling the overhead a ceiling, or going downstairs instead of below. We were given careful instruction in protocol, being assured that there was nothing wrong with officers' receiving all sorts of special treatment and benefits far beyond anything due because of ability or experience. RHIP (Rank has its privileges).

In a sense the Halligan was also a rookie, having never faced a gun fired in anger. A Fletcher class 2100-ton destroyer, she had been built in Boston at the South Boston naval shipyard facility. Her captain was an extremely able Annapolis graduate, Cmdr. Clarence E Cortner. He was a career officer who had endured the low pay and generally low public esteem of the peacetime navy so that when the nation found itself forced into war he was ready with his expertise and his leadership ability to fill the breach. The officers and crew were mostly reservists like me who were there for the war only. There were three Annapolis graduates besides the Captain, and three mustangs. (Navy slang for officers not Academy trained, who had risen on merit from the ranks of enlisted men). Add to this a selection of officers with special training such as the doctor, the

* Written by Richard L. Gardner in 1994 for his family and friends. Ensign Gardner was one of only two officer survivors when the Halligan was sunk off Okinawa on March 26, 1945.

supply officer and a radar officer. There was also a cadre of experienced Chief Petty Officers.

With thirty some officers and over 300 enlisted men, the Captain had a big task to accomplish in getting the ship ready for combat. The job was complicated by the nature of the mission of destroyers. Tin cans, as they were affectionately known, were the all-purpose gofers of the navy. One day we might be using our five 5" guns to supply fire support for an amphibious landing and the next day we might use the same guns to shoot down an enemy plane while we were on escort duty for a group of small aircraft carriers. Some other "errands" we ran were rescuing pilots whose planes malfunctioned during takeoff, transporting a deckload of missiles from one ship to another, acting as escorts for various groups of vessels such as "baby" carriers, LSTs, LCIs, superannuated battleships, and miscellaneous supply ships. The Halligan was assigned to the fleets whose primary mission was to support amphibious landings as the Army, Navy, and Marine Corps went island-hopping toward Japan. This was not the glamorous world of the Fast Carrier Task Forces under Admirals Halsey and Spruance, which received most of the press attention. While they cruised around at flank speed, searching for the Japanese fleet, we performed the more pedestrian tasks of getting the troops on the ground at which point the infantry took over and did all the heavy lifting.

The first time the Halligan encountered the enemy was in October, 1944 at Leyte, the first of the Philippine Islands to be recaptured since we lost them in 1942. We were part of the fire support group, in effect acting as artillery for the army troops who made the actual landing. We were assigned a section of the beach which we kept under fire from our 5" guns as we lay about a half mile offshore.

My battle station was on the flying bridge, a sort of platform above and just aft of the main bridge from which the captain ran the whole ship. I was in direct communication through sound-powered phones with the batteries of 40 mm. and 20 mm guns around the ship. My job was to be alert to any enemy threat, either in the air or on water, particularly while our principle armament, the five 5" guns, were occupied with shelling the beach. When I spotted such a target I was supposed to give the orders to the guns under my control to open fire on the target. ("Commence firing to port", for example.)

The view from the flying bridge was breathtaking. There seemed to be hundreds of ships and boats of all sizes, each with an assigned task, all directed to the accomplishment of a great master plan. In fact I had seen the plan, itself. It was a thick book, approaching the size of a metropolitan phone directory. In it could be found detailed instructions for every one of these units, all of which I could see spread out before me. I felt as if I had a box seat to history in the making.

There was one notable omission from the picture. Where was the enemy?...I could see no sign of any activity on Leyte, an island of peaceful green hills sloping down to the water. Of course, the enemy was there. Else why were we, this powerful armada, shooting tons of explosives, to be followed by thousands of fighting men, at this harmless-appearing island?

Flying low over the green hills, a Piper Cub appeared. Of course I now know it probably was not a Piper Cub, but over the years I've always thought of it that way. It was a small single-engined monoplane, with fixed landing gear. It certainly bore no resemblance to any of the silhouettes of Japanese planes that we had studied. As it continued to approach us, various thoughts passed through my mind trying to explain this incongruous phenomenon. Could it be an artillery spotting plane belonging to our side? The general rule was that if an unknown aircraft approached the ship, you should shoot first and ask questions later. I should be saying "Bogey on the port beam; Commence firing!" In the event, not a word left my mouth. I have thought many times about my silence on this occasion and the best explanation (excuse?) I can offer is that I was so impressed by the panoramic sweep of the Big Picture, that I forgot my immediate responsibilities.

Meanwhile, the Piper Cub continued straight over our ship at a very low altitude. As it passed over something dropped from it and fell harmlessly into the water a few hundred feet away from the ship. The plane continued on to seaward and as far as I know was never heard from again. This whole incident lasted only a couple of minutes and seemed afterwards to have consumed only a few seconds.

Needless to say, the captain was livid. The enemy had appeared, threatened his ship, and not a shot had been fired in our defense.

That no harm came to us was pure luck. When confronted with my dereliction, I could offer no explanation or excuse. Although he took no punitive action against me, he did try to correct the obvious chink in our armor. My battle station was changed to a less sensitive place at the after 40 mm battery where all I had to do was protect our rear. The post atop the flying bridge with the view of the Big Picture was assigned to a Lieutenant with considerable more combat experience.

Six months and three amphibious landings later the Halligan was patrolling the waters just off Naha, the principle city of Okinawa. The landing on Okinawa, which was planned to be the last steppingstone before the invasion of the homeland of Japan itself, was scheduled for April 1st, six days hence. Putting myself in the minds of the planners of this operation, I assumed that date was chosen because it was Easter Sunday, and it was hoped the enemy would assume we would never launch an attack on such a holy day. On the other hand it was also April Fools' Day.

The Halligan had a new captain who had taken command of the ship about a week earlier. Captain Cortner had received a well-deserved promotion which made him too senior to command a destroyer so he had moved on. His successor was a young Annapolis graduate, who had been executive officer of another destroyer like the Halligan.

Morale aboard was good. There was a feeling that our ship had performed her many duties competently at Leyte, Lingayan Gulf, and Iwo Jima. Now we were anxious to show our new skipper that he had a first class ship under his command. Of course he had some big shoes to fill, but we were anxious for his success. Our current job was to guard a number of mine sweepers from whatever attack the enemy might make on them while they carried out their job of clearing mines from the area.

It was late in the day and we had been at General Quarters for several hours, as was always the case when enemy action was likely. This was also called Condition One, which meant we were all manning battle stations, ready to fight. There had been no sign of the enemy and before the sun went down the captain ordered what we called Condition One Easy. Battle Stations were manned continuously, but arrangements were made for the crew to take turns eating a cold

supper. In my turn I walked forward to the wardroom and had a ham sandwich. There were several other officers there and I made some small talk with them, not knowing that this was the last time I would see them alive.

Back at my station I had only a view aft. This kept me from seeing the Big Picture , so I did what I was supposed to and concentrated on being alert for any enemy activity which might come into my view. Thus I was unable to see what happened next, but I certainly heard it. There was a series of very loud explosions such as when lightning strikes a tree right next to your house. My phones with which I maintained communication with the bridge went dead. I looked around to see what had happened but I couldn't tell what the trouble was. I told the men at my gun mount to stay put until I could find out what had happened. I disconnected my head phones and walked forward.

My thought was to find a superior officer who could tell me what had happened and what to do next. There were a number of dead bodies and parts of corpses on the deck as I made my way forward. I met no officer but when I got to the middle of the ship I discovered what had happened. The entire forward section of the ship was missing. It had blown to bits.

I had seen this kind of destruction before, although at considerably more distance. We had been at the same anchorage as an ammunition ship which had blown up. We were anchored about a mile away and were unharmed, although we were hit by some falling debris. Some ships who were closer sustained damage and casualties. We dispatched a medical party to assist. As far as I know no survivors of the ammunition ship were ever found.

That was almost true of the forward part of the Halligan. There was one lucky Signalman who was blown off the bridge and landed almost unharmed on the torpedo tubes amidships. Those missing in action and presumed dead included all the officers, except an assistant engineering officer and myself, and about 150 enlisted men. The other officer was Bert Jameyson who had been in the Navy even a shorter time than I. His battle station was in the after engine room. He had sustained a broken arm and consequently he was shipped

home by another route than I. We still exchange Christmas cards but otherwise have not kept in touch.

As the senior surviving officer it fell to me to give the official order to abandon ship. This was accomplished by stepping from the Halligan's fantail to the deck of one of the two minesweepers that had come alongside to give assistance. I had learned enough naval protocol to know that I had to be the last man off.

The perversity of fate had decreed that I should survive and a large number of my shipmates did not, merely because my failure to react quickly at Leyte caused me to be reassigned to the after part of the ship during General Quarters. Is there a lesson here? The only one I can think of is that it is better to be lucky than smart.

Richard L. Gardner

Cambridge, Massachusetts 1994

U.S.S. Halligan (DD-584)

List Of Officers, 26 March 1945¹

	<u>Rank</u>	<u>Branch</u>	<u>File #</u>	<u>Primary Duty</u>
** <u>Grace</u> , Edward Thomas	LCDR	USN	082569	Commanding Officer
** <u>Bear</u> , Sherburn N.	LT	USNR	102887	Executive Officer
** <u>Metzgar</u> , Frank E.	LT	USNR	144349	Gunnery Officer
** <u>Brumpton</u> , Douglas R.	LT	USN	168209	1st LT/Damage Control
** <u>Lang</u> , Irving	LTjg	USNR	187921	Torpedo Officer
** <u>Lund</u> , Dennis	LTjg	USNR	189701	Communications Officer
** <u>Grant</u> , Robert J.	LTjg	USNR	140763	Engineering Officer
** <u>Hardwick</u> , Gordon A., Jr.	LTjg	USNR	224345	Asst. Comm./Sound Off.
** <u>Carter</u> , Howard M.	LTjg	USNR	227609	Asst. 1st Lieutenant
** <u>Caliger</u> , Tony	LTjg	USN	204368	Navigator/Asst. Comm
** <u>Howell</u> , Wayne M.	LTjg	USNR	297054	Asst. Comm./Radar Off.
** <u>Martin</u> , William H.	LTjg	USNR	162367	(Newly assigned)
* <u>Jameyson</u> , Bert	ENS	USNR	342816	Asst. Engineering Off.
** <u>Dorsey</u> , Vernon T.	ENS	USNR	341527	Fire Control Officer
** <u>Roth</u> , Raymond E.	ENS	USNR	341556	Asst. Comm. Officer
<u>Gardner</u> , Richard L.	ENS	USNR	338973	Asst. 1st Lieutenant
** <u>Early</u> , Edwin B.	ENS	USNR	332598	Asst. 1st Lieutenant
** <u>Hurlbut</u> , Robert S.	LT (MC)	USNR	116450	Medical Officer
** <u>Feneran</u> , William J., Jr.	ENS	USNR	258626	Supply/Disb. Officer
** <u>Rouse</u> , Maurice A.	W.O.	USN	436083	Asst. Torpedo Officer

* * * * *

¹ Source: The List Of Officers for January, 1945, updated to reflect transfers and officers received after February 1st.

** Killed (* Wounded) when the ship struck a mine on 26 March 1945 according to a machine-generated casualty report at the National Archives prepared by the Bureau of Naval Personnel after the war.

E. A. Wilde, Jr.
August, 2000

U.S.S. Halligan (DD-584)

Muster Roll of the Crew, 26 March 1945¹

*ABDELLA, Leo J.	801-76-90	S1c
**ADAMS, Vonceal (n)	844-66-87	S1c
ALAIN, Vincent L.	862-84-05	RdM3c
*ALLEN, John J.	761-96-21	Y3c
AMANN, Richard A.	809-81-44	S1c
AMATO, Francis (n)	801-76-83	S1c
**AMORELLO, Joseph F.	810-98-28	WT3c
ANASTAS, James J.	801-85-22	S1c
ANDERSON, Alden C.	761-95-21	TM3c
ANDERSON, Ralph J.	809-81-24	SK2c
*ARMEEN, Edward L.	801-87-28	S1c
ARMSTRONG, George P.	761-97-08	S1c
**ARRENDONDO, Aviel J.	842-43-18	S1c
**ASHCRAFT, Robert L.	855-29-82	SoM2c
**AUBUCHON, Thomas E.	338-60-48	F2c
**AUTREY, James H.	930-99-05	S2c
**BACCARELLA, Salvatore C.	809-80-85	RM3c
**BADEAUX, Alvin J.	847-29-52	S1c
BAILEY, Mark O.	710-55-76	GM3c
BALES, Edgar L., Jr.	935-45-74	S2c
**BANDERET, Daniel H., III	275-02-61	RM3c
*BARCLAY, Ivan P.	385-16-24	GMM
*BAROLOMUCCI, Albert J.	201-90-53	CM2c
**BARRETT, Walter C.	801-86-75	F1c
BAUM, Harold S., Jr.	727-24-39	S2c
BELAND, William J.	806-78-59	SC2c
**BELL, Paul W.	641-86-05	S2c
BENTLEY, Donald E.	650-12-95	GM3c
BERRY, Martin J.	816-98-32	F1c
**BETZ, George "J"	410-97-10	CRM
BICE, Robert C.	381-96-41	S2c
BICK, Edward R.	924-48-04	S2c
**BIGHAM, Harold G.	941-45-77	S2c
BIRNIE, William J.	806-78-50	GM3c
**BISHOP, Harold C.	823-01-04	S1c
*BLAIR, Willard (n), Jr.	266-42-08	SC3c
**BLAKE, Arthur L.	823-01-05	S1c
**BLARDONE, Julius S.	407-31-00	S1c
**BLOCHER, Andrew W.	653-27-09	FC3c
**BOGGS, Virgil S.	381-43-04	MM2c
**BOLTZ, Frederick L.	809-80-30	S1c
**BONEY, Olin C.	551-53-49	MM2c
BONTJES, Andrew J.	727-25-39	S2c
**BOUCHER, Charles E.	209-08-57	S1c
BOURGEOIS, Rene H.	801-80-29	S1c
**BOYLE, Francis X.	761-96-98	QM3c
**BRADLEY, Hubert B.	958-54-62	S2c
BREEDLOVE, John E., Jr.	263-94-07	F1c
BRANDNER, Norman B.	948-77-24	S2c
BREZA, Steven W.	809-81-77	SC3c

BRIDGE, Herbert S.	203-24-14	MM3c
**BRIDGES, Raymond L.	722-33-83	S2c
**BRINKS, Sam D.	272-35-62	RM1c
BROGAN, George W.	809-81-38	F1c
BROWN, Guy I.	209-08-38	S1c
BROWN, Harold E.	955-89-18	S2c
*BROWN, Howard A.	809-81-19	SM3c
BROWN, John A.	888-33-90	S2c
**BROWN, John F.	295-67-35	QM1c
**BROWNING, Craig W.	888-34-03	S1c
BUCKINGHAM, Arthur J.	279-42-16	CWT
BULVA, John (n)	923-10-78	S2c
**BUMILLER, Charles I.	613-72-57	F1c
**BURCH, Curtis L.	945-41-01	F1c
**BURCH, George J.	635-05-58	S1c
BURCHNELL, Robert E.	723-53-52	S2c
BURD, Ray O.	885-50-91	S2c
BURKETT, George P.	952-93-75	F1c
BUSHEY, Leo J.	601-17-59	SF2c
BUTLER, Robert L., Jr.	256-75-07	F1c
**CAFFONI, Rodrigo G.	801-80-30	SM3c
**CAMERON, Daniel W.	801-86-84	EM3c
**CAMPBELL, William J.	809-62-83	SoM3c
CANNAVA, Anthony L.	801-83-45	S1c
CAPPIELLO, Frank R.	810-98-35	SSMB2c
**CARGILL, Douglas F.	357-65-15	S1c
CARLIN, John W.	761-96-86	F1c
*CARLINO, Andrew R.	801-86-18	S1c
CARNESI, Frank J.	618-57-01	GM2c
**CARON, Philip M.	761-95-20	S1c
CARSIA, Daniel (n)	809-81-82	SSMB3c
*CARTY, William J.	825-02-86	RdM2c
**CATALANO, Attilio A.	801-86-34	FC3c
CAVE, Robert N.	301-13-22	WT2c
**CHANDONAIT, Paul C.	761-96-54	S1c
CHARIN, Nicholas (n)	809-80-86	M3c
CHEVRETTE, Alfred J., Jr.	573-20-63	S1c
**CHEZICK, Joseph S.	861-73-58	WT3c
CHONKO, Joseph G.	810-99-17	S1c
*CHRISSIS, Robert (n)	870-96-13	S1c
**CHRISTOPHER, Johnnie B.	565-50-13	RdM3c
**CHRISTY, Paul J.	761-96-96	FC3c
**CIMO, Anthony M.	809-77-82	S1c
CIVITANO, James V.	810-98-38	F1c
CLARKE, Alfred W., Jr.	823-33-41	S1c
COBB, Charles W.	806-78-58	RdM3c
**CODERE, Edward F.	801-80-13	RT3c
**COHEN, Milton (n)	809-80-73	S1c
COLASSO, Qunitin P.	807-55-39	Cox
**COLLINS, Edward F., Jr.	801-86-91	S1c
**COLOMBRITO, Santo A.	809-81-43	S1c
COLUNIO, James L.	800-34-06	RM3c

CONNOR, Edward (n), Jr. 801-88-39 S1c
COOPER, Daniel M. 845-24-28 S2c
*CORSETTI, Michael (n) 761-97-10 S1c
**COSTANZO, Joseph W. 809-81-40 S1c
GOTTEN, Charles A., Jr. 809-82-05 S1c
**COX, Thurston W., Jr. 635-09-76 RM3
GRAHAY, Noel J., Jr. 312-02-56 S1c
**CURRAN, Mark E. 801-88-00 S1c
**CURRIE, William R. 225-21-85 FC3c
CZARNECKI, Edward A. 809-80-75 MM3c
**DANIEL, Robbie R. 553-66-09 S1c
**DAUPHINAIS, Ernest W. 212-49-80 CFC
**DAVIDSON, Donald G. 642-13-23 Cox
DAVIS, Cleo (n) 844-65-29 S1c
DAVIS, Jules "B" 275-03-06 F1c
DESROCHERS, Robert J. 202-12-96 WT2c
DE TIE, William H. 337-53-15 Cox
**DONAN, Willie "D" 287-60-59 ST3
DOUGHERTY, James F. 651-11-66 MM1c
*ELANDT, Raymond (n) 311-95-59 F1c
*ELLENDER, George R. 847-24-76 S2c
**ETHERTON, Donald R. 871-96-57 S1c
**FARLEY, Miller M. 615-20-64 S1c
*FEHR, Willia (n), Jr. 244-39-84 TM2c
**FEINSTEIN, Israel (n) 647-14-91 RM2c
FILE, Harold F. 338-20-64 Y1c
**FINI, Mario B. 761-54-32 QM3c
FORBES, Reginald D. 755-16-88 S2c
FREEBURG, Conrad E. 960-97-42 S2c
FRY, Harold B. 626-99-59 S2c
**GATES, Robert R. 844-66-54 S1c
**GILL, James R., Jr. 863-48-21 SK3c
GIULIANO, Carmen J. 707-72-17 TM2c
GROOVER, Boaz (n) 551-87-66 GM2c
*GUELICH, Maynard J. 411-24-26 Y1c
GUSE, Clifford C. 305-97-47 GM3c
*HAMPTON, Robert W. 604-89-39 S1c
**HANSON, Robert G. 322-06-51 S1c
**HASSEL, Robert C. 821-10-32 SoM3c
*HAYES, Charles P. 844-65-65 F1c
**HEAXT, Walter L. 608-88-67 SoM3c
**HENDERSON, Harry G. 872-01-35 RdM3c
HIGGINBOTHAM, Robert W. 636-90-69 F1c
HILL, Frank H. 865-27-51 MM3c
*HILL, Lloyd R. 312-61-03 F1c
**HOLENCIK, Adam V. 249-70-40 F1c
**HOLFORD, Paul G. 677-14-69 S2c
**HOUSER, Robert N. 878-02-29 RM3c
**HUGHES, Jack (n) 713-19-06 S2c
**JACKSON, Granville B. 817-68-98 RdM2c
*JENKINS, Patrick (n) 262-65-89 CPhM
JOHNSON, Olof A. 854-20-73 MM3c

*JONES, Bobby H.	357-88-48	F1c
**JONES, Ferrald P.	850-06-67	S1c
JONES, Leonard H.	224-54-55	EM3c
KALLWEIT, John M.	224-54-87	WT1c
**KARP, Warren E.	608-88-68	S1c
*KASEY, Walter R.	291-85-12	S1c
**KELLER, Clyde W.	941-43-59	S2c
**KELLER, Roy F.	959-51-45	S2c
*KEOGH, Francis G.	707-95-22	RdM3c
KIDWELL, Frank R.	268-93-50	F1c
*KIMLING, John B.	874-75-35	SM2c
*KOPYSCINSKI, David (n)	667-04-27	F1c
**KRAGTORP, Raymond G.	410-12-93	PhM1c
*LABORE, Charles R.	243-63-65	WT2c
*LACKEY, Melvin E.	342-03-47	WT1c
LACY, John T., Jr.	603-32-87	S1c
**LAY, Ben O.	965-83-04	S1c
LESZCZYNSKI, Stanley C.	666-62-99	MM1c
**LEWIS, Floyd E.	885-96-42	S1c
**LOEFFEL, Thomas H.	810-17-90	RT1c
LONGINOTTI, Paul S.	647-67-51	MM2c
**LONGMIRE, Charles E.	844-23-83	FC3c
MAC VICKERS, John R.	809-40-83	S1c
MADDOX, James A.	560-67-75	TM2c
*MALCOM, Doyle F.	844-62-98	S1c
MALLET, Raymond W.	608-15-42	MM1c
MATTEK, Donald J.	610-31-72	Bkr2c
**MAURER, Kenneth D.	244-61-84	TM1c
*MC BARNES, Richard W.	291-58-53	BM1c
**MC CREARY, John W.	133-18-71	CQM
*MELICHAR, George L.	633-64-08	TM3c
**MESSIER, Ernest W.	607-15-42	SM1c
**MEZYNSKI, Stephen J.	667-10-67	MM2c
MILLER, Robert G.	258-22-44	S1c
**MITZEL, Mason S.	243-72-41	MM2c
**MOHLER, Robert G.	244-22-01	FC2c
**MOLLOY, Edmund B.	815-32-19	S1c
**MOLTZ, Vernon E.	845-20-34	S1c
**MONTGOMERY, Ernest F.	873-76-30	F1c
*MOORE, Thadyus R.	656-38-27	B2c
**MOREHARDT, Frederick R.	202-06-57	WT3c
**MORIARTY, Earl T.	942-47-75	F1c
MUELLER, Rudolf F., Jr.	644-07-71	S1c
MUXIE, John (n)	223-69-70	CMM
*MYKLIN, Nicholas (n)	214-85-15	CMM
NASH, Marion A.	265-45-84	CCS
*NELSON, George N.	667-10-12	GM2c
NESTARK, Robert H.	608-90-69	S1c
*NEY, James J.	313-60-60	S2c
NEYSSSEN, Willard J.	655-28-84	EM3c
NOE, Otto (n)	816-36-45	S2c
O'BRIEN, Dennis J.	622-11-46	MM1c

OHMEYER, Frank L.	669-81-72	MM3c
**OPELDOPEL, Joseph R.	250-91-18	F2c
PAYNE, Andrew J.	603-37-65	F1c
PERI, George D.	608-18-75	F1c
PETZOLD, Robert L.	612-11-59	TM1c
**PHILLIPS, Ernest J.	829-00-91	SoM3c
**PIERSON, Herbert R.	638-76-08	BM2c
POLCYN, John A.	860-81-65	WT3c
*POLSON, Harold E.	930-99-42	S1c
**POPPY, Russell B.	952-23-07	F2c
**POREMBA, John	952-25-45	F1c
**POST, Cary A.	952-24-02	S1c
**POTTER, Acie (n)	958-65-46	F2c
**POTTS, Jasper D.	967-10-68	S1c
**POUPARD, James A.	952-25-23	F2c
POWELL, Bennett H.	931-96-98	S2c
POWELL, Edward A.	936-18-25	S2c
**POWELL, Lewis S.	930-97-81	S2c
POWERS, William J.	873-95-94	S2c
**PRANTL, William J.	941-30-00	S1c
**PRATT, George A.	860-00-55	S2c
**PRATTO, Irvin M.	313-76-53	S2c
**PREWITT, George (n)	669-95-41	S1c
PRIBEK, George A.	949-42-61	S1c
PRICE, Alfred H.	935-45-23	S2c
**PRICE, John R.	971-00-43	S2c
**PRICE, Ray T.	952-25-28	S2c
**PRICE, Robert E.	930-96-45	F1c
PURNELL, Joseph B.	835-42-58	Bkr3c
**RABON, John T.	272-79-09	CEM
**RAKOCI, Peter J.	653-48-16	EM2c
**RAKOVICKY, Joseph S.	755-68-40	GM2c
*RASKY, Edward A.	611-66-67	Bkr3c
REINHARDT, Robert J.	243-44-77	CEM
REUTEBUCH, Edgar (n)	626-16-71	MM1c
**RICE, Walter H.	238-76-19	S1c
RIEDEL, Leonard J.	628-99-69	GM3c
*RILEY, David O.	878-65-04	TM3c
RIVETTE, Robert D.	576-19-32	WT1c
SARRACCO, Alfred M.	642-76-99	GM1c
**SASWAY, Andrew J.	652-09-62	S1c
**SAUCIER, Octave J. B.	202-19-54	Cox
SAUNDERS, Mahlon C.	258-51-07	Cox
**SAVAGE, George E.	722-59-78	GM3c
*SCHONNING, Gunnar (n)	709-66-58	WT2c
SECCHI, Elmer G.	663-29-15	S1c
SELBY, Dean E.	372-22-73	MM1c
**SHAYER, Richard H.	454377	W.O.
**SHEFFER, Stanley P.	601-13-92	EM2c
**SHERRY, James R.	725-77-74	MoMM3c
**SHORE, Simon W., Jr.	601-18-70	GM2c
**SILCOCK, Richard (n)	955-59-23	S1c

**SILTMAN, Milton H.	577-13-68	S1c
SIMPSON, John W.	898-63-32	F1c
SKINNELL, Emmett D.	656-64-32	MM3c
SKINNER, Robert D.	875-98-44	F1c
**SMART, Donald H.	666-94-33	FG2c
SMATHERS, Robert K.	251-13-04	S2c
**SMITH, Julian G.	636-43-58	CK3c
**SMITH, Orien J.	272-52-17	BM2c
**SOEBY, Henry A.	328-85-88	Cox
*STAFFORD, Burton B.	313-11-02	S1c
*STANCOFF, Cecil C.	376-78-72	S1c
**STATON, Charles E.	885-22-94	S1c
STRANDBERG, Donald J.	869-27-25	F1c
SWEITZER, Carl R.	283-75-16	EM3c
**TACKE, Theodore H.	224-34-35	MoMM1c
TANARO, Albert T.	658-32-79	S2c
**TARNAPOL, Jerome A.	577-23-25	S1c
TAYLOR, Clyde "C"	552-49-14	PhM2c
**TAYLOR, Harlin L.	577-11-95	S2c
TULLOS, Charles H.	844-66-13	S1c
**TURI, Oscar (n)	723-28-56	Cox
TYROL, Alfred W., Jr.	643-00-69	GM2c
VARSEK, Vincent (n)	700-08-63	SC1c
**VISOCKY, Joseph (n)	615-65-54	MM2c
**WALKER, Donald R.	888-02-97	S1c
*WALKER, John C., Jr.	650-17-55	CWT
WASHBURN, James C.	382-10-28	MM2c
**WASHBURN, Leonard J.	604-31-54	S1c
WATTS, "S" "J"	656-37-36	S1c
**WEEKLEY, James E.	895-48-37	F1c
**WEIL, Frank R.	565-45-86	F1c
WHITE, George D.	659-55-55	MM2c
WHITE, Houston R.	575-49-08	F1c
*WHITE, Lloyd M.	274-28-10	CBM
WRIGHT, James P.	658-63-63	MM3c
*WRIGHT, Peter E.	844-62-64	F1c
**YEOMANS, Charles A.	706-74-52	CRT
YOUNG, James P.	262-86-79	M1c
*ZINK, Jack (n)	618-77-70	GM1c

* * * * *

Temporary Duty Personnel (Fighter Director/RCM teams):

**Lt.(jg) FINNERAN, Donald J., USNR		
**Lt.(jg) PARLE, John W., USNR		
**Lt.(jg) WHITE, Donald W., USNR		
BARNES, John W.	802-21-26	RdM3c
**CONRAD, Harvey D.	869-74-14	RM2c
**GLICK, Norman D.	802-65-89	RdM3c
HARRIS, Donald Joel	554-75-98	RT1c
**KAEN, Robert Parnell	704-55-21	RT2c
**PHELAN, Verlong D.	671-52-56	RdM1c
**TRAVIS, Jacob Leroy	853-01-85	RM3c

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Key to Notes:

* Wounded (** Killed) when the Halligan struck a mine off the western coast of Okinawa on 26 March 1945 according to a machine-generated casualty report at the National Archives prepared by the Bureau of Naval Personnel after the war.

1 Source: The 3/26/45 muster roll for the ship on microfilm at the National Archives, showing casualties and the disposition of survivors.

2 Casualty information for temporary duty personnel was obtained from a memorandum dated 1 April 1945 from the Senior Officer, USS Halligan (DD-584), to Commander Destroyers, Pacific Fleet (COMDESPAC), listing those who were missing in action.

* * * * *

Summary of Casualties:

	<u>Killed</u>	<u>Wounded</u>	<u>Not Wounded</u>	<u>Complement on 3/26/45</u>
<u>Ship's Company:</u>				
Officer	18	1	1	20
Enlisted	<u>134</u>	<u>42</u>	<u>121</u>	<u>297</u>
SUBTOTALS	<u>152</u>	<u>43</u>	<u>122</u>	<u>317</u>
<u>Temporary Duty:</u>				
Officer	3	0	0	3
Enlisted	<u>5</u>	<u>0</u>	<u>2</u>	<u>7</u>
SUBTOTALS	<u>8</u>	<u>0</u>	<u>2</u>	<u>10</u>
TOTALS	<u>160</u>	<u>43</u>	<u>124</u>	<u>327</u>

* * * * *

E. A. Wilde, Jr.
August, 2000

18 March 1946

To Facilitate
Administrative Handling
Classification changed
from:

STATEMENT CONCERNING FINDING OF DEATH

~~CONFIDENTIAL~~

COLLINS, Edward Francis, Jr., S1c, 801 86 91, USNR.
CURRAN, Mark Edward, S1c, 801 88 00, USNR,
HUGHES, Jack, S2c, 713 19 06, USNR,
NELSON, George Nicholas, GM2c, 667 10 12, USNR,
POST, Cary Albert, S1c, 952 24 02, USNR,
TACKE, Theodore Henry, MM1c, 224 34 35, USN,
VISOCKY, Joseph, MM2c, 615 65 54, USNR,

~~CONFIDENTIAL~~
UNCLASSIFIED

B. Spier
Signature

attached to and serving aboard the USS HALLIGAN (DD-584), have been carried on the official records in the status of "missing in action" as of 26 March 1945.

The above named enlisted men were officially reported to be missing in action in dispatches from the USS HALLIGAN and the Commander, Service Force, U.S. Pacific Fleet, to the Bureau of Naval Personnel.

On 26 March 1945, the USS HALLIGAN was operating in the area between Okinawa and the islands of the Kerama Retto during the pre-invasion operations. The ship's assignment was to keep the enemy from reinforcing or evacuating Kerama Retto from or to Okinawa. At 1825, when the HALLIGAN was patrolling about four miles off the city of Naha, Okinawa, she struck an unknown object, apparently an underwater mine, which exploded and caused the explosion of the forward magazines. The explosion was tremendous, sending a column of smoke and flames several hundred yards into the air. The hull forward of the first stack, including the bridge superstructure was blown away. The USS LSM(R) 194, USS LSM(R) 195, PC-584 and PC-1128, also operating in the vicinity, preceded immediately to assist the HALLIGAN and rescue survivors from the ship and surrounding water, using sound gear in the search for the latter. The HALLIGAN was completely abandoned by all living personnel.

The abandoned stern of the HALLIGAN was seen the following morning to be beached on the east side of Takashiki Jima. On 28 March the hull was boarded and found to be beached firmly in the sand fifty feet from the shoreline. Five bodies were found on the main deck. The spaces aft of the number two stack had been damaged by local explosions and it was estimated that the ship was only 15% salvageable.

Of the 147 officers and enlisted men originally reported to be missing in action, the status of all except the above named men was changed to "dead" on the official records on the basis of amplifying information furnished by the senior surviving officer.

To date no further information has been received by the Navy Department concerning the fate of the above named enlisted men.

In view of the strong probability that they lost their lives in the explosion or in the water after being blown overboard, because other friendly vessels stood by to render assistance and rescue survivors, because their names have not appeared on any lists or reports of personnel liberated from Japanese prisoner of war camps, and in view of the length of time that has elapsed since they were reported to be missing in action, it is recommended that the above named enlisted men be found to be dead as set forth in the attached findings of death.

Walter W. Finke
Captain, U.S.N.R.
Director of the Dependents
Welfare Division

Approved:

Chief of Naval Personnel

Secretary of the Navy

To Facilitate
Administrative Handling
Classification changed
from:

~~CONFIDENTIAL~~
~~UNCLASSIFIED~~

To: UNCLASSIFIED

BS
Signature

NOK LETTERS¹

The ship was steaming alone in enemy waters six miles west of Okinawa in the late afternoon of 26 March 1945 (still in enemy hands), when without warning the forward magazines blew up. The forward half of the ship was completely demolished. The explosion was probably caused by striking an underwater mine.

The remainder of the ship was immediately searched for wounded and surviving personnel. The ship was abandoned and less than an hour later no living person remained on board. "Several men were blown into the water but were picked up almost immediately." There were assisting craft in the vicinity and all rescues were completed before dark. The search was continued into the night. "It is impossible for me to believe that anyone alive may have been left behind in the water." No living or dead have been recovered since the occurrence of the disaster. It is very unlikely that anyone managed to swim or float ashore.

The missing men were all believed to have been below decks forward, when the explosion occurred. Their exact whereabouts were unknown, however.

JACKETS OF MISSING MEN

Believed in mess hall at time of explosion. Opinion of officer making the report that he should not be changed from missing to dead.

FOLDER U.S.S. HALLIGAN

Amplifying report, 16 May 1945:

Due to the nature of the explosion which brought about the sinking of the HALLIGAN it is firmly believed that all of the men who did not survive and who were located in the forward part of the ship at the time, were killed instantly. All personnel known to have been there have been changed in status from missing to dead. No change in status is recommended if it is impossible to place a man in the forward part of the ship definitely.

GLICK, POREMBA, and PRICE are believed to have been in the mess hall, in the forward part of the ship, below decks, at the time of the explosion.

Log #25936, disp. from CTG 51.1., 4/9/45:

On 26 March 26 1825(I) the ship struck an unknown object believed to be underwater mine. Occurred when patrolling about four miles from Naha. Damage caused by mine and explosion of forward magazines resulted in immediate abandoning of ship.

LSH(?) 194 and PC 584 and PC 1198 removed the survivors.

On 28 March the ship was boarded and found to be firmly beached in the surf 50 feet from the shoreline. The part forward of the bridge was com-

¹ Next of Kin letter from the Halligan's Casualty Reports folder at the National Archives.

pletely blown away. Forward of #2 stack demolished and mostly submerged in water. Aft of #2 stack intact but damaged by local explosions.

There was no living person aboard and about five who had been killed in action were found on the main deck.

Reel 1671
M S 127027

COMPHIBGR 7, Report of Loss of U.S.S. HALLIGAN.

26 March - 1835 Patrolling in support of minesweepers between Okinawa and Kerama Retto.

Crew at general quarters except that a few had been secured for supper.

Without warning tremendous explosion forward.

Before the ship was left it was checked for any living men.

It was dark before the reporting officer left the ship but a bright moon made search possible.

The ship drifted 12 miles westward and became firmly beached 50 feet from the eastern shoreline of Takashiki Shima. It was boarded on 28 March. No living person was found aboard. 6 survivors from the explosion area forward were recovered from the water - they had been blown overboard.

The purpose of the assignment was to keep the enemy from reinforcing or evacuating Kerama Retto from Okinawa. The LSM 195 remained at the scene.

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

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

THE CHRONOLOGICAL STORY OF THE HALLIGAN'S TRAVELS¹

She was a good ship and a lady, a pride to
her country and to those who
fought her.

Wherever she may go and whatever she may do,
let nothing ever be said of the **Halligan**
except a job well done.

A ship is as good as the men who sail her.

1943

- 19 AUG: At 1500 the HALLIGAN was commissioned at the Boston Navy Yard, Charlestown, Mass., Cdr. C. E. Cortner, USN, in command. The next month was spent in loading, outfitting, and completing the ship. All trials and tests were made off the Massachusetts coast. The ship's organization was effected and the ship's company welded together.
- 15 SEP: The HALLIGAN departed Boston for Bermuda, British West Indies, on her maiden voyage.
- 17 SEP: Arrived at Bermuda training area for our six-week shakedown period as part of Task Group 23.1. The ensuing six weeks were spent in calibration, maneuvering and damage control drills, and gunnery practice. At the end of the time the ship was officially inspected and pronounced ready to assume her place in the United States Fleet.
- 16 OCT: We departed Bermuda for the return trip to Boston. The ship encountered fairly heavy seas due to the tail end of a hurricane. There had been one fairly severe storm several weeks before in the Bermuda area.
- 18 OCT: Arrived in Boston for our post-shakedown availability period in the navy yard. At this time, everyone received his last 48-hour leave. Heavy weather held up our departure for three days.
- 29 OCT: The weather cleared and the HALLIGAN cleared the harbor and set a southerly course down the east coast.
- 31 OCT: Arrived Norfolk, Va., where a week was spent in final alterations to the ship.
- 6 NOV: Departed Norfolk for Bermuda.
- 8 NOV: Arrived Bermuda. Standing by awaiting orders for the HALLIGAN's maiden assignment. We had an enjoyable few days here with swimming and softball games in the recreation park as the major attraction.
- 11 NOV: Armistice Day. The HALLIGAN, HALL and MACOMB left for a Central Atlantic rendezvous with the newest battleship, IOWA.
- 13 NOV: Rendezvoused with the USS IOWA, which we escorted for two days. The IOWA was taking President Roosevelt to one of the first Big Three conferences at Cairo and Teheran.
- 16 NOV: Entered the neutral port of Azores, which had just been opened up to Allied shipping. We were the first American warships to effect entry. We left shortly before dusk the same afternoon after refueling.

¹ Written by Lt.(jg) Russell Hartranft, Jr. in June 1945 for the family of his close friend, Lt.(jg) Gordon A. Hardwick, Jr., who was killed when the **Halligan** was mined off Okinawa on March 26, 1945 (thus the several references to Gordon's activities). Lt.(jg) Hartranft had been detached from the ship about a week before it was lost, but then was reassigned to work with the only unwounded surviving officer, Ensign Richard L. Gardner, in closing out the ship's records and corresponding with the next of kin. He wrote this chronology from his memory of the events recorded in the ship's deck log, not from any sort of a diary. I have retyped it with very minor editing.

E. A. Wilde, Jr.
May, 1997

1943

- 18 NOV: Arrived Freetown, Sierra Leone, and anchored in the harbor mouth of the Sierra Leone River. This British colony city of 60,000 Africans had formerly been the chief shipping port on the main line from Brazil, but at this time it had been supplanted by Dakar, Senegal (a French province). The ship's company spent a most pleasant month here, swimming on the fine beaches and enjoying the hospitality of the British. The British officers' club held a very fine Thanksgiving party for us.
- 1 DEC: Our destroyer task unit was ordered out to a position seven degrees north of the equator on a hunt for a reported submarine which had supposedly torpedoed a merchant ship off the African Coast. This was our first war mission and it evoked considerable excitement. However, we were much disappointed, as a 2-day search ended with completely negative results.
- 3-4 DEC: We rejoined the IOWA off Freetown and escorted her into port.
- 5 DEC: Our task unit departed Freetown on a northerly course; destination Dakar.
- 6 DEC: Arrived Dakar. Gordon stood his first top deck watch under way this morning. The governor of Dakar held a large party for the first American warships in this port. Humphrey Bogart and members of the refugee French society entertained us in a Parisian salon in the wilds of Africa.
- 8 DEC: Departed Dakar for return voyage and "middle-leg" escort assignment.
- 10 DEC: Passed Canary Islands and sighted Cape Verde Islands.
- 11 DEC: Rejoined IOWA group and relieved USS RODMAN, EMMONS and ELLYSON.
- 13 DEC: Left USS IOWA and headed for Bermuda.
- 15 DEC: Arrived Bermuda after a one-month trip. Awarded African Theatre and American Theatre campaign ribbons to ship's company.
- 16 DEC: Departed Bermuda for Charleston, South Carolina.
- 18 DEC: Arrived Charleston Navy Yard for a 5-day availability in preparation for departure to Pacific Theatre. An enjoyable time was had by everyone here. The wardroom had several parties in town; however our last "Stateside" relaxation was curtailed by an early departure for the Canal.
- 21 DEC: Departed Charleston for Panama, Canal Zone, in company with USS HALL and MCANN (?), escorting a westbound troop convoy. The trip was uneventful with the exception of a torpedoing at sunrise one morning just over the horizon.
- 26 DEC: Arrived Cristobal, C.Z.
- 27 DEC: Passed through the Panama Canal and said good-bye to our happy days in the Atlantic. At last we were heading for the "big time", and our ultimate destination was suddenly looming close ahead of us. Anchored in Balboa, C.Z.
- 29 DEC: Departed Balboa after two days of drydocking and final ship alterations. We now had completed the finishing touches on our fighting lady and were ready for what lay ahead.

1944

- 1 JAN: Happy New Year at sea off the coast of Mexico en route Panama to San Diego.
- 4 JAN: Arrived in San Diego, Cal. Spent out last evening ashore in the good old USA.
- 6 JAN: Departed San Diego for the Hawaiian Islands at 20 knots.
- 11 JAN: Arrived Pearl Harbor, T.H. Tears came to the eyes of the old Guadalcanal and Coral Sea veterans as they viewed the vast armada of new ships which had suddenly assembled in our great naval base, preparatory to the Navy's march across the Central Pacific.
- 22 JAN: Departed Pearl Harbor with the Fifth Fleet (Task Force 52) for the invasion of the Marshall Islands. All units were alert for expected submarines. Several hundred miles beyond the Hawaiian Islands the task force was already steaming in enemy waters.

1944

- 25 JAN: The HALLIGAN picked up her first pilot from out of the "drink", a patrol flier from the USS CORAL SEA.
- 26 JAN: Refueled from the USS MISSISSIPPI, one of the returned "ghosts" of Pearl Harbor.
- 31 JAN: "HOW"-hour at the Marshalls. Screened support carriers CORAL SEA, CORREGIDOR, and MANILA BAY on initial landings on Kwajalein Island. Operating with TG 52.9, including the USS COGHLAN, BANCROFT, CALDWELL and FRASIER.
- 3 FEB: Entered Kwajalein Lagoon where we had a ringside seat for observation of the progress of the battle raging ashore. Every tree on the surrounding islands had been flattened; nothing was to be seen except smoking debris. It was quite a sight to watch our land forces pulverizing all opposition with steady precision.
- 3-25 FEB: We operated in and out of Kwajalein Lagoon with our carrier group and the destroyers HAILEY, MEADE, HARRISON and HARADEN.
- 25 FEB: Arrived Eniwetok. All was already quiet here in the large atoll harbor. We had still seen no signs of enemy air opposition. This was a "soft touch" indeed.
- 27 FEB: Arrived Roi Is., an atoll north of Kwajalein. Joined Task Unit 55.2.9.
- 29 FEB: Departed Roi for Hawaii with the HARADEN and several tankers.
- 9 MAR: Arrived Pearl Harbor for logistics and tender overhaul.
- 23 MAR: Departed for the Marshall Islands with the USS EVANS and a tanker.
- 29 MAR: Arrived Majuro Island, Marshall Islands.
- 4 APR Operated in an antisubmarine blockade patrol around the enemy-held islands to of Wotje, Jaluit and Mille. Fired 40 rounds of 5-inch at Wotje on the
- 18 MAY: night of 9 April. Had several submarine contacts which resulted negative. Gordon had his first real work with analysis and submarine attack as Sound Officer. We operated with the McALLA, DAVID W. TAYLOR and MANLOVE. On 10 May in Majuro the HALLIGAN held its famous boxing match with the HARADEN while alongside the FARRAGUT, AYLWIN, MONAGHAN and the tender, PIEDMONT.
- 18 MAY: Departed Majuro for Hawaiian Is. with the HARADEN and the CVL BATAAN.
- 22 MAY: Arrived Pearl Harbor after a fast five-day trip. The participating ship's company was awarded the Asiatic-Pacific Theatre ribbon and was entitled to wear one Bronze Star on it for participation in the capture and occupation of the Marshall Islands.
- 5 JUN: Departed Pearl Harbor for Saipan as a member of TU 16.7.12 with the HARADEN and CVE's MANILA BAY and NATOMA BAY. The CVE's carried approximately 75 Thunderbolt aircraft which were to be landed on Aslito airdrome at Saipan as soon as the field was secured from the enemy. The Thunderbolt (P-47) is strictly a land-based plane, and once off from the carriers it would only be able to land on a Saipan airfield.
- 10 JUN: Crossed the international date line into East Longitude.
- 13 JUN: Arrived Eniwetok.
- 16 JUN: Departed for Saipan.
- 20 JUN: Maneuvered off eastern approaches to Marianas Islands, while the first battle of the Philippine Sea was in progress to the westward.
- 22 JUN: Dispatched 17 planes to Aslito airstrip, secured by the Marines.
- 23 JUN: USS NATOMA BAY dive-bombed while our unit was refueling to the east of Saipan. Our ship was unable to put up any air defense. Skipper of NATOMA BAY says Japs are "lousy bombers."
- 27 JUN: Arrived back in Eniwetok.
- 1 JUL: Departed Eniwetok for Pearl Harbor.
- 8 JUL: Arrived Pearl Harbor. Ship's company entitled to wear Bronze Star on the Asiatic ribbon for participation in the capture of the Marianas Islands.

1944

- 9-15 JUL: Operated in various training and qualification exercises off the Hawaiian Islands, screening such ships as the PORTLAND, COLUMBIA, ENTERPRISE, COWPENS and INDEPENDENCE, while working with other destroyers. On 1 August the HALLIGAN fished her second pilot out of the "drink."
- 15 SEP: Departed Pearl Harbor with a unit of the Third Fleet, TU 33.8.1 and Destroyer Squadron 49 (COMDESRON 49 in the USS PICKING) and two transport groups. Intended destination was the beachheads at Yap and Ulithi.
- 25 SEP: Arrived Eniwetok.
- 28 SEP: Departed Eniwetok for Manus and the Admiralty Islands with TG 33.4. The Japs had fled Ulithi and the second half of the Palau operation had been called off. Now it looked like the invasion of the Philippines was in the offing for us.
- 2 OCT: Crossed the equator for the first time at longitude 154 degrees, 04' E. All pollywogs duly initiated into the realm of Neptunus Rex by the trusty shellbacks.
- 3 OCT: Arrived Manus Harbor and joined TG 79.4 in TU 79.11.2 as a member of the Seventh Fleet.
- 11 OCT: Departed with southern attack transport groups for Leyte Is., P.I.
- 20 OCT: Entered Leyte Gulf and San Pedro Bay at dawn. Assault troops landed on Leyte beachhead at 1000. Laid to off Catmon Hill, screening transport area. USS HONOLULU hit by torpedo from Japanese Jill torpedo bomber. Our ship in direct track of torpedo but on other side of HONOLULU. We fired at retiring plane but were unable to score hits. Went to the stricken cruiser's assistance, but stood by upon the approach of rescue and salvage tugs.
- 21 OCT: Fired night illumination (starshells) in valley behind Catmon Hill. Enemy aircraft overhead at night.
- 22 OCT: While making smoke at dawn in the transport area, the HALLIGAN was attacked by a Japanese "Val" dive-bomber which just cleared the stacks and dropped two bombs 20 yards off the port beam. The bombs were dropped from such a low altitude that they never armed, thus failing to explode. No shot was fired by our ship due to the surprise of the attack and the fact that all batteries were masked by stack smoke. Fired at more aircraft overhead after dark.
- 24 OCT: Attacked by Francis and Val-type bombers. Opened fire, and the attacking planes were driven off.
- 25 OCT: At 0200 heavy unidentified units of the Jap fleet were reported steaming north toward us through the Surigao Strait. Admiral Kinkaid organized his line and steamed down to meet them. The HALLIGAN and two other destroyers were left to protect the transports in the transport area. Shortly after dawn the HALLIGAN shot down one "Betty"-type twin-engine bomber which took the beachhead area under attack. Shortly after, several "Francis"-type bombers attacked our shipping. One of them was shot down, and we were credited with an assist. Joined TG 77.2, consisting of the main units of the Seventh Fleet, whose mission was to protect the eastern entrance to Leyte Gulf. The Jap fleet had already been annihilated in the south. The HALLIGAN shot down one "Hamp" or "Oscar"-type light fighter in a formation of three which was flying over the fleet. At 1600 we were sent to pick up survivors from the stricken CVE's long under attack by the central Jap battle force off the coast of Samar. Due to a false position, we did not arrive in the survivor area until well after dark; thus rescue attempts were unsuccessful.
- 26 OCT: Joined remnants of battered CVE force, USS KALININ BAY, WHITE PLAINS, FANSHAW BAY and KITKUN BAY, en route for Woendi, Schouten Island.
- 28 OCT: Had a very good positive sub contact. After making one attack we aban-

1944

- 28 OCT: (continued) doned search due to shortage of fuel. The sub traces on Gordon's sound recorder were excellent, and he conducted a well-executed attack.
- 29 OCT: Arrived Woendi and refueled.
- 30 OCT: Departed Woendi for Manus Harbor.
- 1 NOV: Arrived Manus.
- 12 NOV: Departed Manus with TU 79.15.1, a reinforcement transport unit.
- 17 NOV: Departed from transport unit for Kossol Roads. The HALLIGAN, HARADEN and TWIGGS were now operating together as an independent destroyer division. We proudly called ourselves the "Rover Boys." Participants in Leyte operation entitled to wear Philippine Liberation campaign ribbon with two Bronze Stars superimposed for participating in initial landings on Leyte and for being under enemy attack while there. The ship later filled the third condition of operating in the Philippine area for a period of thirty days.
- 18 NOV: Arrived Kossol Roads, Palau Islands.
- 21 NOV: Departed Kossol Roads and rendezvoused with TU 77.4.6. The Rover Boys took over the job of screening the CVE's, with the Screen Commander in the USS HALLIGAN.
- 28 NOV: Returned to Kossol Roads.
- 30 NOV: Departed for Sulu Sea with Mindoro covering force, ultimately to consist of cruisers, CVE's battleships and destroyers. Departure was ahead of schedule due to threatened Jap air attack on Kossol from Mindanao.
- 2 DEC: Returned to Kossol. Operation delayed.
- 5 DEC: Our fire control system disabled. Left for Manus Is., steaming independently.
- 8 DEC: Arrived Manus Harbor. Repairs effected. Relieved by USS PATTERSON.
- 14 DEC: Left for qualification flight training with CVE's in Bismarck Sea, off Salamaua, New Guinea.
- 18 DEC: Rescued crashed pilot from USS PETROF BAY.
- 20 DEC: Returned to Manus.
- 27 DEC: Departed Manus with TU 77.4.1 and 77.4.2.
- 30 DEC: Arrived Kossol Roads.

1945

- 1 JAN: Happy New Year. Departed Kossol Roads with bombardment group and close covering force for Lingayen Gulf, Luzon Island, P.I.
- 3 JAN: Transited Surigao Strait and proceeded through inland sea.
- 4 JAN: USS OMMANY BAY sunk by Japanese suicide plane in Sulu Sea.
- 5 JAN: Passed up west coast of Mindoro approaching Mindoro Strait and the entrance to the South China Sea. Within easy striking range of all large central Japanese air bases. Jap aircraft blew up in middle of the night on our port beam. Val dive bombers attacked our force but were beaten off by ship gunfire and our CAP (Combat Air Patrol). Our force attacked by two heavy concentrations of low-flying suicide planes. The HALLIGAN shot down a Zeke-type attacker flying low over the water 200 yards off the port beam. USS MANILA BAY, SAVO ISLAND AND STAFFORD, and HMAS AUSTRALIA hit by suicide planes. Our ship assigned to stand by the stricken destroyer escort STAFFORD. Captain Cortner convinced the DE skipper not to abandon ship. We spent the entire night unprotected in the air, left behind by our main force. Jap planes hovered within ten miles of us during the entire night.
- 6 JAN: Rejoined the CVE's providing air coverage off entrance to Lingayen Gulf.
- 9 JAN (?): Our assault forces landed in the San Fabian sector of Lingayen on the island of Luzon. Operation was virtually unopposed.

1945

- 12 JAN: HALLIGAN rescued entire crew of a crashed TBM from the USS MANILA BAY.
- 19 JAN: Proceeded southward to operating area off the west coast of Mindoro.
- 21 JAN: Arrived Mindoro Harbor to refuel. Harbor was cluttered with damaged U.S. ships. Air attacks had been heavy here several weeks before. American air coverage had now cleared the defenders out of the skies.
- 23 JAN: Transiting the Philippine inland seas. Arrived Leyte.
- 25 JAN: Arrived Ulithi to join the Third Fleet in preparation for the Iwo Jima strike. Made all logistic, overhaul and repair operations in preparation for the ensuing campaign.
- 10 FEB: Departed Ulithi with TU 54.9.1 (back in the Fifth Fleet again) for bombardment training exercises off Saipan and Tinian. (Just one year ago our sortie from the Hawaiian Islands was into enemy waters. Today we are in comparative safety in waters 4,000 miles to the westward. We have come a long way already.)
- 14 FEB: Departed for Iwo Jima invasion.
- 16 FEB: Arrived off Mount Suribachi with advance bombardment and attack units. Sighted and destroyed a floating mine.
- 17 FEB: Shortly after dawn the ship was attacked by a Betty-type torpedo bomber. The attack failed, and we shot down the plane after it had narrowly missed a suicide crash into our bridge structure.
- 19 FEB: U.S. Marines landed on Iwo Jima. The HALLIGAN participated in the bombardment of the initial landing areas by firing almost 1,000 rounds of 5-inch ammunition.
- 19 FEB-12 MAR: Operating off Iwo Jima with the CVE's furnishing air coverage for operations on the island. Rescued a ditched pilot.
- 12 MAR: Returned Ulithi for logistics for Okinawa Operation. Participants in assault and occupation of Iwo Jima entitled to wear one Bronze Star on Asiatic campaign ribbon.
- 21 MAR: Departed with TU 54.1.2, fire-support bombardment unit, for Okinawa.
- 25 MAR: Arrived in operating area south of the Kerama Retto Islands.
- 26 MAR: USS HALLIGAN detached from main unit to proceed to patrol picket station west of Naha Town, Okinawa. Ship blown up by an underwater mine at 1812 while patrolling assigned station.

* * * * *

The U.S.S. Halligan (DD-584) in World War II

Photograph Credits

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<u>Launching, March 19, 1943</u>	NPS	Order with photocopy
<u>20-mm Oerlikon antiaircraft gun</u>	NA	19-N-31965
<u>40-mm Bofors twin gun mount</u>	RWP	N-6569A
<u>Captain Clarence E. Cortner, USN</u>	-	Personal collection
<u>USS <u>Mount Hood</u> (AE-11) explosion</u>	NHF	NH 65604
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<u>Wreck, 1kg. fwd. from No. 3 gun</u>	RWP	N-5699
<u>Wreck, fantail, showing 20-mm's</u>	RWP	N-5698
<u>Wreck, 1kg. fwd., main deck, port</u>	NA	19-N-107510
<u>Wreck, stbd. quarter, from w/boat</u>	NA	19-N-107509
<u>USS <u>Yuma</u> (ATF-94), stbd. quarter</u>	NI	Order with photocopy

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Key to Sources:

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

NHF Naval Historical Foundation Photo Service
Washington Navy Yard
1306 Dahlgren Ave., SE, Washington, DC 20374-5055
Phone: (202) 678-4311; FAX: (202) 889-3565

NPS National Park Service, Boston National Historical Park
Charlestown Navy Yard, Bldg. 107, Boston, MA 02129-4543
Phone: (617) 242-5620; Phil Hunt, Archivist

RWP Real War Photos, P.O. Box 728, Hammond, IN 46325

E. A. Wilde, Jr.
March, 2001

The U.S.S. Halligan (DD-584) in World War II

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Deck Logs: (National Archives)

- Halligan (DD-584)
LSM(R)-194
Natoma Bay (CVE-62)
Sargent Bay (CVE-83)

Action Reports: (National Archives)

- PC-584, 5/10/45 (rescue operation on 3/26/45)
Halligan (DD-584), 3/18/45 (support of landings on Iwo Jima)

Conversations:

- James J. Anastas, survivor
Alfred J. Chevrette, survivor
Richard L. Gardner, senior surviving officer
Russell Hartranft, Jr., officer detached around 3/20/45

Miscellaneous:

- "Battle Books" at the National Archives for a listing of the Halligan's casualties on 3/26/45 (a machine-generated casualty report prepared by the Bureau of Naval Personnel c. 1946).
- Casualties folder, Halligan, at the National Archives.
- ONI 226/1, Allied Landing Craft and Ships. Division of Naval Intelligence, 1945.
- Personnel Diary (muster rolls), Halligan, on microfilm at the National Archives.
- Ships' Histories Section, Halligan file, Naval Historical Center.
- War Diary, Halligan, at the National Archives.
- WWII Citations File, Naval Historical Center, Operational Archives Washington Navy Yard.

E. A. Wilde, Jr.
March, 2001

About The Editor

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

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

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

Historical Compilations by the Editor:

(Destroyer/Destroyer Escort Hulls in World War II)

<u>United States Ship</u>	<u>Date Sunk/ (Damaged)</u>	<u>Area</u>	<u>Killed/ Wounded¹</u>
<u>Aaron Ward</u> (DD-483)	04/07/43	Guadalcanal	42/139*
<u>Barton</u> (DD-599)	11/13/42	Guadalcanal	164/32
<u>Borie</u> (DD-215)	11/01/43	North Atlantic	27/00
<u>Colhoun</u> (APD-2)	08/30/42	Tulagi	51/18
<u>Corry</u> (DD-463)	06/06/44	Normandy	24/55
<u>Cushing</u> (DD-376)	11/13/42	Guadalcanal	72/67
<u>DeHaven</u> (DD-469)	02/01/43	Guadalcanal	168/40
<u>Douglas H. Fox</u> (DD-779)	(05/17/45)	Okinawa	10/36
<u>Drexler</u> (DD-741)	05/28/45	Okinawa	158/54
<u>Duncan</u> (DD-485)	10/12/42	Guadalcanal	48/35
<u>Emmons</u> (DMS-22)	04/06/45	Okinawa	60/78
<u>Fiske</u> (DE-143)	08/02/44	North Atlantic	33/65
<u>Glennon</u> (DD-620)	06/10/44	Normandy	25/49*
<u>Halligan</u> (DD-584)	03/26/45	Okinawa	160/43
<u>Hammann</u> (DD-412)	06/06/42	Midway	84/63
<u>Laffey</u> (DD-459)	11/13/42	Guadalcanal	59/114
<u>Lansdale</u> (DD-426)	04/20/44	Mediterranean	49/76
<u>McFarland</u> (AVD-14)	(10/16/42)	Guadalcanal	12/13
<u>Meredith</u> (DD-726)	06/09/44	Normandy	35/28
<u>Monssen</u> (DD-436)	11/13/42	Guadalcanal	145/37
<u>Perry</u> (DMS-17)	09/13/44	Angaur/Peleliu	8/17
<u>Preston</u> (DD-379)	11/15/42	Guadalcanal	117/26
<u>Spence</u> (DD-512)	12/18/44	Luzon, P.I.	315/24
<u>Strong</u> (DD-467)	07/05/43	Cent. Solomons	45/61
<u>Walke</u> (DD-416)	11/15/42	Guadalcanal	82/48

* * * * *

Notes:

* Total for two engagements with the enemy

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

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

Locations Where Historical Compilations by the Editor
Are Available For Researchers

¹ Air Zoo, Guadalcanal Campaign Collection, Potage, Michigan
ECU Manuscript Collection, Joyner Library, Greenville, NC
Louisiana Naval War Memorial Library, Baton Rouge, Louisiana

² 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

³ 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.

² Portland Public Library, Portland Room, Portland, Maine

⁴ 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

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Notes:

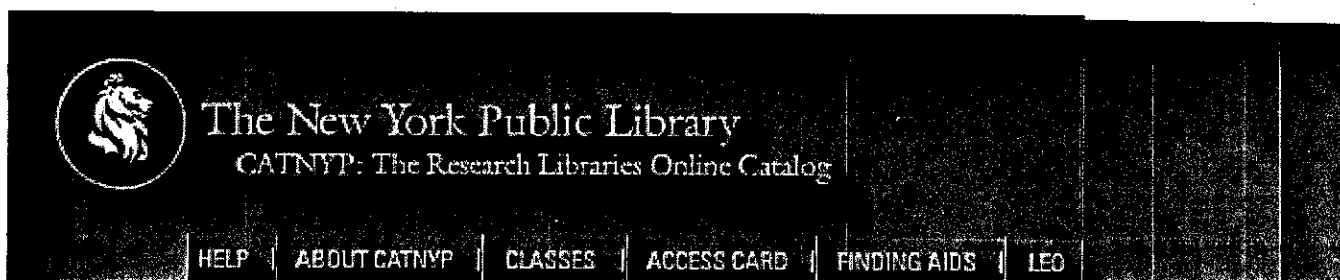
¹ Only ships which participated in the Guadalcanal Campaign:
Aaron Ward, Barton, Colhoun, Cushing, DeHaven, Duncan, Laffey,
McFarland, Monssen, Preston, Walke.

² Only Bath-built ships: DeHaven, Drexler, Emmons, Meredith,
Spence, Strong

³ Only ships sunk off the Normandy Beachhead: Corry, Glennon,
Meredith

⁴ By appointment only: (508) 677-0515

E. A. Wilde, Jr.
June, 2006



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Title **The U.S.S. Halligan (DD-584) in World War II : documents and photographs / E. Andrew Wilde, Jr., editor.**
Imprint Needham, Mass. : The Editor, 2001.

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March 8, 1999

What a great surprise. All these years, 53 to be exact, I've wondered what the true story of the U.S.S. Halligan was!

I tell people about my experiences on the 584, but people don't believe me. Now I have written proof of what happened the day the Halligan blew.

Yes, I am one of the three people, off the bridge, that is still alive and every day I count my blessings. Looking back it is hard to believe that I am still here. I must have flew over the #1 stack and landed on the deck on my back. Of course I was unconscious and did not hear any explosion. When I came to, for a short period, I heard steam hissing and I was covered with fuel oil. Boy was I sore. I ached everywhere. I turned my head to one side and noticed an empty shoe. The #1 torpedo tube was tilted up at a 45 degree angle. Then I was sick and vomited some black goo and then passed out again. The next time I came around again I was in a litter basket and passed out again.

The next scene put me on the APA and my right arm was set and a cast was installed. I was cold, cold, cold and a corpsman was trying to wipe the fuel oil off my body. It hurt so much I told him to "knock it off" which he did promptly.

With no sense of time, because I was in and out of it, I was transferred to the U.S.S. Solace for R&R (repair and rest). The ship went to Johnson Island and I was flown to Hawaii. It was here that I began to gather my wits and complained to the doctor that I couldn't get my mouth open. A dentist took care of that problem the next day, so I had my mouth wired shut and put on a liquid diet (very hard to get in a navy hospital). The next thing I complained about was my left leg hurting. An X-Ray confirmed the fact that I had a broken bone. Another cast! Leaving Hawaii in my sad state I landed in Oakland Naval Hospital to mend.

I was relieved of my two casts and the wires removed from my jaw and I think the war was over. I left the navy with a medical discharge. Of course I lost the Purple Heart that was awarded to me some time ago. I guess I could request another one?


I served on the U.S.S. Smith D.D. 387 before I was assigned to the U.S.S. Halligan. All totaled I have 9 little silver stars which represent the landings I participated in. I think three with the U.S.S. Halligan and six with the U.S.S. Smith. I think that there were only 4 D.D.'s operating along the coast of New

Guinea and I believe the four D.D.'s were the first to use black smoke for a smoke screen to keep the Jap planes from getting their sights on us. I remember the names of a couple of the four - - the U.S.S. Mugford (a single stacker) and there was another single stacker and the U.S.S. Smith and I think the U.S.S. Mayhan. We were the 7th Fleet for awhile.

My many thanks to you for your time and effort to bring the past back to me. It all seems unbelievable today, and I appreciate all the time you must have spent making the U.S.S. Halligan come alive again for me.

Thank you sooo much!!!

George L. Melichar


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