

E. Andrew Wilde, Jr., Editor

**The U.S.S. *Douglas H. Fox* (DD-779) in World War II:
Documents, Recollections and Photographs**

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WWII Douglas H. Fox Crewmembers,

This is an expanded edition of a small booklet I put together for your shipmates in 1994. Since then I have completed more ambitious booklets on 16 U.S. destroyers sunk in World War II and sent copies to all of the survivors still alive according to their ship associations. I also send my booklets to about a dozen naval museums/libraries around the country so that future historians will be aware of the sacrifices by U.S. destroyermen.

Fortunately, Bill Sims has continued to update the Fox Association's address list, so thanks to him I have been able to identify you as one of the World War II crewmembers who did not receive a booklet in 1994. I hope you and your family enjoy my booklet. I don't expect to have any extra copies available, so if you wish additional copies please have them made by a copying store.

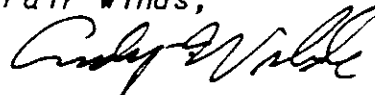
I never charge for my booklets, but if you wish to send a modest contribution to help cover my costs it will be appreciated.

I know you will be glad to learn that I have sent copies to "Captain" Pitts' family (his widow, a son and a daughter). His daughter, Debbie, told me that she grew up with a piece of the kamikaze which hit the Fox displayed on a bookshelf, but her father would never talk about it. After receiving my booklets she wrote:

"I want to express my deep appreciation on behalf of our entire family for sending me your compilation of fascinating material about the Douglas Fox and my father. I have just returned from a long weekend with my mother, and we spent many hours reading and talking about it. You have enriched our lives and our cherished memories of my father, who was unable to talk to us about his experience."

I continue putting together booklets on other destroyers due to letters like hers!

Fair winds,



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

U.S.S. Douglas H. Fox (DD-779) in World War II

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E. A. Wilde, Jr.
March, 1999

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.

U.S.S. Douglas H. Fox (DD-779)

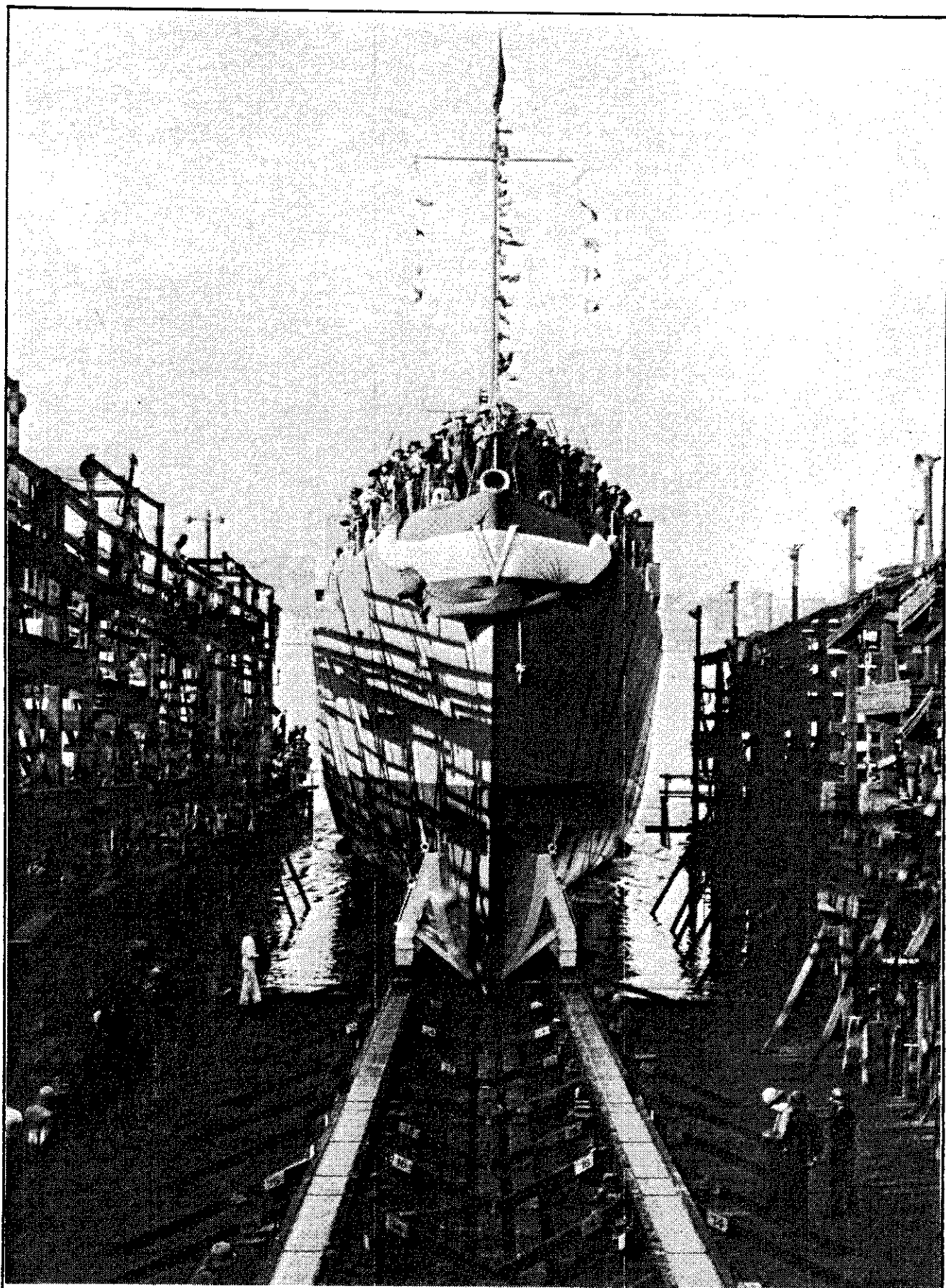
Douglas H. Fox *

Douglas Harold Fox born 26 March 1905 in Walled Lake, Mich., graduated from the Naval Academy 3 June 1926. After service in various ships and shore stations, he was given command of the newly commissioned *Barton* (DD-599) 29 May 1942. Lieutenant Commander Fox went down with his ship when she was torpedoed and sunk in the naval Battle of Guadalcanal 13 November 1942. He was posthumously awarded the Navy Cross for his contribution to the defeat of a superior enemy force in this battle, and was later awarded a Gold Star in lieu of a second Navy Cross for earlier actions on 26 and 30 October and 3 November in which he had rescued downed aviators and survivors of *Hornet* (CV-8) under hazardous conditions.

* Dictionary of American Naval Fighting Ships, Vol. 2. Washington: U.S. Naval Historical Center, 1963.



The christening of the USS Douglas M. Fox (DD-779) at Todd-Pacific Shipyards, Seattle, Washington on September 30, 1944. Capt. Joel T. Boone, USN (left), Commanding Officer of the Seattle Naval Hospital, and Capt. N. N. Wallin, a Navy shipbuilding supervisor, observe while Mrs. Boone breaks the bottle. (U.S. Navy photo)



The launching of the USS Douglas H. Fox (DD-779), an Allen M. Sumner-class destroyer displacing 2,200 tons, at Todd-Pacific Shipyards, Seattle, Washington on September 30, 1944. The ship was named for the Commanding Officer of the USS Barton (DD-599), sunk off Guadalcanal on November 13, 1942.
(U.S. Navy photograph courtesy of Cdr. Conrad H. Carlson, USN (Ret.))

*The Commanding Officer, Officers and
Enlisted Personnel*

of the

U.S.S. Douglas H. Fox

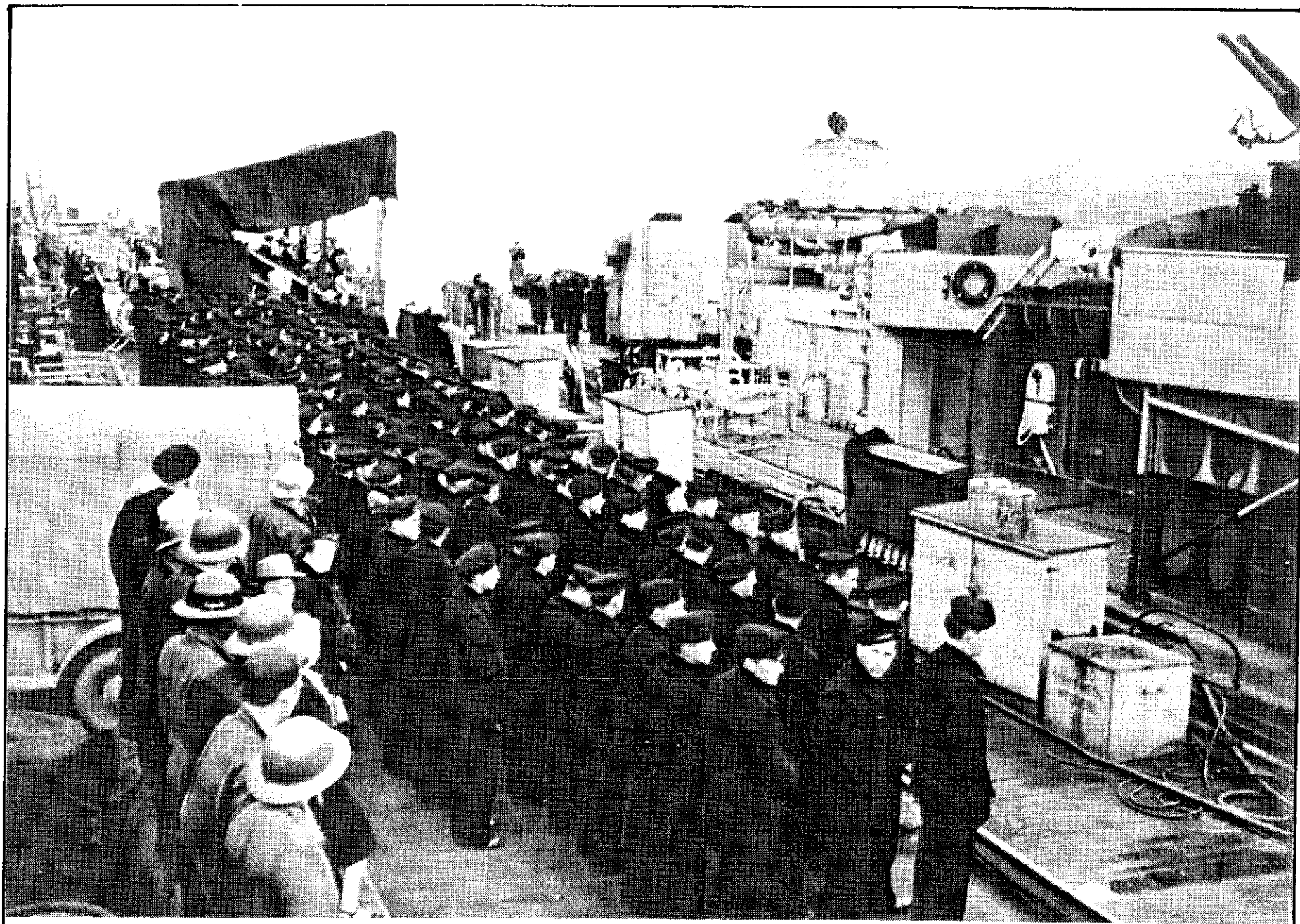
request the honor of your presence at the

Commissioning Ceremony

Todd-Pacific Shipyard, Seattle, Washington

at 10:00 o'clock on December 26, 1944

Sponsor: Mrs. Joel T. Boone



Plankowners all! The crew of the U.S.S. Douglas H. Fox (DD-779) at the commissioning of their ship on 26 December 1944, at the Todd Pacific Shipyards in Seattle, Washington. The ship's complement at this time was 21 officers and 352 enlisted personnel. (Official U.S. Navy Photograph.)



Cdr. Ray M. Pitts, USN, commanding officer of the new Allen M. Sumner-class destroyer USS Douglas M. Fox (DD-779), reading his orders during the commissioning ceremony on December 26, 1944, at the Todd-Pacific Shipyards, Seattle, Washington. This forward-looking view shows the officers facing aft, with the stern 5-inch/38 gun mount (Mount 3) behind them. Also shown, at the upper right, are two barrels of the starboard quadruple 40-mm Bofors gun mount. (Photograph courtesy of Cdr. Conrad M. Carlson, USN (Ret.))

Marine News

R. H. CALKINS, Editor

**SHIP'S SKIPPER
LAUDS SEA HERO**

In accepting the new, swift destroyer Fox, commissioned yesterday at the Todd Pacific Shipyards in Seattle, Comdr. R. M. Pitts, U. S. N., who will take the vessel into battle, said it is his "fervent resolve that she shall soon be a strong unit of an ever-victorious American Fleet, and an instrument of vengeance for the illustrious name she bears."

The Fox is named for Lieut. Comdr. Douglas H. Fox of Dowagiac, Mich., missing in action after the Battle of Guadalcanal. Commander Fox last was seen directing the movements of the destroyer Barton in action against the Japanese November 15, 1942.

"I shall ask no more. I shall expect no less," continued Commander Pitts. "It is with scarcely concealed emotion and pride that I accept command of this splendid vessel. Today it is not easy to recall the memories of the commissioning of my last ship, the Bancroft, for I spent many pleasant hours over cups of coffee with the skipper of her sister ship, the Barton, and I remember now how that mighty Barton helped turn back the Japanese at Guadalcanal, and too, that in the blazing inferno we call the Third Battle of Savo Island, she went to her rest with the immortals of Ironbottom Bay.

"The indomitable captain of the Barton, recipient of the Navy Cross, Gold Star in lieu of a second Navy Cross, and Purple Heart, who gave so much, yes, who gave everything when so much was needed, was Douglas H. Fox."

Commander Pitts made his pledge to avenge the death of Commander Fox "to you who built this vessel and to the officers and men who will fight her."

Commander Pitts has asked Todd Pacific Shipyards to paint red foxes on the stacks of the destroyer in honor of the Navy officer whose name she bears.

Capt. H. N. Wallin, supervisor of Navy shipbuilding in the Seattle area, turned the Fox over to her commanding officer. Mrs. Isabel James of the department of public relations and labor of Todd Pacific presented the American Flag the vessel will fly in battle. Mrs. Joel T. Boone, wife of Captain Boone, U. S. N., medical officer in command of the United States Naval Hospital in Seattle, who christened the Fox, wished the officers and crew of the vessel "the greatest success in victory." A Coast Guard band played "The Star Spangled Banner" as the vessel's colors were raised. Prayer was offered by Chaplain H. R. Ohden for the ship, her officers and crew.

DESTROYER RECEIVES FLAG

Mrs. Isabel James presents an American flag to Comdr. R. M. Pitts, U. S. N., who will command the destroyer Fox commissioned today at Todd Pacific Shipyards.

Captain Wallin said the schedule of Todd Pacific for 1945 is a difficult one. He complimented the workers on what they have accomplished and for completion of the Fox one week ahead of schedule.

"This is a good ship. She is well built. Although she is a complicated mass of materials, she has great power, which depends on the spirit of the men who man her," said Captain Wallin. He urged the workers at Todd Pacific to assist in recruiting more men for the big yard.

Comdr. R. M. Pitts reads his orders at commission ceremonies as the Seattle-built destroyer Fox joined the Navy yesterday.





Mrs. Joel T. Boone (center), sponsor of the USS Danville M. Fox (DD-775), prepares to cut the cake in the wardroom after the commissioning ceremony on December 25, 1944. Others (L to R): Lt. Col. Conrad H. Carlson, USN, Executive Officer; Mrs. Ray M. Pitts; Col. Pitts, USN, Commanding Officer; Captain Joel T. Boone, USN (MC), Commanding Officer of the United States Naval Hospital in Seattle; and at the far right, Mrs. Isabel James, who presented the 2,200-ton vessel with an American flag. (Official U.S. Navy Photograph.)

1000 - 1200

At 1000 this date, Captain H. N. Wallin, U.S. Navy, Supervisor of Shipbuilding, USN, Todd-Pacific Shipyards, Inc., Seattle, Washington, in accordance with the Commandant Thirteenth Naval District confidential letter serial 212497 (Q-11-1) DD779 of 25 November 1944, directed that this vessel be placed in full commission in the United States Navy. 1005 The Coast Guard Band played the National Anthem, and the United States Ensign, the Commission Pennant, and the Union Jack were hoisted. 1010 Commander R. M. Pitts, U.S. Navy, read his orders, reference BuPers restricted despatch serial 101857 of October 1944, assumed command of this vessel and directed the Executive Officer to set the watch. 1012 The first watch was set. Moored starboard side to dock with standard mooring lines, Plant A, Todd-Pacific Shipyards, receiving power and fresh water from the dock, No. 1 boiler in use for auxiliary purposes. Ships present: U.S.S. WILKES, and NICHOLSON. The Commanding Officer, U.S.S. DOUGLAS H. FOX is SOPA. The following officers were attached to and on board this vessel for duty when placed in commission:

Commander R. M. PITTS, USN, Commanding Officer
 Lieut. Comdr. C. H. CARLSON, USN, Executive Officer
 Lieutenant J. H. DAVIS, USN, Gunnery Officer
 Lieutenant J. H. HOWARD, (D), USNR, First Lieutenant
 Lieutenant J. C. JONES, (DE), USNR, Engineer Officer
 Lieutenant (jg) E. L. WEBSTER, (D) LR, USNR, CIC Officer
 Lieutenant (jg) O. C. STEGMAYER, MC, USNR, Medical Officer
 Lieutenant (jg) N. H. WITSCHEN, Jr., (CD), USNR, Communications Officer
 Lieutenant (jg) R. D. VISGER, (D) L, USNR, Asst. Gunnery Officer
 Ensign J. R. BEIRMES, (D) L, USNR, Sonar Officer
 Ensign T. H. EASTWOOD, USN, Radar Officer
 Ensign V. S. AKERS, USN, Asst. Engineer Officer
 Ensign A. P. BEARD, (D) LX, USNR, Intercept Officer
 Ensign J. A. FLEMING, (CD) L, USNR, Asst. Communication Officer
 Ensign A. KOORHAN, (D) L, USNR, Asst. Navigator
 Ensign L. A. HOYING, (D) L, USNR, Automatic Weapons Officer
 Ensign D. W. KORTE, USN, Fire Control Officer
 Ensign L. D. FAY, (D) L, USNR, Asst. First Lieutenant
 Ensign W. J. FOLLETTE, (D) L, USNR, Torpedo Officer
 Ensign R. R. CONLEY, (E), USNR, Asst. Engineer Officer
 Ensign I. H. LEVY, SC, USNR, Supply Officer

The below listed men reported on board this vessel for duty when placed in commission:

ACHTZNER, Jack Charles, 305 13 08, MMlc V6, USNR
 ACKERMAN, Paul Joseph, 723 16 20, RM3c V6, USNR
 ACKERMAN, Rudolph Peter, 411 11 31, GRM (AA), USN
 ADAMAK, Fred John, 305 26 94, Cox., USN
 AHFELD, Harold "J", 214 95 64, CGM, USN
 ALDEN, Kenneth Melvin, 279 74 91, MMlc, USN
 ALEXANDER, Walter Thomas, 381 52 76, Slc, USNR
 ALLEN, Byron Gordon, 381 61 07, QM2c, USN
 ALLEN, Wilbur John, 378 86 91, S2c, V6, USNR
 ALVEY, James Robert, 357 98 00, Slc, V6, USNR
 ANDERSON, Donald Adolph, 639 09 02, MMlc(T), V6, USNR
 ANDERSON, Leon Russell, 554 87 68, S.2c, V6, USNR
 ANDERSON, Robert Gordon, 809 17 10, Slc, V6SV, USNR
 ANGLIN, Charley Vann, 968 11 13 S2c(RdM) V6SV, USNR
 APFLEGATE, Archie Truitt, 382 88 94, FC2c, USN
 ASHYK, John Paul, 283 28 94, TMLc, USN
 ASKEW, Jack Thomas, 346 95 41, GM3c, USN
 AUERNHEIMER, Fred Allen, 387 11 74, S2c, V6, USNR
 BADER, Charles William, 839 42 43, S2c, V6 SV, USNR
 BARKER, John Palmer, 753 49 08, F2c, V6, USNR
 BARNES, Milton (n), 968 03 19, S2c, V6 SV, USNR
 BARR, Lawrence Edward, 616 27 71, M2c, V2, USNR
 BEAR, Monroe Spencer, 554 56 81, Flc, V6, USNR
 BELLMAR, Fred Cyril, Jr., 880 46 97, Slc(GM), V6 SV, USNR
 BENDER, Edward Mathew, Jr., 952 88 63, S2c(RdM), V6 SV, USNR
 BERRY, Jack Paul, 677 30 37, S2c(RdM), V6, USNR
 BIAGI, Robert Hammond, 258 23 80, CPHM(AA), USN
 BINETTI, John Joseph, 223 92 76, EMlc, USN
 BOHANATA, Aldo Frank, 726 87 05, Flc, V6, USNR
 BORNEMANN, William Richard, 713 48 17, S2c, V6, USNR
 BRADY, Clyde Eucl, 274 62 55, WTlc, USN
 BRAGUNIER, Allen Barber, 927 66 97, F2c, V6 SV, USNR

APPROVED:

EXAMINED:

R R

C H Carlson

ADDITIONAL REMARKS

BROOKS, Donald Lewis, 224 97 08, Slc, USN
BROOKS, Joe Wilson, 346 98 27, Slc(GM), USN
BROWN, Arles Luther, 895 49 61, S2c, V6 SV, USNR
BROWN, Harold William 268 21 76, CEM, USN
BRYAN, Gail Hugh, 883 32 93, GM3c, USN-I
BURLESON, Gerald Talcom, 296 17 85, Slc, USN
BYRD, Harold F., 381 13 86, Wtlc, USN
CANCERAN, John Gorospe, 602 61 97, Ck1c, V6, USNR
CANTER, Albert Paul, 880 40 09, Slc(SC), V6 SV, USNR
CARROLL, Frank Edgan, 957 69 03, S2c, V6 SV, USNR
CAITUR, Eric Alan, 975 56 28, S2c(RAM), V6 SV, USNR
CHAPMAN, Frank Henry, 280 05 54, Slc, USN
CHEEK, Doyle Shearrell, 631 35 02, S2c, V6, USNR
CHILES, Wilbur Lee, 968 08 40, S2c(RAM), V6 SV, USNR
CLARK, Earl Wayne, 321 80 97, MM3c, USN
CLARK, Roy Benson, 382 17 23, SFlc, USN
CALUSSEN, Henry Tonjes, 888 30 89, S2c, USN-I
COLLINS, Lawrence Sylvester, 758 16 57, S2c, V6, USNR
COLLINS, Robert Frederick, 317 05 25, Som3c(T), V6, USNR
COON, William Ben, 621 56 26, Slc, V6, USNR
COTE, Paul Denis, Jr., 322 24 80, S2c, V6, USNR
COULTAS, Frank Kingdon, Jr., 883 69 19, Slc(GM), V6 SV, USNR
COULTER, Frederic Kennedy, 886 63 82, S2c(QM), V6 SV, USNR
COYLE, Joseph Howard, 244 64 25, MM3c, M2, USNR
CRAGIN, Robert Joseph, 804 21 91, Flc V6 SV, USNR
CRANE, Lester Clayton, 295 74 04, MM2c, USN
CUBBERLY, Doyle Philip, 815 94 34, SK3c, V6, USNR
CURTIS, Clyde Allen, 566 11 62, Y3c(T), V6, USNR
CUSWORTH, Edward Jacob, 600 52 97, Som3c, V6, USNR
DAMANTI, Thomas Joseph, Jr., 874 81 66, Slc, V6 SV, USNR
DASE, Leo Roy, 861 18 66, MM3c, V6 SV, USNR
DAVIS, Lloyd John, 618 50 09, FC3c, V6 USNR
DAVIS, Walter Joseph, 887 89 53, S2c(TM), V6 SV, USNR
DAYTON, Lester Lowell, 554 33 86, S2c, V6, USNR
DECKER, Norton Henery, 360 22 31, GM3c, USN
DE FLIEGER, Donald Willia, 621 64 03, Slc, V6, USNR
DE LA PATE, Edward Paul, 830 42 31, S2c, V6 SV, USNR
DEL PUPPA, Peter Arrigo, 712 95 22, Slc(FC), V6 SV, USNR
DEVINE, Carl Morton, 608 41 27, Slc, V6, USNR
DAIGLE, George Joseph, 381 33 66, Cox, USN
DIETHART, Lester Earl, 411 28 01, GM1c 0-1, USNR
DONOVAN, Justin "R", 410 48 05, EM1c, USN
DRENNING, Raymond, (n), 603 34 96, TM2c, V6, USNR
DUFFETT, Clarence William, 202 06 98, TM2c, USN
DUFFY, Anthony Daniel, 243 98 31, WT2c, USN
DUNCAN, Lyman Troy, 617 59 23, Slc, V6, USNR
DUNDAS, Irving Alfred, 888 59 66, S2c, V6 SV, USNR
DUNN, Robert Louis, 243 98 31, StM1c, USN
DUVAL, Robert Brown, 923 18 08, S2c, USN -I
DYER, Robert Vernon, 378 78 35 Som3c(T), V6, USNR
EARL, Gordon Rhoads, 758 11 53, S2c, V6, USNR
EDINGTON, Paul Herman, 944 02 08, S2c(FC), V6, USNR
EDSTROM, Kenneth Emanuel, 961 14 90, S2c, V6 SV, USNR
EGGERT, Lewis (n), Jr., 894 29 08, RT2c, V6, USNR
EITEL, Henry Winson, Jr., 851 93 08, Flc, V6 SV, USNR
ELLIOT, Edward Alfred, 565 98 02, Slc(SC), V6, USNR
ELLIS, Richard Bayard, Jr., 224 44 28, Cox, USN
ERWIN, John Ormond, 615 51 22, Slc, V6, USNR
ESPINOZA, Rudy Marin, 576 28 50, Slc, V6, USNR
ETHRIDGE, Lewis Clinton, 690 99 20, MM2c, V6, USNR
EVANSKIE, Walter Leonard, 639 56 48, GM3c(T), V6, USNR
FEISER, David Henry, 666 13 51, WT2c, V6, USNR
FERNENGEL, Fred Henry, 615 54 84, PM2c, V6, USNR
FINK, Henry Ford, 609 62 31, Slc(RM), V6, USNR
FISCHER, Fred August, Jr., 726 79 88, RT2c, V6, USNR
FLANAGAN, Melvin Walter, 877 22 38, Slc(FCO), V6 SV, USNR
FOSTER, Richard Ellis, 387 02 76, S2c, V6, USNR
FOX, Frank Edward, 386 15 74, MM2c, USN
FRANKLIN, Richard "H", 784 53 23, S2c, V6, USNR
FRANTZ, Herbert Royston, Jr., 758 50 45, MM2c, V6, USNR

APPROVED:

EXAMINED:

*A. M. [Signature]**C. H. Carlson*

UNITED STATES SHIP DOUGLAS H. FOX

Tuesday 26 December 1955
(Day) (Date) (Month)

ADDITIONAL REMARKS

GALLAGHER, David George, 300 38 08, EM2c, USN
 GALLAGHER, Vernon Thaddeus, 964 08 65, S2c, V6 SV, USNR
 GALLI, Lawrence Henry, 378 56 66, S2c(TM), V6, USNR
 GAMMON, William Richard, Sr., 934 25 56, S2c, V6 SV, USNR
 GANDY, William Humbert, 980 73 12, STM2c, V6 SV, USNR
 GANGI, William (n), 809 47 57, EM2c, V6 SV, USNR
 GARRETT, Lloyd Milton, 843 68 92, S2c(TM), V6 SV, USNR
 GIBSON, Jimmie Lee, 881 30 32, S2c, V6 SV, USNR
 GIBSON, Robert Haslett, 923 91 25, S2c, V6 SV, USNR
 GILLIAM, Van Nicholas, 619 19 34, Flc, V6, USNR
 GILMER, George Hudson, 835 18 57 S2c, V6 SV, USNR
 GINN, Jessie Lee, 636 94 59, Slc, V6, USNR
 GOLDSTONE, Morris (n), 758 85 35, SKD2c, V6 USNR
 GRAHAM, Arvin Elliott, 619 36 55, S2c, V6, USNR
 GRAUBERGER, Robert Nelson, 343 06 87, S2c, USN
 GRIMAVES, David Louis, 368 35 54, CEM, USN
 GREENE, Foster Oakley, 287 21 38, CEM(T), USN
 GREENE, Hillma Eugene, 837 65 93, S2c, V6 SV, USNR
 GRUE, James Joseph, 621 54 50, Slc, V6, USNR
 GUILD, Harold Paul, 806 19 06, S2c, V6 SV, USNR
 HALLER, Eugene Bradley, 602 37 05, FC3c, V6, USNR
 HALLMAN, Robert Eugene, 639 41 50, MM2c, V6, USNR
 HANDLEY, Gilbert Norman, 379 29 50, S2c, V6, USNR
 HANNER, Gordon Wilbur, 379 26 22, S2c, V6, USNR
 HANSEN, Kristian Daniel, 816 84 01, MM3c, V6 SV, USNR
 HANSEN, Thomas Ethelbert, 317 14 10, S2c, USN
 HARTMAN, Gerald Brown, 733 74 89, SoM3c(T), V6, USNR
 HAWLEY, John Charleton, Jr., 872 92 01, Flc, V6, USNR
 HAWORTH, Jesse LaVerne, 876 83 75, S2c(RM), V6 SV, USNR
 HELTMAN, Eugene Anthony, 723 43 28, Flc, V6, USNR
 HENDERSON, James (n), 837 98 90, STMlc, V6 SV, USNR
 HENDRICKS, John Albert, 639 26 19, QM2c, V6, USNR
 HERMAN, Robert Conrad, 647 43 30, RM3c, V6, USNR
 HESS, Lloyd Anderson, 880 74 63, S2c(RM), USN-I
 HESS, Simon Burkholder, 650 35 89, QM2c, V6, USNR
 HIBEN, Daniel (n), 869 95 89, Flc, V6 SV, USNR
 HICKMAN, John Chandler, Jr., 268 67 25, RMlc, USN
 HINSHAW, Edward Garfield, 727 45 05, F2c, V6, USNR
 HOCKETT, Teddy George, 885 02 50, Q13c, V6 SV, USNR
 HODGES, Paul Buford, 346 87 13, Slc, USN
 HOLLIER, Edmond Ray, 974 09 65, F2c, V6 SV, USNR
 HOLTZCLAW, Harry Rayford, Jr., 656 22 31, TM2c, USN
 HOUGHTON, William Henry, 556 74 48, EM2c, V6, USNR
 INFANTE, Thomas George, 238 80 25, QM3c, USN
 IVERSON, Walter Buford, 758 24 77, S2c, V6, USNR
 JACKSON, Lester Carlyle, 888 37 29, S2c, V6 SV, USNR
 JACOBS, Frank Herman, 962 05 56, S2c, V6 SV, USNR
 JACOBSON, Merrill Stanley, 393 26 15, FC2c, USN
 JENNINGS, Albert Orval, 866 3 5 05, Slc, V6 SV, USNR
 JOHNSON, Donald Juel, 385 39 26, SMLc, USN
 JOHNSON, Ernest William, 305 90 77, Bkr 2c, USNR
 JONES, David Augustus, Jr., 382 95 56, MM2c, USN
 JONES, Gordon Lewis, 313 68 18 S2c, V6, USNR
 JONES, Roscoe Richard, 875 92 42, MM3c, V6 SV, USNR
 JUNG, Arthur John, 810 67 83, SoM3c, V6 SV, USNR
 KALWEIT, Denmore Clifford, 387 11 78, S2c, V6, USNR
 KAUFMAN, Walter Miller, 807 48 34, QM2c, USN-I
 KAY, John Ross, 843 35 16, Flc(EM), V6 SV, USNR
 KEEFE, Paul David, 203 07 96, Slc, V6, USNR
 KEEGAN, James Joseph, 376 89 14, MM2c, V6, USNR
 KERN, Buel Dean, 956 91 31, S2c, V6 SV, USNR
 KIRNER, George Leroy, Jr., 955 62 32, Flc(EM), V6 SV, USNR
 KELL, Frank Edward, 894 63 81, S2c, V6, SV, USNR
 KELLOGG, Beverly Neate, 413 47 32, QM2c, V6, USNR
 KERNS, Thomas Joseph, 246 24 34, Slc(RM), V6, USNR
 KLEINMUTH, John Francis, 866 06 55, WT3c(T), V6 SV, USNR
 KOEHL, John Michael, Jr., 619 43 61, S2c, V6, USNR
 KOEPL, Vernon John, 871 41 61, S2c(FC), V6 SV, USNR
 KOZLEVCA, Anthony Joseph, 851 56 24, Slc, V6 SV, USNR
 KUCINSKAS, Donald (n), 207 23 30, CEM, USN

APPROVED:

EXAMINED:

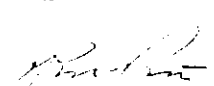
D. H. P. - L. M.

ADDITIONAL REMARKS

KUEHNER, Ivan Eugene, 652 85 84, MoMMLc(T), V6, USNR
KUYKENDALL, Delman Vernon, Jr., 654 89 78, RTlc, V6, USNR
KYLER, George (n), 941 55 58, F2c, V6 SV, USNR
LAMBERT, Donald Charles, 381 58 84, Slc, USN
LAMBERG, Ralph Herman, 945 69 29, F2c, V6 SV, USNR
LANIER, Marlin (n), 838 84 65, S2c, V6 SV, USNR
LATHAM, William Walter, Jr., 657 17 14, LM2c, V6, USNR
LAW, Edmund Joseph, 723 57 79, F2c, V6, USNR
LERWICK, Paul Charles, 884 00 05, S2c, V6 SV, USNR
LEVINE, Samuel, (n), Flc, V6 SV, USNR, 907 64 51
LEVY, Bertram (n), 656 00 26, LM1c, V6, USNR
LEWIS, Miles "E", 413 53 68, CY(AA), V6, USNR
LONG, Olan Lamar, 570 55 28, F2c, V6, USNR
LOY, Lester Jerry, 723 59 51, F2c, V6, USNR
LUTHE, Beryl Vernon, 607 04 52, LM1c, V6, USNR
LYLE, Charles Arthur, 201 74 38, CM2c, USN
LYNCH, Paul Arkell, 943 36 03, Slc(GM), V6 SV, USNR
LYTLE, Curtis Thomas, 727 44 32, F2c, V6, USNR
LYTLE, Homer William, 923 71 40, Slc, V6 SV, USNR
MADSON, Richard Allen, 321 90 81, S2c, USN
MAHONEY, Bernard Patrick, 952 70 93, S2c(RdM), V6 SV, USNR
MAKAR, Alexander (n), 923 80 75, S2c, V6 SV, USNR
MALONE, Joe "H", 295 27 99, CMoMM, USN
MARBLE, Horace Edwin, Jr., 882 81 07, S2c(SM), V6 SV, USNR
MARLER, Robert Erwin, Jr., 275 28 23, Slc(SM), V6, USNR
MARSH, Edwin Junior, 652 83 65, Ylc(T), V6, USNR
MARTINEZ, Sam (n), 877 27 48, S2c, USN-I
MARTORANO, Alexander Joseph, 811 99 40, S2c, V6 SV, USNR
MASTROPIETRO, Felix (n), 815 40 00, Slc(RT), V6 SV, USNR
MAXSON, John William, 941 51 50, S2c(RdM), V6 SV, USNR
MAYO, "N" "D", 605 89 14, S2c, V6, USNR
MC ARTHUR, Floyd Edward, 613 42 81, SM3c, V6, USNR
MC CAIN, Alva Harold, 628 85 42, EM2c, V6, USNR
MC CLURE, Virgil Vincent, 602 65 17, MM3c, V6, USNR
MC CONNELL, Richard James, 338 47 41, S2c, V6, USNR
MC DERMOTT, John Thomas, 877 30 95, S2c, V6 SV, USNR
MC DEVITT, Daniel James, 243 21 91, CTE(AA), USN
MC DONNOUGH, John Charles, 758 25 78, F2c, V6, USNR
MC HUGH, Thomas Patrick, 414 69 97, WTLc, V6, USNR
MC KINLEY, Willard Wade, 619 11 56, SC2c, USNR
MC LACHLAN, Harold Raymond, 553 21 49, S2c, V6, USNR
MC NAMARA, Thomas Woodrow, 368 41 29, SK1c, USN
MELLING, Verlin Eugene, 291 71 85, TL1c, USN
MELTON, Lester Edward, 272 87 57, RM2c, USN
MEYER, Alfred George, 860 59 37, S2c, V6 SV, USNR
MICHAEL, Cyrus Thomas, 381 44 88, WT3c, USN
MIDDLETON, Walter Raleigh, 887 26 56, StMLc, V6 SV, USNR
MIHELIC, Anthony, (n), 854 37 51, S2c, V6 SV, USNR
MILLER, Harmon (n), 637 06 77, Ck3c, V6, USNR
MITCHELL, George Warren, 867 13 91, Slc(GM), V6 SV, USNR
MITCHELL, Lester Joseph, 958 99 55 S2c, V6 SV, USNR
MOLL, Robert Frederick, Sr., 943 93 31, Flc(EM), V6 SV, USNR
MONTROYA, Edward Patricio, 565 21 53, PhM3c, V6, USNR
MOONEY, Robert B., 380 52 51, CFC, USN
MOORE, Richard Ray, 782 02 60, SoM3c(T), V6, USNR
MORGAN, Francis Joseph, 611 61 91, EM1c, V6, USNR
MORGAN, William John, 313 00 54, Slc, V6, USNR
MORROW, Donald Eugene, 765 26 43, S2c(Y), V6, USNR
MOSTYN, Thomas Joseph, 898 66 19, S2c, V6 SV, USNR
MOYER, John Frederick, 243 78 33, EM1c, USN
MULLENHOUR, Rolland Jay, 723 62 98, F2c, V6, USNR
MUNIZ, Jerry Alvarez, 889 82 09, F2c(BE), V6 SV, USNR
MYLLYMAKI, Carl William, 824 17 89, Flc(WT), V6, USNR
NEMEC, George William, 938 61 94, Slc, V6 SV, USNR
NEVILLE, Harry Allan, 843 35 18, Flc(EM), V6 SV, USNR
NUZUM, Donald Max, 962 05 98, S2c, V6 SV, USNR
O'HARA, Francis Aloysius, 875 48 38, S2c, V6 SV, USNR
OLSEN, Norman Harry, 317 15 01, S2c, V6, USNR
OSBORN, Floyd Hardin, 849 36 12, F2c, V6 SV, USNR
OSTERLOH, Warren Herman, 338 75 88, F2c, V6, USNR

APPROVED:

EXAMINED:



ADDITIONAL REMARKS

OTTO, Wayne Everett, 554 83 90, S2c, V6, USNR
PAPPAS, George (n), 881 30 37, S2c, V6 SV, USNR
PARKINS, Ellis Jerome, 360 00 01, CGM, USN
PARKS, Cyrus Ellemus, 804 00 47, S2c, V6 SV, USNR
PATRICK, Jack Riley, 935 27 44, Slc, V6 SV, USNR
PEED, Richard Maurice, 321 58 53, GM2c, USN
PERDUE, Wayne C., 654 95 58, RTlc, V6, USNR
PERRY, Dolan Ray, 262 84 94, WT2c, USN
PILAFAS, John Constantine, 851 55 40, Slc, V6 SV, USNR
PIPER, Brisco, Sr., 842 64 50, StMlc, V6 SV, USNR
PISACANO, Anthony (n), 809 29 39, Slc, V6 SV, USNR
PLATZ, Merlin Edward, 880 49 45, Flc(EM), V6 SV, USNR
PRESTON, Julius John, 355 58 08, CWT(PA), USN
PRICE, Evan John, 650 91 99, MM2c, V6, USNR
PRINCE, William Richard, 393 82 81, S2c, USN
PROULX, Andre Joseph, 804 26 79, S2c, V6 SV, USNR
RESSMAN, Louis Benjamin, 624 80 47, SClc, V6, USNR
RHODES, Leon (n), 238 04 07, CM(T), USN
RICHARDS, Glen Dean, 860 59 28, Slc(FCO), V6 SV, USNR
RICHHART, James Allen, 856 25 32, F2c(EM), V6 SV, USNR
ROGERS, Jack Carl, 846 00 75, S2c, V6 SV, USNR
ROSENBERG, Stanley David, 378 76 77, S2c, V6 SV, USNR
RUTLEDGE, Charles William, 940 26 70, S2c(SSML), V6 SV, USNR
SANDIFORD, George William, Jr., 727 44 42, S2c, V6, USNR
SAUCIER, Melvin Corbit, 873 80 75, S2c, V6 SV, USNR
SCHUMACHER, Paul Anthony, 871 46 47, S2c, V6 SV, USNR
SEABORN, Donald C., 267 61 90, CWT, V6, USNR
SEEGERS, Henry Thomas, 647 58 67, GM3c, V6, USNR
SETTLES, Faustino (n), 841 95 63, Slc, V6, USNR
SEUSS, Jack Martin, 952 88 45, SoM3c(T), V6 SV, USNR
SHEPPARD, Hugh (n), 650 83 80, MM3c, V6, USNR
SHERMAN, Clarence Robert, 886 63 69, F2c, V6 SV, USNR
SHERMAN, Gordon Paul, 378 77 46, S2c(FC), V6, USNR
SIECZKOWSKI, Walter Francis, 856 89 88, Slc, V6 SV, USNR
SIENKO, Edward Joseph, 653 07 67, Slc V6, USNR
SITES, Robert Vernon, 285 66 58, S2c, V6, USNR
SKEEL, Lynn Thomas, 291 46 68, Blc, USN
SMITH, "A" "C", 966 15 02, Slc, V6 SV, USNR
SMITH, Hugh Francis, 342 84 12, S2c, USN
SMITH, Robert Eugene, 723 65 51, F2c, V6, USNR
SMITH, Theodore Jacob, 243 90 95, EM2c, USN
SNYDER, William Foster, 234 28 66, Slc, USN
SOUDEY, Floyd LeRoy, 357 33 59, GM3c, V6, USNR
SOUZA, David Joseph, 888 61 46, S2c, V6 SV, USNR
SPARKS, James Dewey, 845 23 22, Slc, V6 SV, USNR
STAMFILL, Willie Eugene, 888 35 69, S2c, V6 SV, USNR
STANLEY, Vincent Francis, 223 38 28, CQM(AA)(T), USN
STANTON, Samuel (n), 272 31 23, Stlc, USN
STILL, Curtis Lee, 605 43 07, Slc, V6, USNR
STOGSDILL, Claude Edward, 311 31 26, GMLc, USN
STOREY, Robert Wesley, 378 71 83, Slc, V6, USNR
STOREY, Orvil Lewis, 555 57 05, F2c(MM), V6, USNR
STANGE, James Joseph, 662 15 79, Flc, V6, USNR
STROCK, Stanley Fay, 660 06 36, Slc, V6, USNR
STRUCKEL, William Daniel, 285 04 37, Slc, V6, USNR
ST THOMAS, Robert Edward, 607 94 46, Slc(TM), V6, USNR
SUNDQUIST, Paul Victor, 387 11 60, S2c, V6, USNR
SWEENEY, William John, 612 92 85, Slc, V6, USNR
SYFOLT, Theodore Stewart, 378 79 29, S2c, V6, USNR
TAMER, James Abraham, 869 11 79, RDM3c, V6 SV, USNR
TAYLOR, Loren Calvin, 663 73 55, Y2c, V6, USNR
TENNISON, William Dee, 357 97 77, Slc, V6, USNR
THIESSEN, William "A", 964 56 16, S2c, V6 SV, USNR
THIGPEN, Archie Cleveland, 833 47 37, Slc, USN-SV
THOMAS, Lester Larsen, 368 82 63, S2c, USN
THROCKMORTON, William Louis, 861 67 18, Slc, V6 SV, USNR
TILTON, Arthur Edward, 376 69 61, Slc, USN
TIMLAKE, James William, 722 36 89, S2c, V6, USNR
TOMAN, Norman Cecil, 565 17 88, Slc, V6, USNR
TOTH, Joseph Michael, 268 33 08, GMLc, USN

APPROVED:

EXAMINED:

C. H. Carlson

ADDITIONAL REMARKS

TRAVERS, Richard (n), 238 81 34, SM2c, USN
 TRENT, Elmer Lee, 835 67 96, GM3c, V6 SV, USNR
 TRZASKA, John Joseph, 647 02 14, Slc, V6, USNR
 TURNER, John Edward, 619 40 27, S2c, V6, USNR
 TURVEY, David Oliver, 782 00 45, S2c, V6, USNR
 TUTTLE, William Davis, 262 81 42, MM1c, USN
 UETZ, Melvin George, 413 38 11, MM1c, USN
 VACHAL, Ralph Allen, 883 87 12, S2c, V6 SV, USNR
 VANDIVER, John Newton, Jr., 939 17 33, S2c(RdM), V6 SV, USNR
 VAN HEIDEN, Willard Stanley, 860 20 40, S2c(FCO)V6 SV, USNR
 VIGNAU, Robert Alexander, 378 52 21, Slc(GM), V6, USNR
 VINCENT, Keith Bradley, 385 99 16, Cox, USN
 VOLLERTSEN, Quentin Harry, 820 15 38, S2c, V6 SV, USNR
 WADE, Lewis Raymond, 876 85 15, Slc, USN-I
 WALLACE, Max Allen, 322 13 27, S2c, V6, USNR
 WARD, Bliss Langstaff, 883 89 92, S2c, V6 SV, USNR
 WARREN, Arnold (n), 640 86 86, GM3c, V2, USNR
 WASSON, Eldon Clare, 975 02 98, S2c, V6 SV, USNR
 WEAVER, Kenneth Ray, 322 20 45, S2c, V6, USNR
 WEIR, Cecil H., 640 21 79, SF1c, V6, USNR
 WEITZEL, Theodore Jacob, 883 89 75, S2c, V6 SV, USNR
 WELLS, Lemuel Swanson, 379 25 14, S2c(FC), V6, USNR
 WELSH, Clyde Harlow, 381 52 10, Slc, USN
 WELSH, John Anthony, 258 48 16, Slc, USN
 WENTWORTH, Byron Philip, 961 04 31, S2c, V6 SV, USNR
 WHITE, Bill David, 849 48 71, S2c, V6 SV, USNR
 WHITE, Luther David, Jr., 358 07 61, S2c, V6, USNR
 WHYBREW, Gerald Franklin, 622 10 29, TM2c, V6, USNR
 WILDER, William Best 765 28 87, S2c, V6, USNR
 WILLIAMS, Charles Landis, 235 28 44, FC3c, V6 USNR
 WILLIAMS, Richard Alvin, 281 97 63, S2c(RdM), V6 USNR
 WILSON, Roy Van, 893 08 54, Slc, V6 SV, USNR
 WINTERS, Ralph Waldo, 706 52 50, Flc V6, USNR
 WOODLEY, Arthur Hal Jr. 889 55 52, Slc(TM), USN-I
 WRIGHT, Dean Earl Jr., 810 16 24, Slc V6 SV, USNR
 WUENSCH, Louis Emil, 842 59 35, Slc;V6 SV USNR
 YORK, Chester Wordon, 865 84 41, Bkr3c,V6 SV USNR
 YORK, Jesse Truman, 624 15 03, Slc, V6, USNR
 ZOEPHEL, Robert Louis, 306 60 42, Slc V6, USNR
 ZOURAS, Themio Peter, 881 30 36, S2c,V6 SV, USNR.

At 1130 this date, Lt.(jg) M. J. COPELAND, USN, reported on board for temporary duty in accordance with orders of the Commandant Thirteenth Naval District, 13ND-T2524 of 20 December 1944. 1145 All visitors left the ship.

C H Carlson

C. H. CARLSON
Lt. Comdr., U. S. Navy.

1200 - 1600

Moored as before. 1300 In compliance with Com13 P16-4(3)/MM of 21 December 1944, AHLFEL Harold J., 214 95 64, CGM, USN, reported on board for temporary duty in charge of the following men: MALONE, Joe H., 295 27 99, CMoMM, USN; MOONEY, Robert B., 380 52 51, CFC, USN; SEABORN, Donald C., 267 61 90, CWT, USNR; BYRD, Harold F., 381 13 86, Wtlc, USN; DONOVAN, Justin R., 410 48 05, EM1c, USNR; PERDUE, Wayne C., 654 95 58, RT1c, USNR; WEIR, Cecil H., 640 21 79, SF1c, USNR. 1400 150 pounds of yeast delivered on board from Fleischman's Yeast Company; storage for same procured ashore by LEVY, I. H., Ens. (SC) USNR. 1440 300 pounds of chicken delivered on board from San Juan Fishing and Packing Company; storage for same provided by LEVY, I. H., Ens. (SC), USNR. 1510 J. B. LOUY, Lt.(jg) USNR reported on board for temporary duty in accordance with 13ND-T2525 of 20 December 1944.

James A Fleming
JAMES A. FLEMING
Ens. (CD)L, USNR.

1600 - 2000

Moored as before.

Wallace J. Follette
WALLACE J. FOLLETTE, Ens. D(L), USNR

APPROVED:

EXAMINED:

C H Carlson

Douglas H. Fox

Douglas Harold Fox born 26 March 1905 in Walled Lake, Mich., graduated from the Naval Academy 3 June 1926. After service in various ships and shore stations, he was given command of the newly commissioned *Barton* (DD-599) 29 May 1942. Lieutenant Commander Fox went down with his ship when she was torpedoed and sunk in the naval Battle of Guadalcanal 13 November 1942. He was posthumously awarded the Navy Cross for his contribution to the defeat of a superior enemy force in this battle, and was later awarded a Gold Star in lieu of a second Navy Cross for earlier actions on 26 and 30 October and 3 November in which he had rescued downed aviators and survivors of *Hornet* (CV-8) under hazardous conditions.

(DD-779: dp. 2,220; l. 376'6"; b. 41'1"; dr. 15'8"; s. 34 k.; cpl. 336; a. 6 5", 10 21" tt., 6 dep., 2 dct.; cl.

Allen M. Sumner)

Douglas H. Fox (DD-779) was launched 30 September 1944 by Todd-Pacific Shipyards, Inc., Seattle, Wash.; sponsored by Mrs. J. T. Boone; and commissioned 26 December 1944, Commander R. M. Pitts in command.

Douglas H. Fox joined in exercises in the Hawaiians from 31 March 1945 to 21 April, then sailed to join the radar picket line at Okinawa, arriving 5 May. She accounted for 7 planes during a concentrated attack by 11 enemy planes, splashed 5 of her attackers before being hit by a kamikaze and its bomb, and sprayed with burning gasoline from 1 of her own victims. Although 7 of her crew were killed and 35 wounded, the fires were quickly extinguished and effective damage control measures enabled *Douglas H. Fox* to reach Kerama Retto under her own power for temporary repairs. She continued to San Francisco for permanent repairs, arriving 23 June.

After refresher training at San Diego, *Douglas H. Fox* sailed on 30 September 1945 for the east coast, arriving at New York 17 October for the Navy Day from 7 November 1945 to 20 February 1946. Between celebrations. She put in to her home port, Norfolk, 2 November and served on local operations and plane guard duty in the Caribbean. She aided in the shake-down of the new carrier *Franklin D. Roosevelt* (CVB-42) from 14 January to 6 March 1946, visiting Rio de Janeiro, Brazil, in February. *Douglas H. Fox* remained in the Caribbean in various training and escort duties until 14 December 1946 when she arrived at New London for leave and upkeep.

Douglas H. Fox departed Norfolk 21 July 1947 for a tour of duty in the Mediterranean. On 29 September, while bound for Trieste, she struck a World War II mine which severely damaged her stern, killed 3 and injured 12 of her crew. She was towed to Venice by two Italian tugs, and put to sea on 13 November in tow of *Luiseno* (ATF-156) for Boston, arriving 5 December for repairs.

Sailing from Newport, R.I., 20 July 1948, *Douglas H. Fox* returned to the Mediterranean and visited various ports there until 28 September when she joined *Huntington* (CL-107) for a good will cruise to Mombasa, Kenya; Durban, South Africa; and round Cape Horn to Buenos

Aires, Rio de Janeiro, and Montevideo. She returned to Norfolk 8 December for operations off the Virginia Capes until 5 January 1950 when she arrived at Charleston, S.C. She was placed out of commission in reserve there 21 April 1950.

Recommissioned 15 November 1950, after the outbreak of war in Korea, *Douglas H. Fox* served on the east coast until 22 January 1952 when she got underway from Norfolk for the Far East. She joined the screen of TF 77 on patrol off Korea, and participated in the bombardment of Wonsan 13 March. Later in March she joined *Manchester* (CL-83) in conducting harassing fire against enemy troops on the east coast. In May she began independent operations, shelling targets, supporting minesweeping operations, and weakening the North Korean fishing industry by capturing 26 sampans. She got underway from Yokosuka 21 June 1952 and sailed west through the Indian Ocean and the Mediterranean Sea to complete a round-the-world cruise at Norfolk 19 August, this time in a reverse direction.

Douglas H. Fox made a midshipman training cruise to Nova Scotia from 20 June to 8 July 1955, and served tours of duty with the 6th Fleet in the Mediterranean 3 September and 22 December 1957 she joined elements of the British and Canadian navies for a NATO exercise in the North Atlantic, visiting the Mediterranean before returning to Norfolk to resume local operations. Between 7 August 1959 and 26 February 1960, she served again in the Mediterranean, as well as in the Red Sea and Persian Gulf, returning to Norfolk for overhaul. From June through the end of 1960, *Douglas H. Fox* operated off east coast, cruising north of the Arctic Circle on NATO maneuvers, and patrolling in the Caribbean during political unrest in Central America.

Douglas H. Fox received one battle star for World War II service and one for Korean war service.

STRUCK FROM NAVY ROLLS 12/15/73



The 2,200-ton Allen M. Sumner-class destroyer USS Douglas H. Fox (DD-779) off the Puget Sound Navy Yard, Bremerton, Washington, on March 15, 1945. Each of the 5-in./38 dual-purpose guns in the twin mounts shown could fire 15 rounds/minute with a well-trained guncrew. These guns fired 55-lb. projectiles with a maximum range of about 9 miles. Note the Measure 22 camouflage: lower hull in Navy Blue and all above in Haze Gray. (Naval Historical Foundation print)

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

"A Lovely Ship"

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

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

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

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

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

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

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

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

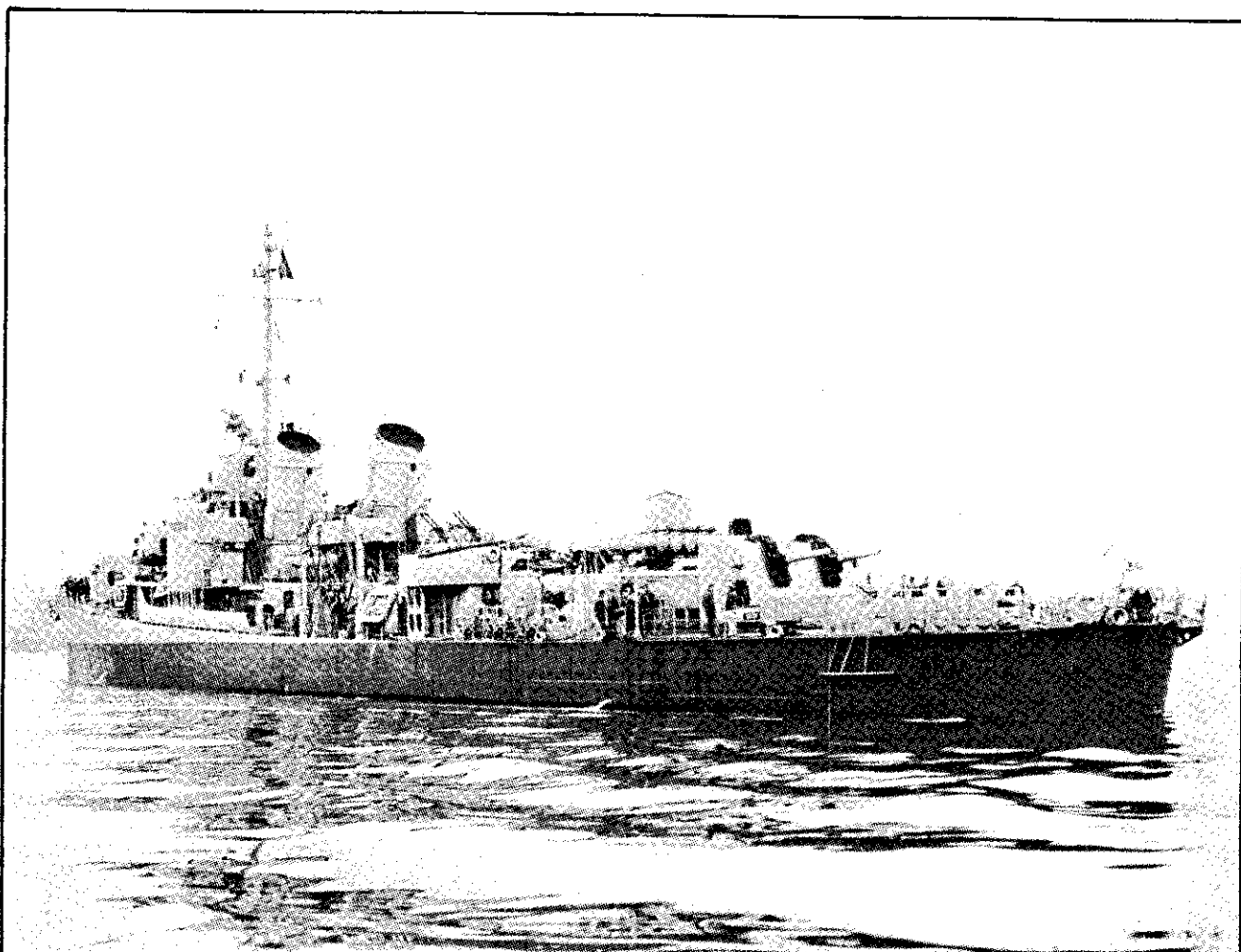
The spirit of the little ships reflects itself in that of their crews. Destroyermen are a bit apart from the rest of our man-of-war men. On their small ships they have to do without many of the comforts the crews of carriers, battleships or even cruisers enjoy. They live in cramped quarters. There is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

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

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

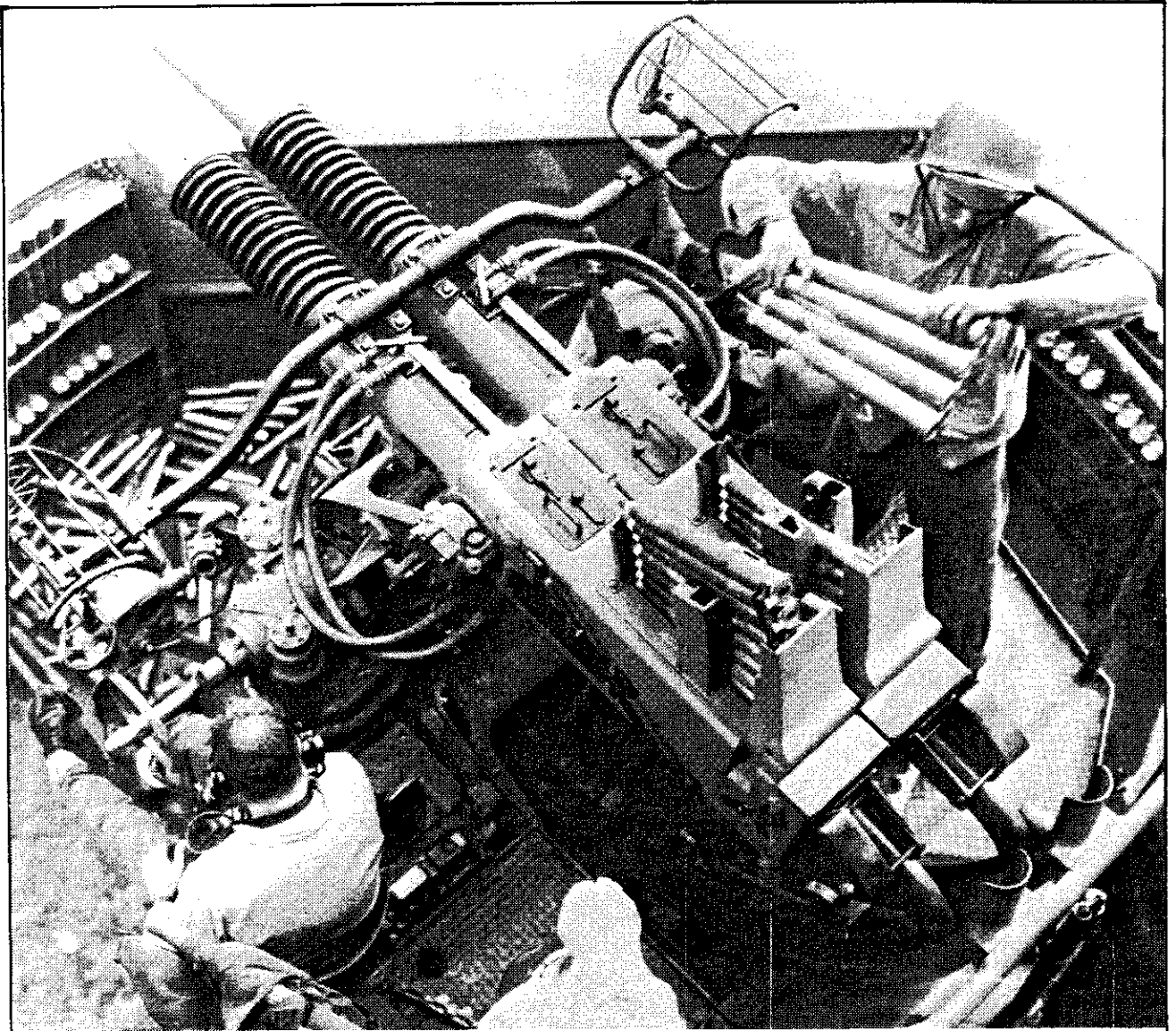
"A destroyer is a lovely ship, probably the nicest fighting ship of all. Battleships are a little like steel cities or great factories of destruction. Aircraft carriers are floating flying fields.

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



The USS Douglas H. Fox (DD-779) (Cdr. R. M. Pitts, USN) off Bremerton, Washington, on March 15, 1945. This port-quarter view shows the after quintuple torpedo-tube mount, just forward of the twin 5-inch gun mount (Mount No. 3), which was replaced by an additional quadruple 40-mm. Bofors mount in August, 1945, after the ship was hit by a kamikaze. The pillbox-shaped structure on this mount is a blast shield provided to protect the torpedo mount crew when Mount 3 fired forward of the beam. Note the quadruple 40-mm. mount just aft of the stacks (Mount 44) with its 4 barrels pointed skyward. Another 40-mm. quad mount was located on the starboard side, and there were two twin 40-mm. mounts abreast the No. 1 stack.

(Official U.S. Navy Photograph.)



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.)

U.S.S. Douglas H. Fox (DD-779)

Obituary for Captain Ray Maurer Pitts, USN (Ret.)
(1911-1977)*

Commanding Officer: 12/26/44-12/13/45

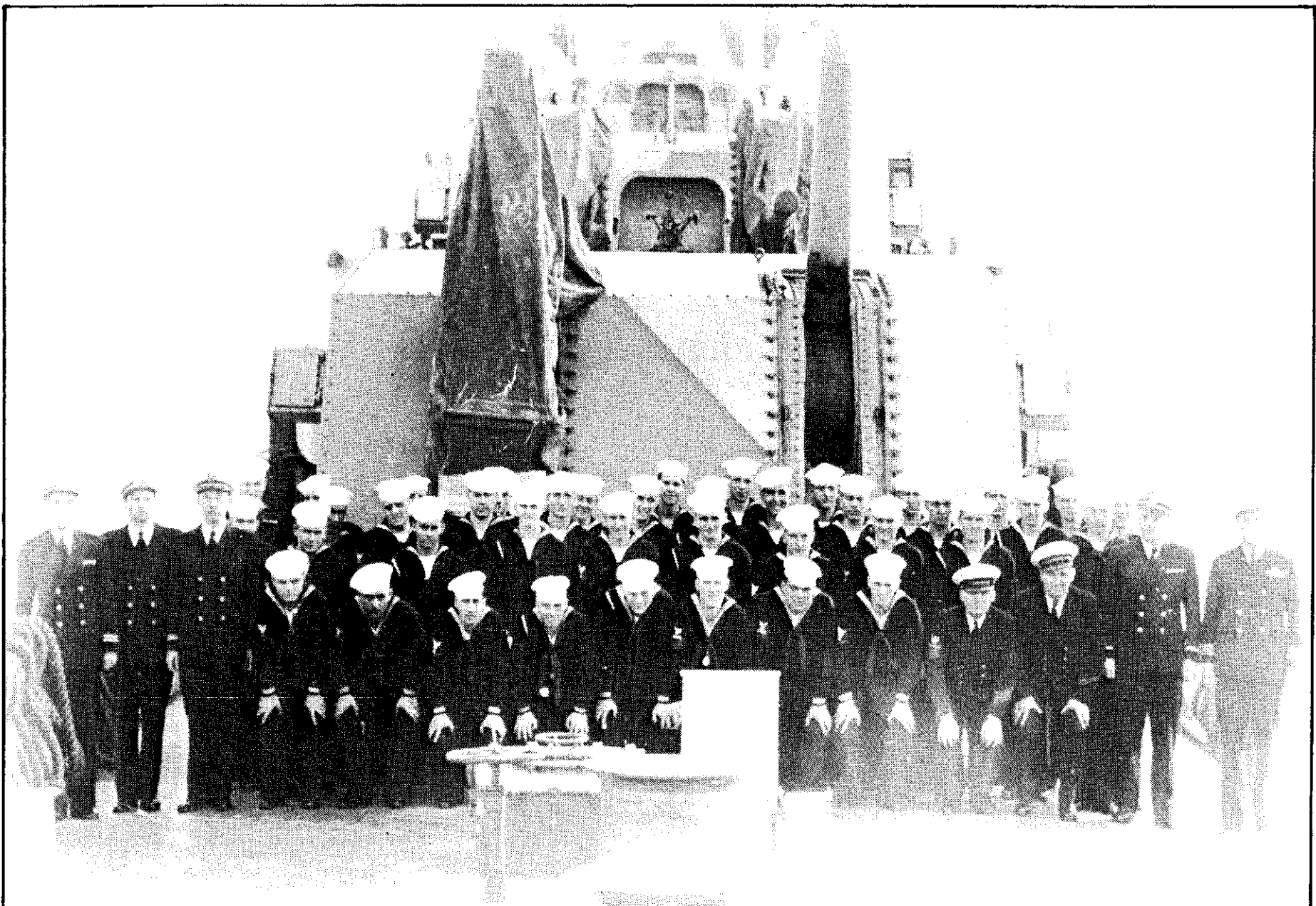
RAY MAURER PITTS '32

Capt. Ray Maurer Pitts USN (Ret.) died on 2 February 1977 at the Naval Regional Medical Center in San Diego, California. Interment with full military honors was at the Fort Rosecrans National Cemetery.

Born in Mexico, he was appointed to the Naval Academy from the State of Texas and was a graduate of Texas Technological College. He also studied at the University of Mexico and the University of California and held a law degree. After having been commissioned with the Class of 1932 at the Naval Academy he spent seven years at sea, primarily in cruisers. He later returned to the Academy to teach Spanish in the Department of Foreign Languages, then had sea duty in WASP and the destroyer NICHOLSON. During World War II he was commanding officer of the destroyer BANCROFT and served throughout the Pacific from the Aleutians to Hollandia. He later was in command of DOUGLAS H. FOX at Okinawa when the ship accounted for seven planes during a concentrated attack by eleven enemy aircraft before being hit by a kamikaze and its bomb. He later had duty as Chief of the Naval Mission in Venezuela, returned to sea, then was Assistant Chief of Staff for Operations in the Eleventh Naval District. During the Korean War he was Operations Officer of the Seventh Fleet, then was on the Staff of the First Fleet, and later commanded the repair ship AJAX. In the late 1950s he was Assistant Director of the undersea Warfare Division of the Office of the Chief of Naval Operations in Washington and he was assigned to the office of the Joint Chiefs of Staff at the time of his retirement in 1960. He thereupon joined Ocean Systems, Inc., of Arlington, Virginia, and as vice president and director of the operations division was awarded the Distinguished Public Service Award for his part in the recovery of one of the American hydrogen bombs dropped accidentally into the Mediterranean off Spain in an air collision in 1966. He retired from this organization in 1969 and moved to California. His many military decorations included the Navy Cross and the Legion of Merit.

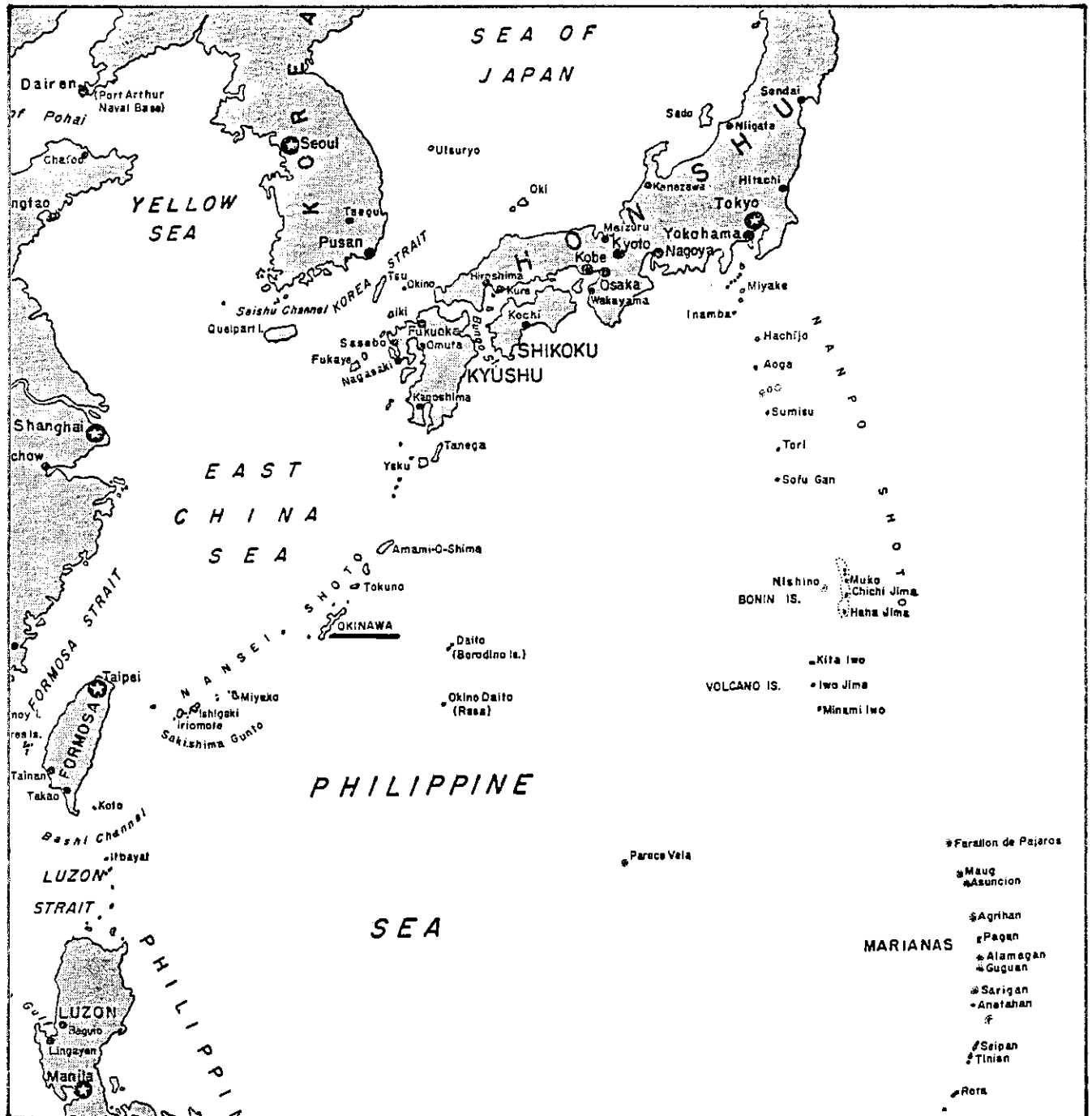
He is survived by his widow, Dianne, 5235 Elvira, Laguna Hills CA 92653, a son and a daughter.

* Shipmate magazine, April 1977



The Gunners of the USS Douglas H. Fox (DD-779) assembled by Mount 1 in 1945. After the ship was hit by a kamikaze off Okinawa in May, 1945, the Fighter Director Officer reported, "The ship did a magnificent job shooting, most of the time having several targets at various ranges and bearings all under fire at the same time." Fox gunners shot down five enemy planes that day before she was hit. (U.S. Navy Photo.)

Northwest Pacific, Showing the Approaches to Japan



The Fox's first battle - and the Pacific War's final campaign - was at Okinawa, 300 miles south of the Japanese home island of Kyushu.

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

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

UNITED STATES SHIP DOUGLAS H. FOX (DD779)Thursday 17 May 1945
(Day) (Date) (Month)

ADDITIONAL REMARKS

0000 - 0400

Anchored in Berth H-161 off OKINAWA GUNTO in 39 fathoms of water with 90 fathoms chain to the port anchor on the following bearings: RIVERBANK 096.5° T; YONTAN HILL 055° T; Boilers #2 and 4 in use for main and auxiliary purposes and jacking gear on main engines. CTF 51 in ELDORADO is SOPA. Condition of Readiness II and Material Condition BAKER set throughout the ship; ship darkened. 0017 Condition Red in area; commenced making smoke. 0105 All clear in area; ceased making smoke. 0215 Condition Red in area; commenced making smoke. 0220 All clear, ceased making smoke. Average steam 600.

*C. H. Carlson*for Leo D. Fay
Ensign D(L) USNR

0400 - 0800

Anchored as before. 0519 Underway from OKINAWA GUNTO anchorage enroute to Radar picket Station #9 in accordance with orders of CTG 51.5. Captain coming, Navigator on the bridge. Manuevering on various courses at various speeds. 0535 Course 260° T and PGC, 270° PSC. Speed 17 knots, 158° RPM. 0541 Sunrise lighted ship. 0652 Course 226° T and PGC, 228° PSC. 0746 Ship went to General Quarters. 0758 Course 195° T and PGC, 197° PSC. Average steam #600, average RPM 148.6.

*J. H. Howard*J. H. HOWARD
Lieutenant (D) USNR

0800 - 1200

Steaming as before. Ship's 0800 position Latitude 26° 01.5' N., Longitude 126° 56.8' W. 0809 Change course to 215° T and PGC, 215° PSC. 0811 Changed course to 215° T and PGC, 225° PSC. 0812 Relieved U.S.S. COWELL (DD547) on radar pickett station 9. Joined company with LCS 53, LCS 65, LCS 66, and LCS 67, and U.S.S. VAN VALKENBURGH (DD656). Commenced patrolling station. OTC in U.S.S. DOUGLAS H. FOX. U.S.S. DOUGLAS H. FOX AND VAN VALKENBURGH steaming in column with LCS group in column 2000 yards to the east. Steaming on courses 150 and 330° T, speed 15 knots. 0816 Secured from General Quarters. 1130 Made daily inspection of magazines and smokeless powder samples, conditions normal.

*R. H. Witschien Jr.*R. H. WITSCHIE, Jr.
Lt(jg) (CD) USNR

1200 - 1600

Steaming as before. 1200 Position: Latitude 26° 00' N.; longitude 126° 53' E. 1212 Sonar contact bearing 010° T, distance 700 yards. 1214 Lost sonar contact, left formation to investigate 1222 Contact identified as school of fish; resumed normal patrol. 1407 Four low flying planes making run on ship from port side; General Quarters sounded but belayed when planes were identified as friendly. Average steam 600, average RPM 136.7.

*C. H. Carlson*for Leo D. Fay
Ensign D(L) USNR

1600 - 2000

Steaming as before. 1800 Ship went to General Quarters for dusk alert. 1912 Sunset. Darkened ship. 1925 Combat air Patrol ordered to return to base. 1927 Unidentified radar contact obtained on SG Radar. 1930 Commenced firing on enemy planes. 1931 Splashed first plane. 1932 Splashed second and third planes. 1934 Splashed fourth plane. 1935 Suicide plane identified as a "TOJO" and carrying a 100 KILOGRAM BOMB crashed on forecastle deck putting Mounts I and II out of commission, piercing main, 1st, platform and 2nd platform decks, destroyed all services forward of crew's messhall A-205-I and causing fires in #2 upper handling room, Mount I and anchor windlass room. No flooding from sea was suffered. Damage control parties immediately took damage control measures and extinguished all fires. All wounded were removed from vicinity and given medical treatment. Ave. steam #600, average RPM 126.6.

*J. H. Howard*J. H. HOWARD
Lieutenant (D) USNR

APPROVED:

EXAMINED:

R. E. Pitlis
R. E. PITIS, Commander

U. S. N.

COMMANDING.

C. H. Carlson
C. H. CARLSON, Lt. Comdr.

U. S. N.

NAVIGATOR

ADDITIONAL REMARKS

2000 - 2400

Steaming as before. Treating wounded and taking preventive damage control action forward. Enemy planes circling in immediate vicinity. Remaining battery still manned. Making thorough inspection of ship for complete damage report. 2113 U.S.S. VAN VALKENBURGH came alongside to starboard to transfer medical assistance. 2115 Received small boat alongside with Medical assistance from U.S.S. CONVERSE (DD509). 2134 U.S.S. PORTER (DD579) Relieved FOX on station. 2135 Medical personnel from VAN VALKENBURGH returned to their ship. VAN VALKENBURGH stood clear. 2140 Set course 040° T and POC, 050° PSC. Speed 15 knots, steaming in column astern U.S.S. CONVERSE (DD509), being escorted to KERAMA RETTO, "ANSEI ISLANDS, OKINAWA GROUP. 2145 Secured from General Quarters. Set Condition of Readiness II. Held quarters for muster. Following men killed in action: FEED, Richard Maurice, 321 58 53, GM2c, USN; MC KIMLEY, Willard Wade, 619 11 56, SC2c, V6 USNR; HUDSON, Chester Enos, Jr. 961 11 51, MM3c, V6 USNR; Hodges, Paul Buford, 346 87 13, S1c, USN; THIESSEN, William A., 964 56 16, S2c, V6 USNR; FRANKLIN, Richard A. 784 53 23, S2c V6 USNR; STROCK, Stanley, 660 06 36, S1c V6 USNR. Following men missing in action: PILAFAS, John Constantine 951 55 40, S1c, V6 USNR; ASKEW, Jack Thomas, 346 95 41, GM2c, USN; Following men were seriously injured during action: Lyle, Charles Arthur Jr. 201 74 38, CM2c, USN; Lytle, Homer William 923 71 40, S1c V6 USNR; KUZUM, Donald Max, 962 05 98, S2c, V6 USNR; OSBORN, Floyd Hardin, 849 36 12, F2c, V6 USNR; SWEENEY, William John, 612 92 55, S1c, V6 USNR; THROGMORTON, William Louis, 861 67 18, S1c V6 USNR; GALLAGHER, David George, 300 38 08, BM2c, USN; ELLIS, Richard Bayard Jr. 224 44 28, Cox USN; BARNES, Milton 968 03 19, S1c V6 USNR; GRAUBERGER, Robert Nelson, 343 06 87, S2c USN; ALEXANDER, Walter Thomas 381 52 76, S2c USN; TURVEY, David Oliver, 782 00 45, S2c V6 USNR; VIGNAU, Robert Alexander, 378 52 21, S1c V6 USNR; TRZASKA, John Joseph, 647 02 14, S1c V6 USNR; MEYER, Alfred George 860 59 37, S1c V6 USNR; TIMLAK, John William 722 36 89, S2d, V6 USNR; Ensign Leo Daniel FAY, (D)L, 367664, USNR. 2200 Changed speed to 20 knots. 2320 Steaming on various courses and speeds standing into KERAMA RETTO anchorage. Average steam pressure 600, average RPM. 593.2

N. H. Witschen, Jr.
N. H. WITSCHEN, Jr.
Lt.(jg) USNR

APPROVED:

EXAMINED:

R. E. Pitts
R. E. PITTS, Commander

C. H. Carlson
C. H. CARLSON, Lt. Comdr.

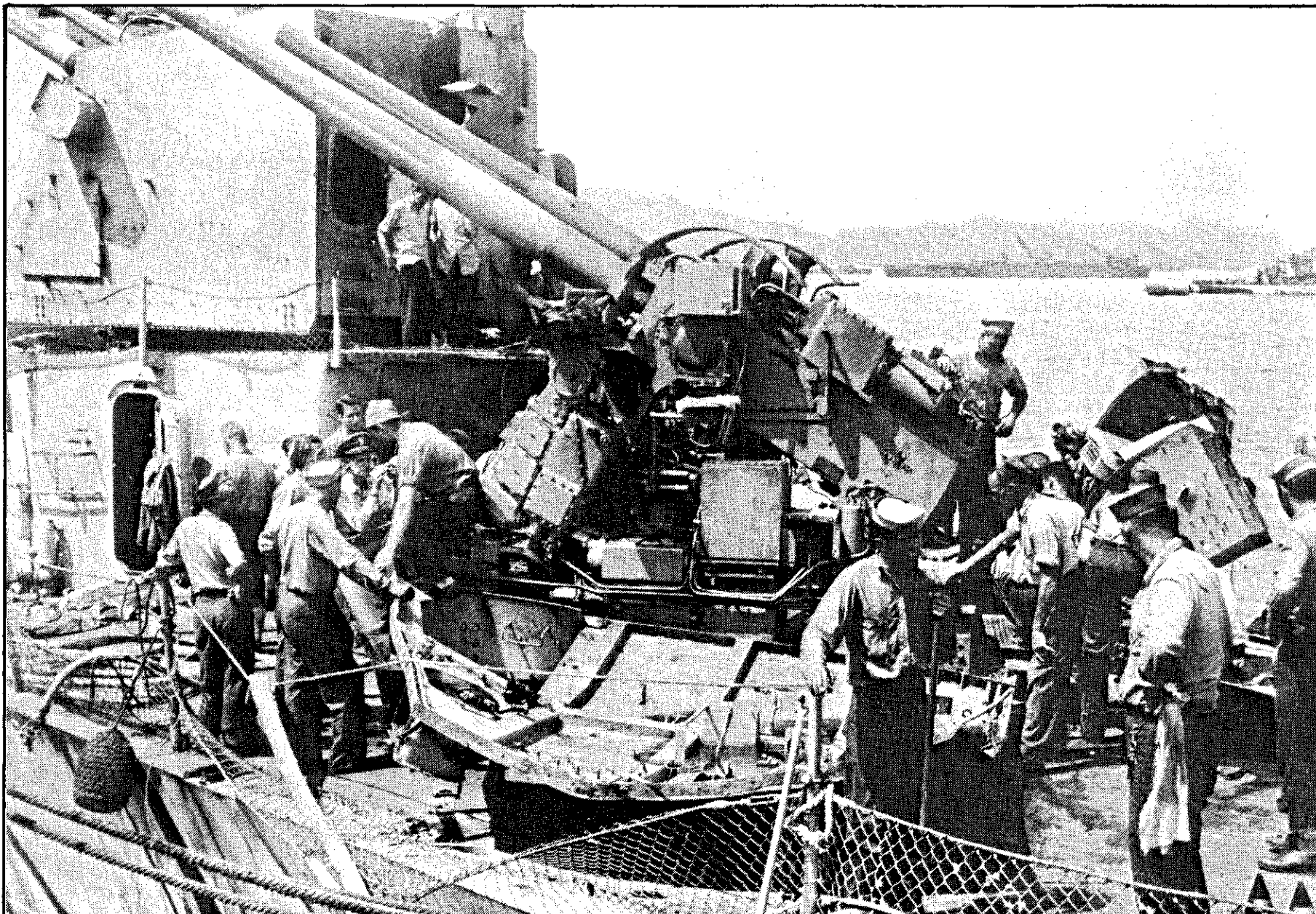
U. S. N.

COMMANDING.

U. S. N.

NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH



The USS Douglas H. Fox (DD-779) at Kerama Retto on 18 May 1945, the day after she was hit by a kamikaze while on Radar Picket Station #9 off Okinawa. A bomb passed through a portion of Mount II and exploded on the main deck under Mount I. Ten were killed and sixteen seriously injured. During this engagement the Fox shot down five enemy planes. (Official U.S. Navy Photograph.)

U.S.S. DOUGLAS H. FOX (DD779)
c/o Fleet Post Office
San Francisco, California

DD779/A9/A12
Serial 004

~~SECRET~~

24 May 1945

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet
Via: (1) Commander Destroyer Squadron 66.
(2) Commander, Task Group 51.5.
(3) Commander, Task Force 51.
(4) Commander, Fifth Fleet.
(5) Commander-in-Chief, Pacific Fleet and Pacific Ocean Areas.
Subject: Action Report - Action against enemy aircraft attacking
this ship while on Radar Picket Station
Number Nine off Okinawa, Nansei Shoto,
May 17, 1945.
Reference: (a) U. S. Navy Regulations, 1920, Art. 712, 874(6).
(b) Pacific Fleet Confidential Letter 1CL-45.
Enclosures: (A) Fighter Director Officer's Comments.
(B) Form for reporting A.A. action by surface ships
with sketch attached.
(C) Battle Damage Report and photographs.
(D) Copy of Casualty Report to Bureau of Medicine and
Surgery.

PART I

A. BRIEF SUMMARY.

1. This vessel engaged in action with enemy aircraft while acting as Radar Picket on Station 9, Latitude 25° 59.5' N., Longitude 126° 53.6' E. at dusk on May 17, 1945. The first contact was a single plane which was shot down by the 5"/38 battery. Almost immediately after splashing this bogey, a well coordinated attack developed on this ship by about eleven planes. In the intense action which lasted about 8 minutes, all ship's guns were firing simultaneously with as many as three or four enemy aircraft on a side. Five planes were shot down by this vessel, three by VAN VALKENBURGH, and one by LCS 53. This ship was hit by a suicide plane and a bomb between 5"/38 mounts I and II. Mount I was demolished and mount II put out of commission. The bomb explosion demolished several compartments and started large fires. These fires were out within fifteen minutes of the hit.

24 May 1945

~~SECRET~~

Subject: Action Report - Action against enemy aircraft attacking this ship while on Radar Picket Station Number Nine off Okinawa, Nansei Shoto, May 17, 1945.

PART II

A. PRELIMINARIES.

1. The ships on Radar Picket Station Nine were U.S.S. DOUGLAS H. FOX (Fighter Director Ship and OTC) and U.S.S. VAN VALKENBURGH, LCS 53, 65, 66, and 67 in support.

2. This vessel had arrived on station and relieved U.S.S. COWELL at 0812. During the day, there was no enemy air activity. This time was well spent making final checks and adjustments on all equipment. When the action occurred, the ship was ready in all respects.

B. MISSION.

1. Our mission was to locate and give warning of enemy aircraft approaching OKINAWA and to intercept and destroy as many as possible.

2. Radar Picket Station 9 was a "hot" one. On the previous three nights the ships on R.P. 9 had been kept very busy; accordingly we were prepared.

C. DISPOSITION AT OUTSET.

1. LCS's in column, speed 10 knots, courses 150° T and 330° T. DOUGLAS H. FOX and VAN VALKENBURGH on a similar line 1000 yards to the southwest in column open order, speed 15 knots, distance 1000 yards, DOUGLAS H. FOX leading.

PART III

A. CHRONOLOGICAL ACCOUNT OF THE ACTION.

1. At 1900 a bogey was picked up on SC radar 260° T - 70 miles. The four plane Combat Air Patrol, under control of this ship was vectored out to intercept. Only one plot was obtained. The CAP was ordered to orbit at 280° T - 10 miles at 5000 ft. Sunset at 1912. The Radar Picket Patrol of two planes was given a steer to base at 1915 when it was called in by Force Fighter Director Officer in Eldorado. At 1924 the CAP was given a steer to base on orders of Force Fighter Director Officer.

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2. VAN VALKENBURGH reported a bogey at 1926 bearing 270° T 12 miles, low. This bogey was confirmed immediately by the SG radar and control was put on the target. Fire was opened at 1928, and the bogey which maneuvered radically was splashed at 1929. Almost immediately after this splash, bogies were reported from the SC and SG radars at 300° T 4 and 5 miles, 250° T - 5 miles, and 270° T - 4 miles. Control was put on the closest target and fire was resumed. Bogies then appeared on both the SC and SG radars all around. All our guns opened up and kept firing steadily for the next few minutes, taking as many as three targets under fire on a side. One plane was brought down off the starboard bow by the combined fire of our batteries. One was splashed close aboard alongside the starboard quarter. At 1934 DOUGLAS H. FOX was hit between 5"/38 mounts I and II by a plane which came in from the port quarter. His complete tail assembly was shot off before he crashed. Both mounts I and II were put out of commission and a large fire was started forward. However 5"/38 mount III continued to fire in local and together with the machine guns brought down one more plane which crashed close aboard on the port side of the fantail, broke the life line, and spread gasoline over the fantail. The shooting stopped for a few minutes although there were still bogies in the area.

3. Fires were quickly brought under control, and all except the smoldering fires below decks were out by 1945. VAN VALKENBURGH again opened fire on a bogey at 1947 and drove him off.

4. At 2030 VAN VALKENBURGH came alongside and transferred medical assistance. A new bogey was picked up at 2040 bearing 080° T - 12 miles closing. He approached at a speed of 100 knots on course 260° T. Both ships got underway. VAN VALKENBURGH cleared our side and commenced firing at 2045 with bogey bearing 085° T - 3 miles. The bogey turned away, opened the range and was lost at 12 miles.

5. U.S.S. CONVERSE arrived on station to assist at 2100. She transferred medical assistance on board, and VAN VALKENBURGH personnel were returned to their ship. At 2134 W. D. PORTER arrived on station and relieved DOUGLAS H. FOX as Radar Picket Number Nine. Course was set for KERAMA RETTO in company with CONVERSE.

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PART IV

A. PERFORMANCE OF OUR ORDNANCE MATERIAL AND EQUIPMENT.

1. All equipment performed superbly. There were no stoppages or breakages until 5"/38 mounts were hit and put out of commission.

2. Ammunition was expended as follows:

| | |
|----------------|-------------|
| 5"/38, Mk. 18 | 120 rounds |
| 5"/38, Mk.53-2 | 310 rounds |
| 5"/38, Mk.53-3 | 240 rounds |
| 40mm | 1360 rounds |
| 20mm | 2400 rounds |
| .50 Cal. | 3100 rounds |

3. Fire discipline was excellent. This was evidenced by all guns of all batteries firing simultaneously at targets in their respective sectors.

4. Communications were good and were maintained throughout. Targets were designated by Combat over the JW circuit to control and machine guns. There was never a lack of targets for any guns.

5. The exact evaluation of effectiveness of gunfire is very difficult. However the first enemy plane was brought down by the 5"/38 battery, using 85% VT Mk.53 Mod. 3 fuses. One plane was brought down by combined 5"/38, 40mm and 20mm gunfire. One was brought down close aboard by the 3 twin mount 50 calibre guns mounted on the main deck starboard side, abreast the deck house. Another was brought down by 5"/38 mount III firing in local with VT Mk.53 Mod. 3 ammunition.

6. No training or material deficiencies were noted.

7. Smokeless powder had been replaced by flashless powder at sunset. This proved to be a costly error, for the smoke from the flashless powder clouded the director optics and reduced the vision of the machine gunners. There was also considerable stack smoke at times which obscured the vision of the gunners.

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B. PERFORMANCE OF ENEMY ORDINANCE.

1. A bomb was released just before the plane hit. It penetrated the overhead and backside of 5"/38 mount II and exploded on impact with the main deck. Evidence was found of at least two mortar shells of about 3" diameter which also exploded.

2. The damage caused by the explosion is completely covered in enclosure (C) the Battle Damage Report.

PART V

A. BATTLE DAMAGE TO THIS SHIP.

1. The complete Battle Damage Report is appended as enclosure (C).

2. Damage Control.

(a) When the plane hit and the bomb exploded, fires broke out in the passageway around number two upper handling room, A-101-GL, in forward officer's country, A-204-L, in CPO country, A-203-LM, in anchor windlass room, in A-303-BL, A-304-L, and on gun mount number I. Forward Repair Officer and half of repair party were killed or wounded. Parts of Repair II and III were sent forward immediately. They found the fire main ruptured, secured them from the mess hall forward, and led out hoses from fire plugs on the main deck abaft of frame 68. The emergency fire main was also punctured above and below the main deck.

(b) The repair parties started first on the fire around number two upper handling room. This was the biggest blaze and the most dangerous because of the powder charges, the cork plugs of which were ablaze. One group quickly put out the fire around mount I and on the forecastle. Another group started removing the killed and wounded from mount I. A hose was directed on the fire in forward officer's country through the large hole in the main deck. Fires were also seen in the anchor windlass room through the shrapnel holes, and a hose was directed through one of the shrapnel holes on to the fire. The next step was to go down the forecastle hatch into CPO quarters and start fighting the fires both forward and aft. These were brought quickly under control. Fires were also found in A-303-BL, and it was decided to partially flood number one magazine by letting the water from A-303-BL drain into the magazine, especially since mount I was definitely out of commission. Shattered wiring was causing much sparking forward in the damaged compartments, so all power was

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

Subject: Action Report - Action against enemy aircraft attacking this ship while on Radar Picket Station Number Nine off Okinawa, Nansei Shoto, May 17, 1945.

secured. The bulkheads were investigated, and it was found that the hull had not been pierced below the water line. The flooding that occurred was due to the ruptured fire mains and to the water from the fire hoses. This caused the ship to be slightly down by the head, but not seriously so. Fires continued to break out in bedding and debris throughout the night. It was impossible to get at the roots of these small fires because of all the metal wreckage on top.

- (c) Pumping operations started about midnight. Handybills and submersible pumps were broken out and all compartments were pumped dry. Cleaning operations commenced at daylight.
- (d) All Damage control personnel functioned smoothly. They knew what had to be done and did their work quickly and efficiently. The results of much intensive training bore fruit.

B. BATTLE DAMAGE TO ENEMY UNITS.

1. Nine enemy planes are known to have been shot down, five by DOUGLAS H. FOX, three by VAN VALKENBURGH, and one by LCS 53. Identification is uncertain, but at least three were Vals.

PART VI

A. TACTICS.

1. ENEMY TACTICS.

The enemy stayed low over the horizon to the west, out of sight of our radars and CAP until the latter was ordered to base. Darkness was falling rapidly, and although surface targets were clearly visible, aircraft were but small black dots on the refraction blurred evening sky. With suspicious promptness a bogey appeared within two minutes after our F.D.O. had reported our Dusk CAP on steer for base. He was shot down, but not before he had drawn into the attack at least ten more planes. DOUGLAS H. FOX seemed to be singled as the principal target for the group, either as the leading ship or the larger DD present. For a minute or two, every plane maneuvered for position in all quadrants and then, obviously on signal, a coordinated attack was launched. One and perhaps two planes are known to have withdrawn and heckled later but these made no attempt at the use of suicide tactics.

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2. OUR TACTICS.

On the appearance of the first bogey both ships increased speed from 15 to 25 knots and turned to port, uncovering starboard batteries. When multiple attacks developed DOUGLAS H. FOX increased to maximum speed (370 turns, about 35 knots) and maneuvered radically, attempting to uncover greatest firepower against most threatening targets. In this respect, the rapid flow of Sugar George radar information on JW and JA circuits was invaluable in analyzing the situation and determining the direction to turn. The plane which crashed aboard came in from the port quarter and the rudder was hard left at the time of impact trying to swing the ship to bring more firepower to bear. VAN VALKENBURGH maneuvered independently throughout and at no time was more than 1500 yards from DOUGLAS H. FOX. This was an excellent job considering the violence of the action and maneuvering. His orders had been to "take station to provide close mutual support" and these were carried out with considerable skill under very difficult circumstances. At one time, and one time only, an order to the helm was given for the purpose of closing the support craft who were being maneuvered by Commander, LCS Group 12. This order was quickly countermanded for the more important and immediate consideration of unmasking batteries. Had a lull occurred, DOUGLAS H. FOX would have maneuvered to close the small boys, but it was not until after the coordinated attack had passed that this could be considered. Even so, when the Commanding Officer first asked Combat for a range and bearing to small boys for the purpose of closing, these were reported as 010⁰T - 1500 yards. No tactical signals were used at any time; none were considered either necessary or practicable.

B. NONE.

C. NONE.

D. COMBAT INFORMATION CENTER OPERATION.

1. One of the big problems in CIC has been to exchange information with Control, lookouts, machine gunners, and the bridge in such a way that it can be done quickly and without any possibility of confusing relative and true bearings. A system has been devised on this ship which is worthy of mention. All bearings given in Plot, Control, Combat or the bridge are three figure true bearings; thus any three figure bearing is immediately recognized as true. For the lookouts and machine gunners, the port and starboard sides are divided into seventeen 10⁰ sectors numbered consecutively from the bow aft. Planes dead ahead or astern are so reported. A plane bearing 90⁰ relative would be reported

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Subject: Action Report - Action against enemy aircraft attacking this ship while on Radar Picket Station Number Nine off Okinawa, Nansei Shoto, May 17, 1945.

as "Starboard 9". Position angles are reported as "Up" so many degrees. A complete preliminary report on a plane bearing 300° relative at a position angle of 17 degrees would be: "Plane port 6, up 17". This system has proven completely successful in coordinating lookout reports with the air plot and in designating targets to machine gunners. True bearings are always used with Control.

2. Against the type of attack which usually occurs on radar picket stations, the SG radar is frequently more useful than the SC. The need for an SG plotter in addition to the SC plotter, on the air plot, was found in our first engagement. Accordingly this additional plotter was located next to the air plotter, and the problem was then handled with ease when the bogies were few and were out beyond five miles.

3. When a coordinated attack occurs and there are many bogies all within five miles, the air plot becomes a mass of spots which cannot be accurately located or evaluated. This situation existed at first in this action. The answer was to have both plotters write down on the plotting table the bearing and range. The evaluator read the range and bearing, glanced at the ship's head indicator on the air plot, and called out to control and the machine guns "Port 4, starboard 12, dead ahead, etc.". Using this system all the planes that attacked this vessel were taken under fire.

4. The maintenance of an up to date surface summary plot proved very helpful to the evaluator in keeping track of the other ships, especially the small supporting craft. In the excitement of an action of this kind, the summary plot is liable to be overlooked.

PART VII

A. PERSONNEL PERFORMANCE.

1. The officers and men of this command performed their duties in action in complete conformity to the high standards of the Naval Service. Recommendation for awards are covered by separate correspondence.

B. CASUALTIES.

1. A copy of the report on personnel casualties submitted to the Bureau of Medicine and Surgery is appended as enclosure (D).

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Subject: Action Report - Action against enemy aircraft attacking this ship while on Radar Picket Station Number Nine off Okinawa, Nansei Shotc, May 17, 1945.

PART VIII

The first instinct of a Destroyer Skipper who has been blitzed on Radar Picket Station is to "speak his piece". He feels, as he did when he took his ship out to relieve, that something is fundamentally wrong with the picture. He looks down into the smoldering ruins of his new ship, sees the dead lying in mute rows along the passageways, and wonders if perhaps he has failed either the ship or the dead in any way. In the boneyard he talks with officers who have endured the ordeal before, and the cry that arises, confused but clear above all else is, "Something is Wrong".

It must be understood therefore that I write a section of recommendations or suggestions with studied restraint, confining my remarks to the immediate field of a Destroyer Captain, and accepting meanwhile the premise that fundamental concepts of this operation, fabricated by higher authority, are completely sound.

RECOMMENDATIONS

1. Not less than four (4) and preferably six (6) destroyers assigned to a Radar Picket Station. Steam at 15 knots in a tight circular screen with 1000 yards between ships. When bogies appear, increase speed to 30 knots and turn simultaneously to chase tails in a "Luffbury Circle". All machine gun batteries inboard in this circle cover the danger cone of high approach. Main and outboard machine gun batteries engage low position angle targets in general. Stay in tight circle unless a plane is very close in and under fire, in which case individual ship pulls out just long enough for attack to pass then use reserve speed up to full power to pull back into circle. If a ship is hit, the next astern slides outboard so as to place damaged ship in center of remaining circle.

2. Keep boiler power available for maximum speed during all alert periods. If single planes can be brought in broadside to, pilots are usually dead before they can make last minute deflection corrections and the plane can be made to miss astern. Especially in latter part of a single attack use best acceleration to pull plane aft. I saw two miss U.S.S. H. F. BAUER on Radar Picket Station #5 who had obviously died with too little lead. In multiple coordinated attacks there is no harm in using all the speed you have, but the concrete advantages are problematical. The engineers down below certainly feel better about the whole deal if they are pouring on the coal.

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3. Separately fired superheater boilers can be brought on the line without de-superheating the plant. Hold down the superheater actuator, light off the superheat side, and swing the stops open. It takes only a few seconds. There is a loss of a little steam, but you get full power on the line when you need it and fast.

4. I add my voice to a hundred others who ask for the removal of the after torpedo mount and installation of a 40 MM quad and a director for 5"/38 caliber mount III. In fact, I would like to turn in the forward torpedo mount and its intricate director systems which clutter up vitally needed bridge space. When the Navy needed destroyers with torpedo batteries we didn't have them. Now the need is for anti-aircraft and we have torpedoes. And so I suggest the following after removal of torpedoes:

- (a) 40 MM Quad after Deck House.
- (b) Centerline Mark 63 Director aft.
- (c) 40 MM Quad between stacks.
- (d) Mark 63 Director replace torpedo directors.
- (e) 40 MM Twins in place of present forward 20 MM's.
- (f) 20 MM Twins where now singles.
- (g) 20 MM Twins on main deck abreast deck house.
- (h) Revise magazines to carry more 40 MM and less 5".

5. We need more rugged 20 MM ammunition, the present issue explodes readily, but doesn't do much harm. I have seen a 20 MM projectile explode on the wing of a TDD without splashing it. Ships should put AP into their 20 MM loading and the Bureau should give the HE more body.

6. Tracers are too brilliant, calm them down. Non-tracer should be more plentiful and loaded regularly for night firing.

7. Flashless powder produces far too much smoke and debris. During this engagement it dirtied all optics dangerously. What did the Germans use?

8. In the interest of reducing types of 5"/38 caliber ammunition carried in destroyers it is recommended that the following design changes be made to the present VT type.

- (a) Install a base detonating fuze.
- (b) Modify the influence head so that it could be set on "safe" by passage through a fuze pot.

This projectile could then be employed as an all purpose weapon against surface and air targets, retaining only enough AA common to provide a line of fire correction burst.

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9. The SG radar has great possibilities in the detection of aircraft, yet it's design so hinges around surface search that these capabilities are oftentimes deliberately suppressed. I suggest that design engineers be called upon to give the SG a "gear shift" to expand it's air detection when needed. Technical details are beyond the scope of this report, but if anyone thinks it might be a good idea, I have several ideas along this line.
10. Airborne radar could handle much of the present Radar Picket duties if properly exploited. I see no reason why modified SC gear could not be placed in the plastic nose of a "Coronado" or "Mariner" type aircraft and at least early warning as easily accomplished. Properly designed, airborne gear should be able to handle Fighter Direction and interception also.
11. The use of submarines as distant pickets should be developed.
12. Put a fireplug in the mess hall in this type ship.
13. Accomplish alteration in accordance with BuShips letter DD692Class/S48-10(640-514) of 19 August 1944, without fail, this providing a flow through superheaters via sootblowers. I tried to get this done both in the building yard and post-shakedown yard with no success. Not enough time. It is extremely important.
14. Provide means of taking radar power directly from the after main board as alternate power.
15. Isolate lighting forward above and below the main deck. When lighting was cut out forward, the lights in CIC and in the wardroom, which was used as forward dressing station, also went out.
16. When a ship has sufficient warning of impending action, it is recommended that bunks in all living spaces be taken down, stacked in the center of the compartment, and lashed down securely. This will concentrate the fires in one place if any occur and will give damage control parties much more freedom for work in compartments. Such an arrangement is provided for in the "Rig Ship for Action" bill of this vessel. Much to our sorrow, it was not put in effect before we were hit. As a result, we had bedding fires which continued to break out all during the night.

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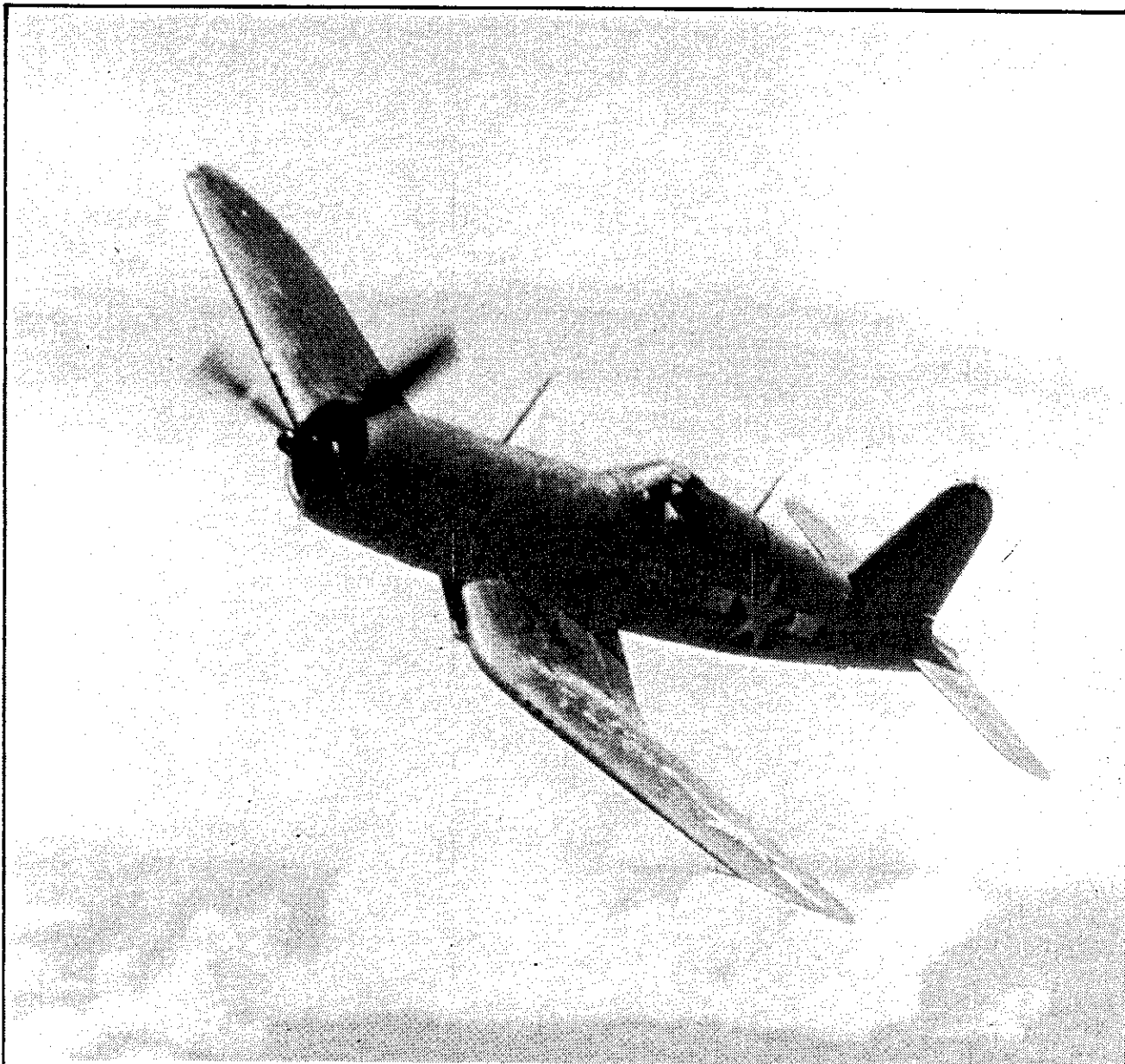
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17. High velocity shrapnel penetrated the bedding bags and started fires inside. When water was applied, it simply ran off. The bedding bags had to be individually torn apart to get the fires out.

Destroyers have been called upon for every type of duty known to military science. We are now confronted with the "Special Attack Corps" and there is some justification in the belief that we are not fully prepared. "Something is Wrong!" Destroyer men are capable of correcting these deficiencies and emerging victorious, but we need all the help we can get. We must be heard!

R. M. PITTS



The Combat Air Patrol ("CAP") assigned to Radar Picket Station Nine on May 17, 1945, consisted of four F4U "Corsairs." This high-performance fighter was the world's first plane with a 2,000 H.P. engine, and it was easily identified due to its long nose and inverted gull wing. In 1945 it was used by both Navy and Marine Corps squadrons, from either shore bases or aircraft carriers. F4U-1's had a wingspan of 41 feet and a top speed of 417 mph at 19,900 ft. They were armed with six .50-cal. guns in the wings, and later models, modified to carry bombs or rockets and napalm, were effective fighter-bombers. (USNI Photo.)

ENCLOSURE (A)

~~SECRET~~

COMMENTS BY FIGHTER DIRECTOR OFFICER ON AIR ACTION AT RADAR
PICKET STATION NO. 9 ON THE EVENING OF MAY 17 OFF OKINAWA.

1. At 1923 Drake 56 (four F4U's) were orbiting on station at 5000 feet, bearing 280° - 10 miles from R. P. No. 9 (247° - 60 miles from ZAMPA MISAKI). The screen was clear of bogies. At this time on orders from the ELDORADO, Drake 56 was ordered to report to the ELDORADO at point KING on 142.74 MCS. At 1924 a steer of 060° - 50 miles was given to Drake 56 by the FOX.
2. At 1926 the USS VAN VALKENBURGH reported bogey bearing 270° - 12 miles from R. P. No. 9. The FOX immediately checked and at 1927 had the bogey at 270° - 9 miles closing fast. At this time Drake 56 was 345° - 9 miles from R. P. No. 9 - too far away to get the bogey before it came within gunfire range. Drake 56 was ordered to orbit so that he would be available to get any bogies that might appear further out and to pick off any which commenced to close ZAMPA MISAKI.
3. Meanwhile, the bogey closed R. P. No. 9 and was taken under fire by the FOX, the VAN VALKENBURGH, and the smaller supporting craft. At the same time other bogies appeared at ranges varying from 40 to 6 miles all low on the water. The details of the attack, which was apparently concentrated on the FOX, the Fighter Director ship, are covered in the report of the Commanding Officer, U.S.S. DOUGLAS H. FOX, of which this is Enclosure (A).
4. At 1929 a bogey commenced to open from the FOX, bearing 275° - 9 miles. It's course was 260°. Drake 56 was given an intercept vector of 240° and had closed to four miles. Visibility was very poor and no Tally Ho was obtained, the bogey fading from the screen. An attempt was made to complete the interception without success. At about 1940 Drake 56 was ordered to orbit 10 miles North West of the FOX and at 1945 he was ordered to return to base as he was long overdue for landing and visibility was about zero.
5. The action as described elsewhere was primarily that of ship's gunfire versus low flying, vicious suicide planes. The SC-4 picked bogies up at extremely short ranges - the SC and it's operator did an excellent job of picking up these low flying planes and the evaluator was thus able to keep a continuous stream of information going to Control and Plot. The ship did a magnificent job of shooting, most of the time having several targets at various ranges and bearings, all under fire at the same time. When the ship was finally hit by a suicider and his bombs, all hands in CIC stuck to their stations and did an outstanding job.
6. Whether it was coincidence or whether the enemy planes were monitoring the FD and IFD nets, it is certainly worthy of mention that the enemy was picked up within three minutes of the time the ELDORADO ordered the CAP to return and the order was given them by the FOX to return. The general opinion was that it was not coincidence but an attack planned for immediately after the word was given for the CAP to return.

ENCLOSURE (A)

COMMENTS BY FIGHTER DIRECTOR OFFICER ON AIR ACTION AT RADAR
PICKET STATION NO. 9 ON THE EVENING OF MAY 17 OFF OKINAWA

Since the enemy planes apparently made no effort to close the transport area, it is obvious they had planned to concentrate their entire attention on the Radar Picket Units. During the action Lt. B. M. DEMAREST manned the IFD and Lt. (jg) R. W. ERNSDORFF controlled the CAP.

7. The Fighter Director Team reported aboard the FOX on 6 May, having been transferred from the U.S.S. HUDSON (DD475). While their stay aboard has been comparatively short, it has been full of action and has been sufficient to amply demonstrate that the ship was magnificently led and trained and that the officers and men aboard performed their duties with no thought for themselves but only for the good of the ship.

B. M. DEMAREST

CONFIDENTIAL

REVISED FORM FOR REPORTING A. A. ACTION BY SURFACE SHIPS

Location of ship (area) Radar Picket Station No. 9 U.S.S. BOUGLAS H. FOX (DD779) -
off Okinawa.
Zone Time 1900 to 2000 Jtan Date May 17, 1945

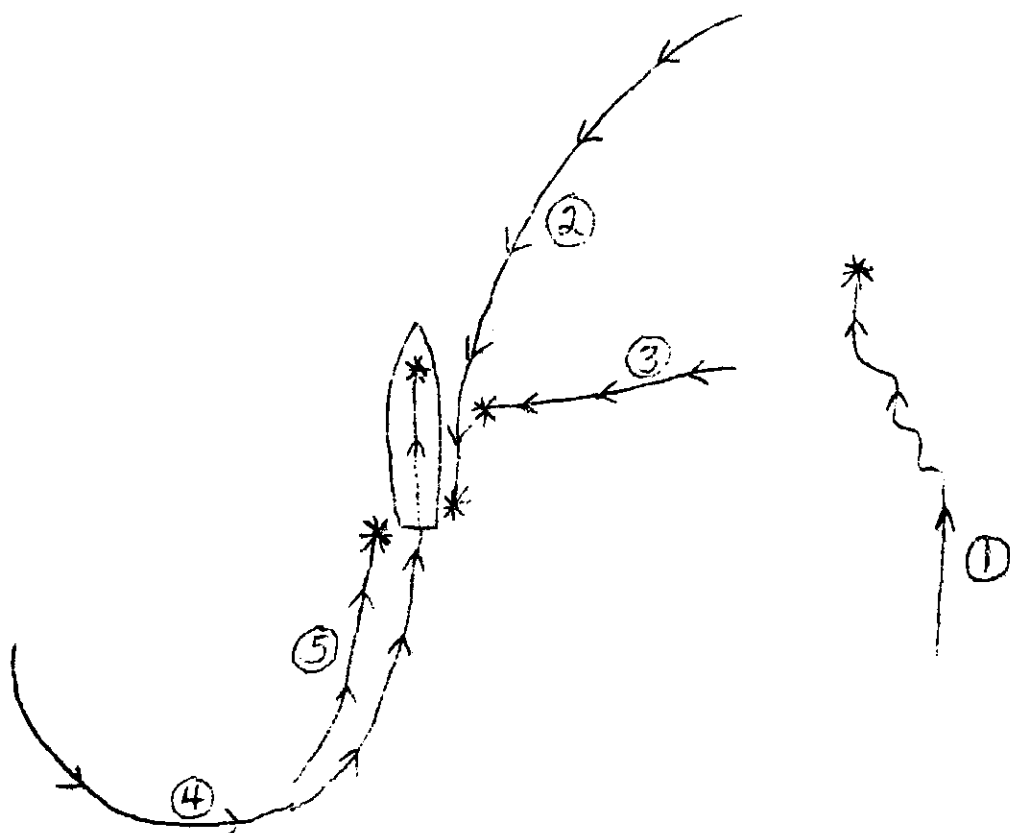
1. Surprise Attack (yes or no) No. Day or night Late dusk.
2. Method picking plane up (Radar, binoculars, naked eye) SC, SC-4, Binoculars, Eye.
3. Range plane was picked up (50, 30, 10, less than 5 miles) First at 5 miles; others from 3 miles on in.
4. Total number of planes observed About eleven. Type Several Vals
5. Number of planes attacking own ship 5 plus Type Several Vals
6. Number of planes taken under fire by own ship Estimate at least 10.
 - (a) Of those attacking own ship At least 10 Type Several Vals
 - (b) Others None Type
7. Speed and altitude of approach in knots and feet About 160 knots at 1000 ft and under.
8. Number of guns firing--by caliber 6-5"/38, 12-40mm, 11-20mm, 12-50 Cal.
9. Ammunition expended----by caliber 5"/38-670; 40mm-1360; 20mm-2480; 50cal.-3100.
10. Percent service allowance expended 5"/38-21.9%; 40mm-9.44%; 20mm-9.33%; 50 Cal.-4.84%.
11. Method of control Director and Local Method of spotting Visual; Direct Method of ranging Radar, Rangefinder. Method of firing Master Key, Local.
12. Approximate time-tracking to first shot First Plane-15 Seconds; Others-4 Seconds.
13. Approximate time of first hits First Plane-40 Seconds; Others-less than 10.
14. Approximate time first shot to last shot First Plane-25 Seconds; Others-Less than 10.
15. Approximate position angle open fire First Plane 22; Others 0° to 15°.
16. Approximate position angle cease fire First Plane 1°; Others 0° to 15°.
17. Approximate bearing first shot First Plane 240° T; Others Uncertain.
18. Approximate bearing last shot First Plane 220° T; Others Uncertain.

(OVER)

19. Approximate range first shot 8000 yds. -----
 Altitude of Plane 100 ft. -----
20. Approximate minimum range aircraft approached 6000 yds. to hit. -----
 Altitude Never over 1000 ft. -----
21. Approximate range last shot As low as 1000 yds. -----
 Altitude of planes 1000 to 0 ft. -----
22. Approximate altitude of bomb release 20 ft. -----
 Size of bomb 100 kg. -----
23. Approximate range torpedo release None -----
 Size Torpedo None -----
24. Number hits on ship by bombs One by torpedoes None Was ship strafed? No --
 Several 3" mortar shells.
25. Number near bomb misses damaging ship None -----
26. Planes shot down:
- | | SURE
(By own ship
alone) | SURE
(Assist) | PROBABLE | DAMAGED |
|------------------------------|--------------------------------|------------------|-------------|-------------|
| (a) Those attacking own ship | <u>1</u> | <u>None</u> | <u>None</u> | <u>None</u> |
| (b) Other aircraft | <u>None</u> | <u>None</u> | <u>None</u> | <u>None</u> |
27. Best estimate of size gun or guns responsible for each "Sure" In order: 5"/38; All; 50 Cal.; Hit Ship; 5"/38.
28. Performance of ammunition (excellent, good, bad, poor) Excellent -----
29. What failures in material occurred in this action? Mounts I and II out of commission. Six Mark 14 sights damaged by blast.
30. Sketch: (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of gun.
 (c) Indicate own maneuvers.

Note.--Add descriptive text on additional sheet if required to clarify report.

First true bearing only approximate; others unknown and only relative due to high speed (above 30 knots) and radical turns.



U.S.S. DOUGLAS H. FOX (DD779)
c/o Fleet Post Office
San Francisco, California

DD779/A12

DESTROYER ACTION

as told by

Miles E. LEWIS, Chief Yeoman, USNR,
San Francisco, California

"Man for man and gun for gun, the fightingest ship of the Navy". That is what seagoing men think of U.S. destroyers, the indomitable "tin cans". And one evening off Okinawa Gunto, a former Japanese island, U.S.S. DOUGLAS H. FOX added another page to the glowing chapters of destroyer history. Commanded by Commander Ray M. PITTS, USN, of 333 N. Croft, Hollywood, Calif., she met and defeated an attack by a group of Japanese suicide planes intent on her destruction. In this type of action only one contestant can survive, and once more a gallant destroyer steamed away from the field victorious.

All hands will long remember that eventful evening. A beautiful orange sun faded beneath the horizon, the warmth of late spring was gone and men on stations topside could be seen pulling on their heavy weather jackets to guard against a cool night breeze. The day before had been spent in renewing our supply of ammunition, depleted in a previous action, and only this morning we had put to sea in search of the enemy. In less than twelve hours after weighing anchor, we met him and took his measure.

We were looking for trouble of any kind, but expected more opposition from the "Divine Wind", or "Kamikazes", as the Japanese have named their Special Attack Corps of suicide planes. Kamikaze pilots are dedicated to self destruction; they attend their own funerals before taking off on a one-way trip and believe that they attain Godhood by destroying the Emperor's enemies at the cost of their own lives. When a target is sighted they dive their planes into it without hesitation, making no attempt to evade or escape. While our swift Marine Corps Fighters hummed overhead, we felt that our sails were properly reefed to Mr. Tojo's deadly breeze, but with the approach of evening twilight we knew that the day-flying Corsairs must soon return to their island base and we would face the night without their comforting shadows.

"Sound General Quarters!"

The harsh voice of the public address system echoed throughout the ship. Up the ladders from below decks, scrambled the men off watch who had been resting as best they could for the inevitable evening alert. Swiftly they swung out their guns and pulled their battle helmets down over their foreheads. Telephone circuits crackled and became alive with preliminary reports, "Main Battery manned and ready"!, "Machine Gun Battery manned and ready"! Quietly, and with the quick, sure motions that bespeaks careful training, the crew of DOUGLAS H. FOX prepared for battle.

My station was on the bridge alongside the Skipper as his talker on the Captain's Command Circuit. It was my duty to receive reports from the many groups of the battle organizations throughout the ship and, when all were ready, to notify the Skipper. This was done in a matter of seconds and he acknowledged my signal, made by forming "O" with thumb and forefinger, with a quick nod. On our bridge we use many hand signals in place of spoken words which are usually drowned out by the roar of

gunfire, when action is joined. To call for maximum speed the Skipper would wave one hand in a rapid circular motion over his head, the signal used by aircraft pilots to turn up engines. A distinctive motion of his right arm indicated that he wanted the rudder put hard over in that direction. In anticipation of action, we now reviewed these signals so that our maneuverability could be used to best advantage. The Skipper had in mind making the suicide planes miss the ship in one way or another, just so long as they missed, like the old Galloping Ghost using his famous swivel hips on the gridiron, leaving tacklers strewn in his path. He felt that it should take the best tackler on the Nipponese team to haul down a scampering Fox.

Soon the voice of Lt. Comdr. C. H. CARLSON, USN, of Cambridge, Massachusetts, came over the Captain's telephone, from his station below in Combat Information Center, "There is a bogey (Jap plane) seventy miles west of us". Something told us that we had felt the first light gust of the Divine Wind. In a few minutes Mr. Carlson spoke again. "Combat Air Patrol is returning to base". Dusk was settling fast and our sky-riding Marines were being called in.

The Captain cleared all telephone circuits with a lifted hand and his talker stood ready to relay a message. "All stations topside", he said, "if you will look on our starboard beam you can see our Combat Air Patrol. They are on their way home. We are on our own from now on. Heads Up!" Nothing more was needed to bring our crew to peak alertness.

The crew, made up of healthy American boys from most of the 48 states, was a good one. Since putting DOUGLAS H. FOX in commission, six months before, the time had been spent in training, shakedown, more training, and recently a little action. In general, it had been tiresome and boring, but now we knew that the test would come shortly. Much, very much, is expected of a "tin can" sailor.

An electric tension spread through the men at their stations. Lookouts were straining their eyes out towards the darkening horizon. Gun crews repeatedly inspected their weapons and the ammunition in its ready stowage. The Skipper sat hunched in a seat on the open bridge while our Communication Officer, Lieut. (jg) N. H. WITSCHEN, USNR, of Jacksonville, Florida conned the ship. We were ready.

A supporting destroyer reported an enemy plane to the west, low on the water. The Divine Wind! Above the pilot house our gun director whined as it trained out to pick up our first target. It seems to those on the bridge that a train is passing overhead when Lieut. J. H. DAVIS, USN, of Kansas City, Missouri, starts driving his director around like a whirling dervish. The huge boxlike structure which carries several men to work its delicate precision instruments, turned its face to the west, came to an abrupt stop, backed up slightly, then settled down to a slow, steady turn, following with its powerful eyes the tiny black speck far out on the horizon. Gun barrels rose and fell as they followed the slow, even motion of the ship, their muzzles like puppies sniffing at a rathole. The Skipper stood silently peering over the starboard bridge wing; he need give no more orders, long weeks of training had relegated the authority to join an action to his Gunnery Officer, and he knew that Mr. Davis would start shooting at the proper time. All this takes minutes to tell, but happened in an instant.

"Commence firing!"

Mr. Davis' command was echoed by the crash of our main battery, five inch anti-aircraft guns that hurled steely defiance at the enemy. Rapid fire now, and the throaty roar deepened like an express train entering a tunnel. Then silence. Far in the distance a glowing funeral pyre marked the grave of a Kamikaze. A little man from across the sea stood humbly before his God-Emperor.

But the moment's silence was deceptive. More bogey reports were heard, and suddenly they were all around us. The main battery opened up again and was quickly followed by our lighter weapons as the enemy pack closed in for a kill. Lookouts atop the pilot house were heard "starboard 2 up 3, starboard 9 up 5, port 6 up 3," singing out the positions of enemy aircraft in their sectors, all low on the water and closing fast. The Skipper by now had given his waving signal for speed, and Marshall Williams, Radioman third class, USN-I, of Denver, Colorado, was telling the engineers to "pour on the coal". This they did, and the bow of DOUGLAS H. FOX lifted high and sent the spray flying.

Impatiently the Skipper was first on one side of the bridge, then the other. At each new report he would jump to that wing for a look, then signal to Fred Adamak, Coxswain, USNR, of Milwaukee, Wisconsin, at the wheel to turn the ship and engage the most dangerous enemy. Our maneuvers were sharp and fast. Before one turn was completed we were heeling over to start in the opposite direction. Ensign Wallace Follette of Forest Grove, Oregon and his lookouts atop the pilot house were riding their stations like bronc-busters in a rodeo. At one time during the action J. C. Crowe, Yeoman third class, of Catron, Missouri, was soon climbing back up the side of the pilot house like a human fly. He had been catapulted to the deck below by a violent maneuver.

Every gun on the ship joined the action and a sheet of flame signalled the end of another Kamikaze. A third dipped his nose into a shallow dive, aimed at our starboard beam. Ellis Perkins, Chief Gunner's Mate, USN, of Philadelphia, Penn., "its him or us". It was him! Their light machine guns riveted the mark of death across the motor of the onrushing plane. With a tremendous explosion, Mr. Tojo hit the water just 50 yards short of the ship and showered debris all over the gunners who had shot him down.

The smoke from our guns lay astern like a shroud across the water. Also our stacks were belching black smoke occasionally as the engineers swung their throttles wide, for more speed. Attempting to evade the deadly blast of our guns, two enemy planes dove into the top of our smoke pall and began a semi-obscured run from astern. But they could not avoid the electronic eyes of our radars and we knew exactly where they were and what they were doing. The Skipper passed the word below to "knock off smoke", hoping to bring our pursuers again into full sight. From Lieut. J. C. JONES of Hattiesburg, Miss., the Engineering Officer, came the quick query, "Do you want smoke or speed?" The Skipper grinned for he knew we needed speed too, and answered "No Smoke", then signalled the rudder hard over in a confusing turn for the half-blind Japs astern. They should pop out of the haze and find themselves facing the entire broadside of our anti-aircraft battery.

But this time the maneuver was too late. With a roar like the passing of a great wind the first plane came in on us. Machine gun bullets, in hails, hammered him in mid-flight, but his aim had been true and he continued to hurtle on while parts of his plane disintegrated and fell away before our eyes. His tail melted and drifted down lazily as he passed our stern. The pilot, already dead, could be seen slumped forward across his controls. "Heads up, bridge" was heard on one telephone circuit as a talker back aft tried to warn us that this one had not yet been splashed. Then Francis O'Hara, Seaman second class, USNR, of Pekin, Illinois, bridge talker on the battle circuit, sounded off "Hit the deck -- hit the deck!" We had practiced this before, to throw ourselves out prone on the deck in an effort to protect ourselves from flying splinters. Oh how glad we were that the Skipper had made us do it over and over again before, until each of us could melt instantly into the smallest allotted spot!

The wreck of this plane might have missed us too, had it not been that his wingtip grazed our mast, taking off the port yardarm, and thus deflected, he spun around into the ship. The same wing nipped the Director, clipped off the bridge windshield and crashed against the face of a 5" gun mount. The remainder of the plane caromed into another gun mount, killing seven men and wounding many others. His bomb exploded between these mounts and flames shot high into the air. Shrapnel and jagged splinters rained about the decks and the floor boards heaved. Aside from the great rushing sound or "swoosh" of the plane passing overhead there was little noise.

We climbed unsteadily to our feet and began to untangle the telephone cords and replace our helmets, all of us a little dazed from concussion. The Skipper was already inspecting the bridge to see if any controls were knocked out. He spoke to Thomas McNamara, Storekeeper first class, USN, of Boulder, Montana, another talker, "Tell Damage Control I want a report immediately". His request was not needed. The well trained damage control parties directed by Lieut. J. H. HOWARD, USNR, of New York, N. Y., were already probing into the flames and wreckage.

What had become of the second plane in that smoke screen? If he were going to hit us we would have felt him by now. To a man, the thought hit us at the same time, and we peered out into the gloom for some sign of him. There astern was a little flicker of light, flames licking away the remains of a crashed plane. Were these remnants of the one we had received aboard? Or could it be --? The command circuit carried the voice of Lieut. Davis, "Tell the Captain that Stogsdill splashed the second Tojo in local control". A sigh of relief. Claude Stogsdill, Gunner's Mate first class, USN, of Dorchester, Mass., was Mount Captain of an after 5" mount. During the action he stood with his head out the top of a small hatch, observing the effect of fire from his mount and issuing orders to his crew now and then as he received instructions from Lt. Davis in the Director. His job had been to train the crew to peak efficiency. Once the action was joined, his job was done, his men were on their own. Unless -- unless there was a target for him that Mr. Davis could not take under fire with the forward guns. He peered into the smoke cloud astern, there were two Nippers out there, both closing. One burst into view and he shouted orders, turning his mount to meet the headlong rush of a Kamikaze. Too close! The machine gun battery would have to take that one; where was the other? "Train left", he called to Jesse York, Seaman first class, USNR, of Markham, Texas. "Number two ought to be dead astern"! And there he was. One quick glimpse of the blazing red emblems on the Jap wing was all Frank Coultas, Seaman first class, USNR, of Portland, Oregon, pointer, needed. He heard "Ready" reports from the gun captains behind him; a slight pressure on the handwheels brought his crosswires into the center of a whirling propeller. "Fire", he yelled, and his right index finger clamped the firing trigger in a firm grip. Stogsdill's vision was blurred by the crash of his guns, but an instant later he could see clearly, see the wispy tongues of flame that had begun to grow in the white froth of our wake. He pressed the button on his chest-set telephone and reported "Splash, one Tojo".

By now reports were coming in from damage control parties. Ensign Leo FAY of Boston, Mass., office-in-charge of Repair One was seriously wounded but still directing his men in a compartment which had taken the full force of the bomb blast. Ammunition was on fire at both gun mounts and unwounded survivors were busy throwing these burning parcels of destruction over the side. Hoses were led out and jumpers rigged around broken sections of firemain. Ensign R. R. CONLEY of Ochelata, Oklahoma

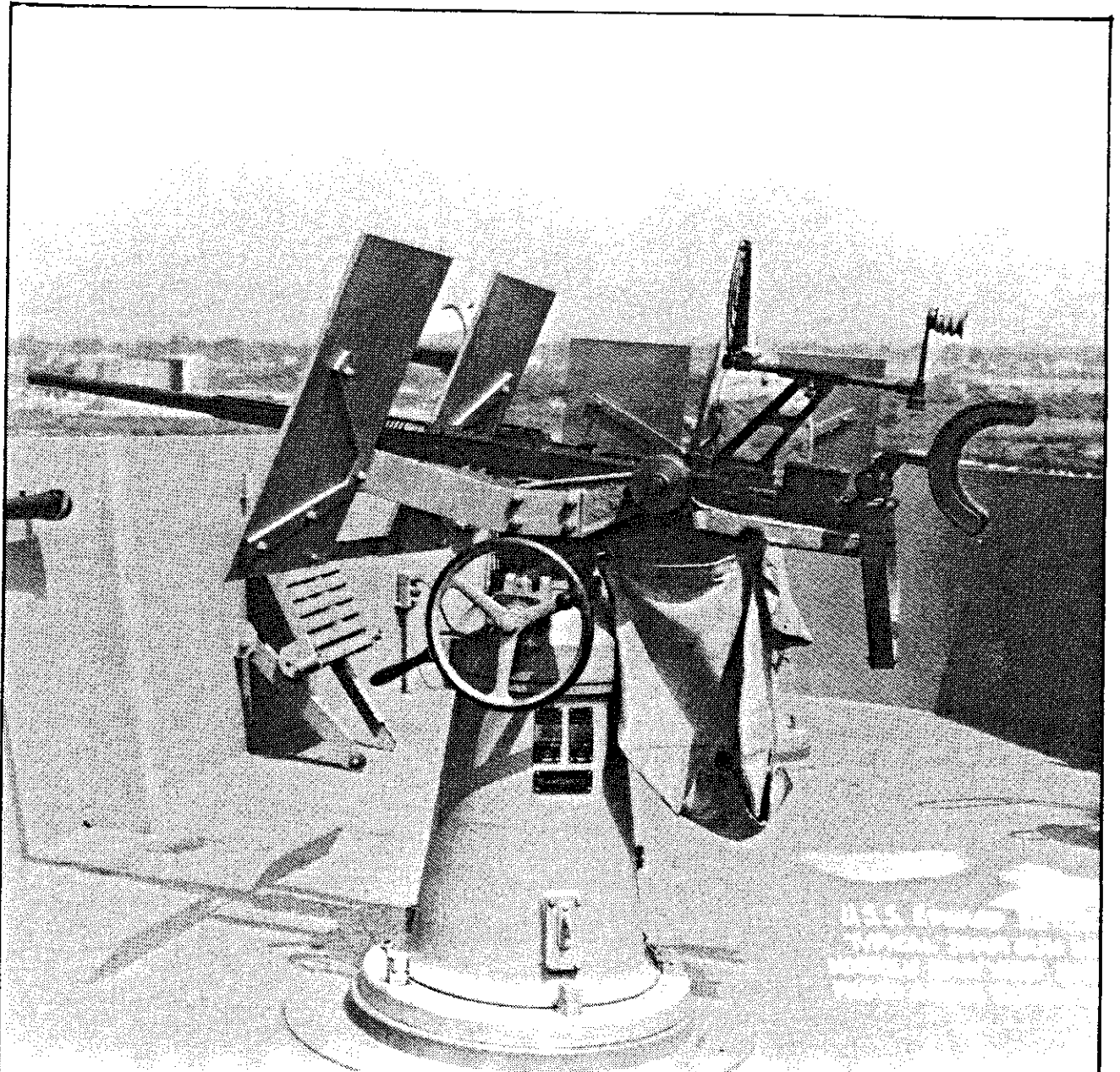
led another Repair Party forward and took over from Ensign Fay who was suffering from multiple injuries and died the next day. Fires were brought quickly under control and it was determined that the ship had suffered no underwater damage. Wounded were being treated in the Officer's Wardroom Mess by Lieut. (jg) O. C. STEGMAIER, of Jefferson City, Missouri, where he had a miniature hospital with an improvised operating table and many facilities for administering first aid.

We breathed a little easier now. Darkness had settled down; only a sliver of moon hung in the sky, not enough light for concentrated attacks. Exactly six minutes had passed since we fired the first shot.

A supporting destroyer closed us at the Skipper's request to send over medical assistance. Just then a new bogey appeared and we squared off our remaining guns to engage him should he close. The other destroyer opened fire but the two ships were so close that our guns were masked and we needed to hold fire until clear. A quick maneuver brought us around, but accurate shooting from the "tin can" commanded by Commander A. B. COXE of Washington, D. C., drove this Nipper away. We labeled him a snooper who had not yet joined the Kamikaze Corps.

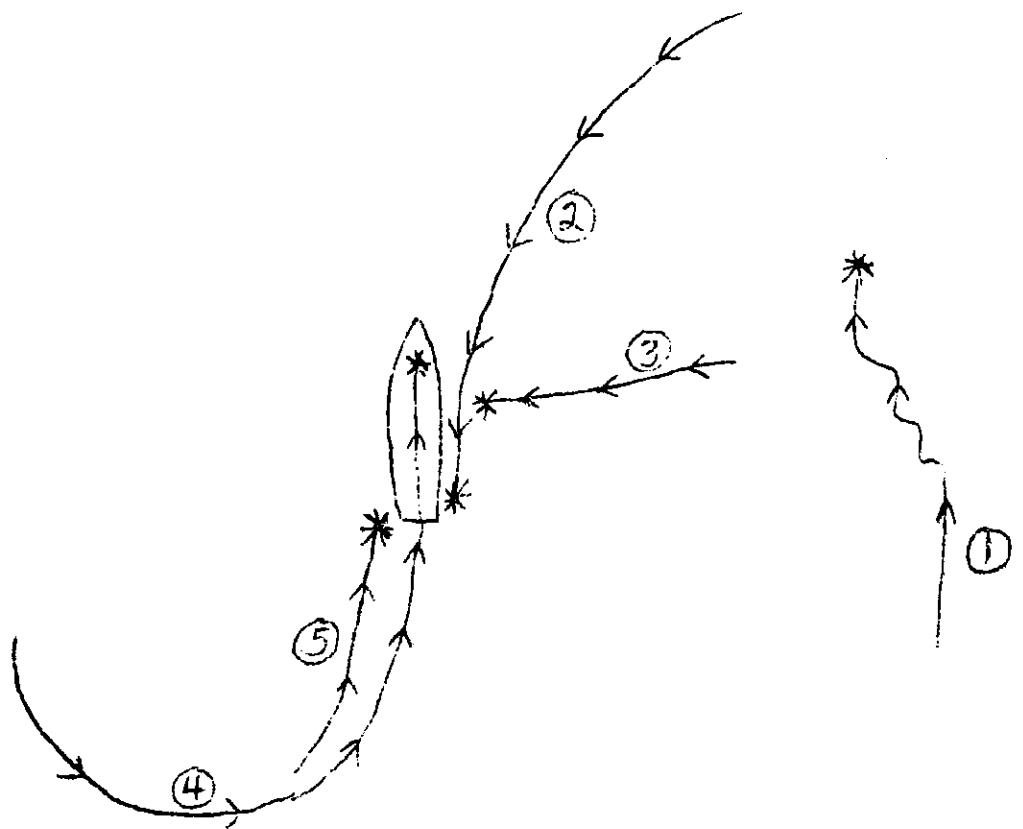
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In 1941 the 20-mm Oerlikon air-cooled machine gun began to replace the .50-cal. water-cooled machine gun as the Navy's standard light antiaircraft weapon. (It was also called a machine cannon because it fired explosive shells.) This early Mark 4 version 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.)

First true bearing only approximate; others unknown and only relative due to high speed (above 30 knots) and radical turns.



U.S.S. DOUGLAS H. FOX (DD779)
c/o Fleet Post Office
San Francisco, California

DD779/A12

DESTROYER ACTION

as told by

Miles E. LEWIS, Chief Yeoman, USNR,
San Francisco, California

"Man for man and gun for gun, the fightingest ship of the Navy". That is what seagoing men think of U.S. destroyers, the indomitable "tin cans". And one evening off Okinawa Gunto, a former Japanese island, U.S.S. DOUGLAS H. FOX added another page to the glowing chapters of destroyer history. Commanded by Commander Ray M. PITTS, USN, of 333 N. Croft, Hollywood, Calif., she met and defeated an attack by a group of Japanese suicide planes intent on her destruction. In this type of action only one contestant can survive, and once more a gallant destroyer steamed away from the field victorious.

All hands will long remember that eventful evening. A beautiful orange sun faded beneath the horizon, the warmth of late spring was gone and men on stations topside could be seen pulling on their heavy weather jackets to guard against a cool night breeze. The day before had been spent in renewing our supply of ammunition, depleted in a previous action, and only this morning we had put to sea in search of the enemy. In less than twelve hours after weighing anchor, we met him and took his measure.

We were looking for trouble of any kind, but expected more opposition from the "Divine Wind", or "Kamikazes", as the Japanese have named their Special Attack Corps of suicide planes. Kamikaze pilots are dedicated to self destruction; they attend their own funerals before taking off on a one-way trip and believe that they attain Godhood by destroying the Emperor's enemies at the cost of their own lives. When a target is sighted they dive their planes into it without hesitation, making no attempt to evade or escape. While our swift Marine Corps Fighters hummed overhead, we felt that our sails were properly reefed to Mr. Tojo's deadly breeze, but with the approach of evening twilight we knew that the day-flying Corsairs must soon return to their island base and we would face the night without their comforting shadows.

"Sound General Quarters!"

The harsh voice of the public address system echoed throughout the ship. Up the ladders from below decks, scrambled the men off watch who had been resting as best they could for the inevitable evening alert. Swiftly they swung out their guns and pulled their battle helmets down over their foreheads. Telephone circuits crackled and became alive with preliminary reports, "Main Battery manned and ready!", "Machine Gun Battery manned and ready"! Quietly, and with the quick, sure motions that bespeaks careful training, the crew of DOUGLAS H. FOX prepared for battle.

My station was on the bridge alongside the Skipper as his talker on the Captain's Command Circuit. It was my duty to receive reports from the many groups of the battle organizations throughout the ship and, when all were ready, to notify the Skipper. This was done in a matter of seconds and he acknowledged my signal, made by forming "O" with thumb and forefinger, with a quick nod. On our bridge we use many hand signals in place of spoken words which are usually drowned out by the roar of

gunfire, when action is joined. To call for maximum speed the Skipper would wave one hand in a rapid circular motion over his head, the signal used by aircraft pilots to turn up engines. A distinctive motion of his right arm indicated that he wanted the rudder put hard over in that direction. In anticipation of action, we now reviewed these signals so that our maneuverability could be used to best advantage. The Skipper had in mind making the suicide planes miss the ship in one way or another, just so long as they missed, like the old Galloping Ghost using his famous swivel hips on the gridiron, leaving tacklers strewn in his path. He felt that it should take the best tackler on the Nipponese team to haul down a scampering Fox.

Soon the voice of Lt. Comdr. C. H. CARLSON, USN, of Cambridge, Massachusetts, came over the Captain's telephone, from his station below in Combat Information Center, "There is a bogey (Jap plane) seventy miles west of us". Something told us that we had felt the first light gust of the Divine Wind. In a few minutes Mr. Carlson spoke again. "Combat Air Patrol is returning to base". Dusk was settling fast and our sky-riding Marines were being called in.

The Captain cleared all telephone circuits with a lifted hand and his talker stood ready to relay a message. "All stations topside", he said, "if you will look on our starboard beam you can see our Combat Air Patrol. They are on their way home. We are on our own from now on. Heads Up!" Nothing more was needed to bring our crew to peak alertness.

The crew, made up of healthy American boys from most of the 48 states, was a good one. Since putting DOUGLAS H. FOX in commission, six months before, the time had been spent in training, shakedown, more training, and recently a little action. In general, it had been tiresome and boring, but now we knew that the test would come shortly. Much, very much, is expected of a "tin can" sailor.

An electric tension spread through the men at their stations. Lookouts were straining their eyes out towards the darkening horizon. Gun crews repeatedly inspected their weapons and the ammunition in its ready stowage. The Skipper sat hunched in a seat on the open bridge while our Communication Officer, Lieut. (jg) N. H. WITSCHEN, USNR, of Jacksonville, Florida conned the ship. We were ready.

A supporting destroyer reported an enemy plane to the west, low on the water. The Divine Wind! Above the pilot house our gun director whined as it trained out to pick up our first target. It seems to those on the bridge that a train is passing overhead when Lieut. J. H. DAVIS, USN, of Kansas City, Missouri, starts driving his director around like a whirling dervish. The huge boxlike structure which carries several men to work its delicate precision instruments, turned its face to the west, came to an abrupt stop, backed up slightly, then settled down to a slow, steady turn, following with its powerful eyes the tiny black speck far out on the horizon. Gun barrels rose and fell as they followed the slow, even motion of the ship, their muzzles like puppies sniffing at a rathole. The Skipper stood silently peering over the starboard bridge wing; he need give no more orders, long weeks of training had relegated the authority to join an action to his Gunnery Officer, and he knew that Mr. Davis would start shooting at the proper time. All this takes minutes to tell, but happened in an instant.

"Commence firing!"

Mr. Davis' command was echoed by the crash of our main battery, five inch anti-aircraft guns that hurled steely defiance at the enemy. Rapid fire now, and the throaty roar deepened like an express train entering a tunnel. Then silence. Far in the distance a glowing funeral pyre marked the grave of a Kamikaze. A little man from across the sea stood humbly before his God-Emperor.

But the moment's silence was deceptive. More bogey reports were heard, and suddenly they were all around us. The main battery opened up again and was quickly followed by our lighter weapons as the enemy pack closed in for a kill. Lookouts atop the pilot house were heard "starboard 2 up 3, starboard 9 up 5, port 6 up 3," singing out the positions of enemy aircraft in their sectors, all low on the water and closing fast. The Skipper by now had given his waving signal for speed, and Marshall Williams, Radioman third class, USN-I, of Denver, Colorado, was telling the engineers to "pour on the coal". This they did, and the bow of DOUGLAS H. FOX lifted high and sent the spray flying.

Impatiently the Skipper was first on one side of the bridge, then the other. At each new report he would jump to that wing for a look, then signal to Fred Adamak, Coxswain, USNR, of Milwaukee, Wisconsin, at the wheel to turn the ship and engage the most dangerous enemy. Our maneuvers were sharp and fast. Before one turn was completed we were heeling over to start in the opposite direction. Ensign Wallace Follette of Forest Grove, Oregon and his lookouts atop the pilot house were riding their stations like bronc-busters in a rodeo. At one time during the action J. C. Crowe, Yeoman third class, of Catron, Missouri, was soon climbing back up the side of the pilot house like a human fly. He had been catapulted to the deck below by a violent maneuver.

Every gun on the ship joined the action and a sheet of flame signalled the end of another Kamikaze. A third dipped his nose into a shallow dive, aimed at our starboard beam. Ellis Perkins, Chief Gunner's Mate, USN, of Philadelphia, Penn., "Its him or us". It was him! Their light machine guns riveted the mark of death across the motor of the onrushing plane. With a tremendous explosion, Mr. Tojo hit the water just 50 yards short of the ship and showered debris all over the gunners who had shot him down.

The smoke from our guns lay astern like a shroud across the water. Also our stacks were belching black smoke occasionally as the engineers swung their throttles wide, for more speed. Attempting to evade the deadly blast of our guns, two enemy planes dived into the top of our smoke pall and began a semi-obscured run from astern. But they could not avoid the electronic eyes of our radars and we knew exactly where they were and what they were doing. The Skipper passed the word below to "knock off smoke", hoping to bring our pursuers again into full sight. From Lieut. J. C. JONES of Hattiesburg, Miss., the Engineering Officer, came the quick query, "Do you want smoke or speed?" The Skipper grinned for he knew we needed speed too, and answered "No Smoke", then signalled the rudder hard over in a confusing turn for the half-blind Japs astern. They should pop out of the haze and find themselves facing the entire broadside of our anti-aircraft battery.

But this time the maneuver was too late. With a roar like the passing of a great wind the first plane came in on us. Machine gun bullets, in hails, hammered him in mid-flight, but his aim had been true and he continued to hurtle on while parts of his plane disintegrated and fell away before our eyes. His tail melted and drifted down lazily as he passed over stern. The pilot, already dead, could be seen slumped forward across his controls. "Heads up, bridge" was heard on one telephone circuit as a talker back aft tried to warn us that this one had not yet been splashed. Then Francis O'Hara, Seaman second class, USNR, of Pekin, Illinois, bridge talker on the battle circuit, sounded off "Hit the deck -- hit the deck!" We had practiced this before, to throw ourselves out prone on the deck in an effort to protect ourselves from flying splinters. Oh how glad we were that the Skipper had made us do it over and over again before, until each of us could melt instantly into the smallest allotted spot!

The wreck of this plane might have missed us too, had it not been that his wingtip grazed our mast, taking off the port yardarm, and thus deflected, he spun around into the ship. The same wing nipped the Director, clipped off the bridge windshield and crashed against the face of a 5" gun mount. The remainder of the plane caromed into another gun mount, killing seven men and wounding many others. His bomb exploded between these mounts and flames shot high into the air. Shrapnel and jagged splinters rained about the decks and the floor boards heaved. Aside from the great rushing sound or "swoosh" of the plane passing overhead there was little noise.

We climbed unsteadily to our feet and began to untangle the telephone cords and replace our helmets, all of us a little dazed from concussion. The Skipper was already inspecting the bridge to see if any controls were knocked out. He spoke to Thomas McNamara, Storekeeper first class, USN, of Boulder, Montana, another talker, "Tell Damage Control I want a report immediately". His request was not needed. The well trained damage control parties directed by Lieut. J. H. HOWARD, USNR, of New York, N. Y., were already probing into the flames and wreckage.

What had become of the second plane in that smoke screen? If he were going to hit us we would have felt him by now. To a man, the thought hit us at the same time, and we peered out into the gloom for some sign of him. There astern was a little flicker of light, flames licking away the remains of a crashed plane. Were these remnants of the one we had received aboard? Or could it be --? The command circuit carried the voice of Lieut. Davis, "Tell the Captain that Stogsdill splashed the second Tojo in local control". A sigh of relief. Claude Stogsdill, Gunner's Mate first class, USN, of Dorchester, Mass., was Mount Captain of an after 5" mount. During the action he stood with his head out the top of a small hatch, observing the effect of fire from his mount and issuing orders to his crew now and then as he received instructions from Lt. Davis in the Director. His job had been to train the crew to peak efficiency. Once the action was joined, his job was done, his men were on their own. Unless -- unless there was a target for him that Mr. Davis could not take under fire with the forward guns. He peered into the smoke cloud astern, there were two Nippers out there, both closing. One burst into view and he shouted orders, turning his mount to meet the headlong rush of a Kamikaze. Too close! The machine gun battery would have to take that one; where was the other? "Train left", he called to Jesse York, Seaman first class, USNR, of Markham, Texas. "Number two ought to be dead astern"! And there he was. One quick glimpse of the blazing red emblems on the Jap wing was all Frank Coultas, Seaman first class, USNR, of Portland, Oregon, pointer, needed. He heard "Ready" reports from the gun captains behind him; a slight pressure on the handwheels brought his crosswires into the center of a whirling propeller. "Fire", he yelled, and his right index finger clamped the firing trigger in a firm grip. Stogsdill's vision was blurred by the crash of his guns, but an instant later he could see clearly, see the wispy tongues of flame that had begun to grow in the white froth of our wake. He pressed the button on his chest-set telephone and reported "Splash, one Tojo".

By now reports were coming in from damage control parties. Ensign Leo FAY of Boston, Mass., office-in-charge of Repair One was seriously wounded but still directing his men in a compartment which had taken the full force of the bomb blast. Ammunition was on fire at both gun mounts and unwounded survivors were busy throwing these burning parcels of destruction over the side. Hoses were led out and jumpers rigged around broken sections of firemain. Ensign R. R. CONLEY of Ochelata, Oklahoma

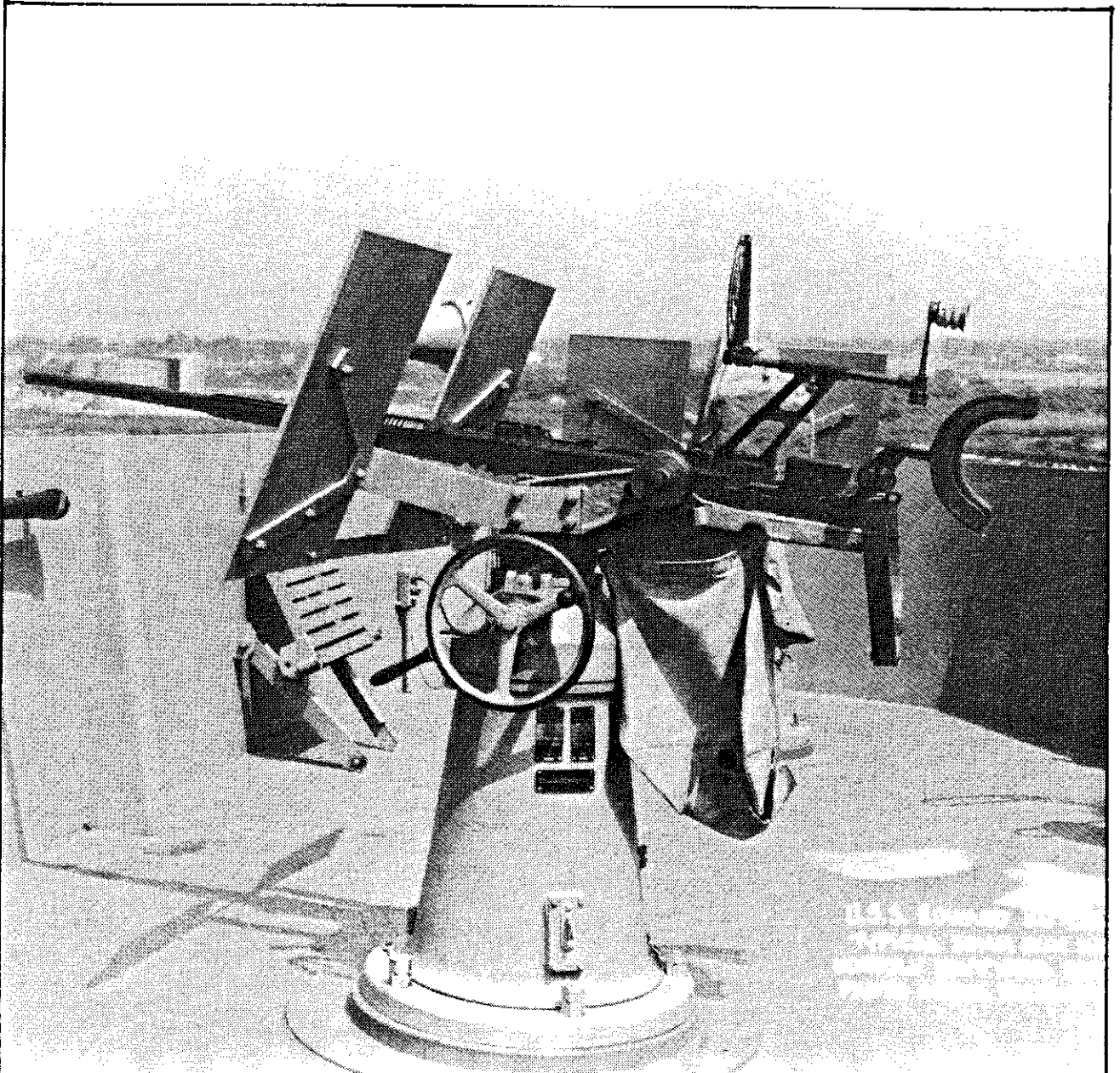
led another Repair Party forward and took over from Ensign Fay who was suffering from multiple injuries and died the next day. Fires were brought quickly under control and it was determined that the ship had suffered no underwater damage. Wounded were being treated in the Officer's Wardroom Mess by Lieut. (jg) O. C. STEGMAIER, of Jefferson City, Missouri, where he had a miniature hospital with an improvised operating table and many facilities for administering first aid.

We breathed a little easier now. Darkness had settled down; only a sliver of moon hung in the sky, not enough light for concentrated attacks. Exactly six minutes had passed since we fired the first shot.

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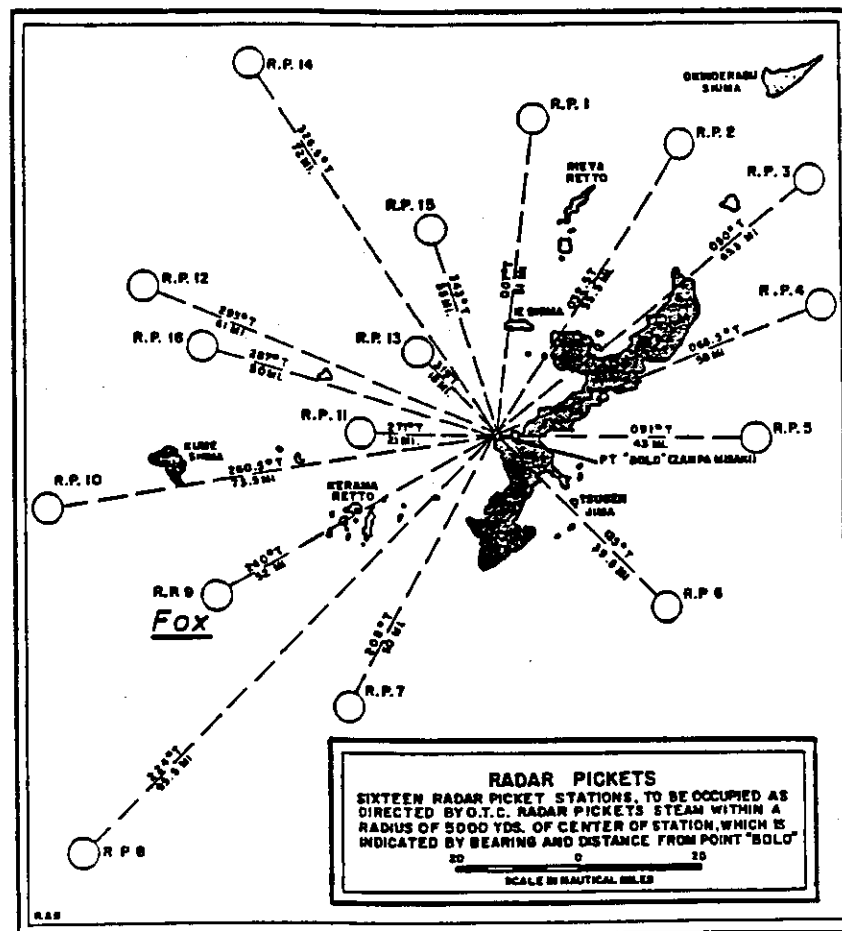
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USS Douglas H. Fox (DD-779)

Excerpts from The Two-Ocean War by Samuel Eliot Morison* regarding the Battle for Okinawa and the Kamikaze Special Attack Forces:

(The Fox was severely damaged by a kamikaze attack at Okinawa on May 17, 1945 while acting as a radar picket on Station 9.)

Admiral Turner's screening plan for protecting the expeditionary force in and around Okinawa was unusually comprehensive. He set up two antisubmarine destroyer screens, an inner and an outer, a destroyer screen to cover possible approaches of surface raids, a "flycatcher screen" to catch suicide motor boats, and, most important, the radar picket screen, composed primarily of destroyer types² but supported by LCI(G)s and other small craft. These



radar picket stations were the posts of greatest danger. They were disposed around Okinawa at distances of between fifteen and one hundred miles from land, so as to pick up flights of approaching enemy planes and, with the aid of C.A.P., to intercept them. From 26 March on, each station was kept by a destroyer type with a fighter-director team on board. This controlled the C.A.P., maintained all day by Admiral Durgin's escort carrier planes. The

OVER

² Destroyer types include DDs, DEs, DMs (DDs converted to mincraft) and APDs, destroyer transports.

picket vessel patrolled night and day within 5000 yards of her station, and when bogeys appeared on her radar screen, the fighter-director officer vectored out C.A.P. to intercept. By this means a large proportion of enemy planes approaching Okinawa was shot down before they reached the island, and our forces engaged in landing, unloading or fire support were given timely warning of an air raid. Hundreds of sailors lost their lives and about a score of ships and craft were sunk rendering this service.

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

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

* *Boston and Toronto: Little, Brown & Co., 1963. Pages 542-44, 556.*)

U.S.S. Douglas H. Fox (DD-779)

Excerpt from, "My Navy Experience,"
by James A. Fleming¹

. . . My general quarters station was on the port wing of the bridge, just outside the door to the pilothouse. I controlled the antiaircraft guns on the port side of the ship, which consisted of a quad 40-mm, a twin 40-mm and eleven 20-mm guns. I wore a life jacket and a turtle hat. My phone was directly to the guns. On either side of me was a talker, one connected to the Bridge, the other to C.I.C. Our gunnery did very well at shakedown and improved as practice continued. I became convinced that nothing could get through our defense. At dusk, with all guns firing we could put out 7,480 rounds per minute. With the tracer bullets it created what looked like a saucer of fire, truly beautiful and reassuring.

At the time there were five picket stations with odd numbers 1-3-5-7-9 positioned 60 miles off the coast of Okinawa. Assigned to each station were two destroyers and three small craft, mostly LST's or LCI's. Station assignments revolved. Our first patrol was on Radar Picket Station 1, the second on Station 3, the next on Station 5 and so on. Each patrol lasted four days followed by two days at Kerama Retto at anchor. I preferred the patrol duty, because they were always making smoke. It permeated the entire ship and prevented any possibility of a good sleep.

On picket duty, the ship traveled in line; two DD's and three small boys following. The senior Captain took the lead or van. We then followed a slow circle of three thousand yards; clockwise on the even hour, counter-clockwise on the odd hour. We went to general quarters one half hour before dawn, a half hour before sunset and whenever enemy planes were reported in the area. Proper sleep was impossible, so you got what you could. I arranged with my two talkers for a twenty minute rest break. We slept standing up, our arms on the railing and head down. It helped some to relieve the tension. Really, there was no sleep.

Captain Pitts, always trying to improve our readiness, decided to train the "below decks" or the "black" gang to man the guns while the deck group went below for training. We were in this condition when we encountered our first enemy raid.

My best description of the enemy raid was a group of five to twenty enemy planes flying in a circle like an Indian raid in the Old West, always outside the range of our 5-inch guns. Flying above them, usually visible, was a large plane which we called the mother plane. We assumed they supervised the raids. Sometimes they were dispatched one unit at a time, other times they were released all at once. They almost always directed their efforts on the lead ship. They came straight in - no evasive moves. Our Captain had a very low seniority number, so we were always the second in line. At some point this arrangement was changed; the senior officer took second place, and we took the van for the first time. Most of the raids concentrated on the lead ship. I appreciated the second-ship place because targets were easier to locate and

¹ From a 16-page narrative written in 1991 for his family and friends. James Fleming died on September 5, 1996, at the age of 83, so he never saw this revised edition of my booklet. However, I am sending a copy to his son, Captain J. Alexander Fleming, Jr., USN (Ret.), who graduated from the U.S. Naval Academy, Class of 1962. Retyped with very minor editing.

E. A. Wilde, Jr.
November, 1998

hit. With planes coming directly into the lead ship, the targets seemed much smaller.

On May 17, 1945, at dusk, after our Combat Air Patrol had been recalled to base, our first contact with the enemy consisted of a single plane which was shot down by the 5-inch guns. Almost immediately after splashing this bogey a well-concentrated attack developed on our ship. Some said there were eleven enemy planes, other claimed twenty, others claimed there were less. (How the hell anyone had time to count was beyond me!) They came in from all sides like bees. I believe the Captain called for flank speed and took evasive action. The small boys were left to take care of themselves because they could only make about 15 knots. At least we enticed the enemy away from them. At this speed one of the stacks lost the blower and as a result started laying down heavy black smoke. The engine room was directed to knock off the smoke and replied, "Do you want speed or smoke?" The Captain replied, "Give me speed."

At this point an enemy was reported coming in on the port quarter, following the smoke. He was reported as having his tail shot off but was able to head for the bow of the ship. His wing hit our mast, shearing it off. He dropped his bomb into the second 5-inch mount, and it blew up at the base of Mount I with more noise than I have ever heard.

Everyone was at their battle stations. I was on the port wing, just outside the bridge door, directing the port antiaircraft guns. On my right was a talker to the Bridge. On my left, was a big kid about eighteen, who reminded me of the fat guy in the Laurel & Hardy movies. He was a talker for C.I.C, communications. The concussion of the bomb blew me back into the flag bag. I have no idea how long it took me to recover. My instinct told me to get back to my station. I ran my hand down the line of my ear phones. The end had just pulled out of the jack, so I immediately plugged it back into the jack. The noise on the line sounded like the center of a bees' nest. Again by instinct I gave the proper command, loud and clear, "Quiet on the line!" The noise went dead, just as if I had pressed a button - but for only a few seconds. Back came the reply, "Ah blow it out your ass." Again a few seconds of silence - then a period of spontaneous laughing. I still say this eliminated all tensions and returned everyone to proper order. Word soon came over my phones that a bogey had splashed over the fantail, covering that whole area with gasoline. All guns were ordered to cease fire.

At this time I realized that the talker on my right was missing. It was getting dark, and I reached down to the deck with my hand to see if he might be laying on the deck. Doing this, I covered the entire area of our battle station. My hand was now covered by some kind of grease but nothing solid. John was of Greek extraction, and as hairy as an animal. His one ambition was to fire a 20-mm gun. Unfortunately, he was too short, and was unable to lower the barrel of the gun. He even went to the trouble of getting a wooden box to stand on, to show Jim Davis, Gunnery Officer, that he could handle the gun. This not being acceptable, Jim said he would place him where the action was, and gave him to me as a talker. He proved himself capable of performing a very necessary link in our communications. At dawn, we found large chunks of flesh on the deck covered with the hair we used to identify him. It was assumed that the concussion carried the main part of his body overboard. No doubt he saved my life.

The fire raged through the forecastle, and damage-control parties worked feverishly and efficiently to put it out. While there was no serious damage to the FOX below the water line, the damage-control party was pumping more water into it than it could pump out. This caused the bow to settle and the

fantail to rise. If this condition was to continue, there was a danger of tipping and going under fast. All those who were not actively engaged in the damage control were ordered to stand by for abandoning ship. Again, luck and proper procedures made this unnecessary. Handy billy pumps were put to work, and excess sea water was pumped overboard. At 2145 we secured from General Quarters, set Readiness Condition II and held quarters for muster. It was here that John Constantine Pilafas, Slc, USNR, was declared missing in action.

A great amount of tension was evident. Everyone not involved with necessary duties seemed to be walking around, talking in small groups. Everyone was giving his version, as he saw it - but no one seemed to be listening. All the seriously wounded were on stretchers outside the Wardroom waiting their turn for medical care. I walked by to see if I could in any way do something to ease their pain. I talked to a few - some were screaming with pain. This I will never forget - one of the disabled called out, "Oh Mr. Fleming, for Christ's sake shoot me." I told him he would be fine, and got out of there. The smell of burnt human flesh was horrible, and sometimes I imagine that I can still smell it. I went down to the port passageway where the less serious wounded were being treated in our Sick Bay. Fred Adamak, Coxswain Third Class, was waiting his turn. He had a piece of shrapnel through his right cheek, but he seemed perfectly at ease. He had trouble talking; otherwise, he assured me, he felt fine.

. . . On Friday, 18 May 1945 at 0515, Ensign Leo Fay, the only officer fatally wounded, and a large group of enlisted wounded were transferred to the U.S.S. PCE-853 for further transfer to the hospital ship APA-170. At 1315 the deceased men were transferred to Zamami Shima Cemetary, Kerama Retto. We also buried five or six men at sea with military honors. This I never understood, unless they were so mutilated that they could not be identified properly.

I am not sure of the date or time of this - but all officers were in the Wardroom and Mr. Carlson, Executive Officer, asked for an officer volunteer to supervise the Corpsmen on the forecastle who were trying to match up body parts - heads, legs arms, etc., with the proper bodies. . . . After a long pause, seeing this had to be done, I volunteered. Sickening is the only word I can use to describe this experience. The largest part of a body was placed on the deck in a long row. Then an attempt was made to match various parts with a body. Dog tags were not available. We used tattoos, color of skin, hair color, body size. This was one hell of a task. It was done very carefully, and the men who actually did this should have received high recognition, but did not. Each body was then placed in white blankets, which went into weighted canvas bags. This experience confirms my feeling about the men buried at sea.

* * * * *

THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the NAVY CROSS to

*ENSIGN LEO DANIEL FAY, UNITED STATES NAVAL RESERVE
for service as set forth in the following*

CITATION:

"For extraordinary heroism in the line of duty while in action against the enemy. He was in charge of the Forward Repair Party of his ship on 17 May 1945 off OKINAWA GUNTO when that ship was engaged by several enemy planes, one of which crashed into the forecastle causing injuries to Ensign Fay from which he died within twenty-eight hours. In spite of a broken leg and arm, a serious head wound and forty percent burns, he directed the men under his command in repair activities which are directly responsible for saving the ship. He continued to exercise this command with consummate courage and skill until he was carried away from his station. His conduct throughout was in keeping with the highest traditions of the armed forces of the United States."

For the President,

Secretary of the Navy.

Typed from a draft citation on an index card filed at the U.S. Naval Historical Center. Awarded posthumously in September, 1945.

*E. A. Wilde, Jr.
December, 1998*

U.S.S. Douglas H. Fox (DD-779)

Medals Awarded to Survivors of the Kamikaze
Attack Off Okinawa on 17 May 1945:¹

Lieutenant Commander Conrad Hilmer Carlson, USN

BRONZE STAR MEDAL (with Combat "V")

"For meritorious achievement in connection with operations against the enemy while serving as Evaluator in the Combat Information Center of the United States Ship DOUGLAS H. FOX in the vicinity of Okinawa on 17 May 1945. During a highly coordinated Japanese suicide attack against his ship on radar picket station, his outstanding designation of the targets resulted in taking under fire all of the attacking planes and the destruction of five. His devotion to duty was in keeping with the highest traditions of the United States Naval Service."

* * * * *

Lieutenant James Happer Davis, USN

BRONZE STAR MEDAL (with Combat "V")

"For meritorious achievement in connection with operations against the enemy while serving as Gunnery Officer of the United States Ship DOUGLAS H. FOX in the vicinity of Okinawa on 17 May 1945. During a savage Japanese suicide attack the superb skill with which he controlled his guns resulted in the destruction of five enemy planes. His devotion to duty under severe enemy attack was in keeping with the highest traditions of the United States Naval Service."

* * * * *

Claude E. Stogsdill, Gunner's Mate First Class, USN

BRONZE STAR MEDAL (with Combat "V")

"For heroic achievement in connection with operations against the enemy while serving as mount captain on board a United States destroyer. On 17 May 1945 off Okinawa, when his ship was attacked by Japanese aircraft, he caused his mount to deliver accurate and effective gunfire in local control and shot down one enemy plane diving on the ship. His outstanding leadership and conduct were in keeping with the highest traditions of the United States Naval Service."

* * * * *

¹ Typed from draft citations on index cards at Operational Archives, Naval Historical Center, Washington Navy Yard. No lists of awards by command are available, so I may very well not have found all of the citations applicable to the Fox.

E. A. Wilde, Jr.
February, 1999

LIST OF OFFICERS
ATTACHED TO AND ON BOARD THE U. S. S. DOUGLAS H. FOX (DD779), COMMANDEDBY R. M. PITTS, Commander U. S. N. DURING THE PERIOD COVERED BY THIS LOG BOOK, WITH DATE OFREPORTING FOR DUTY, DETACHMENT, OR DEATH, FROM 1 May 1945 TO 31 May 1945

| NAME AND FILE NUMBER (Show file No. below name) | RANK | DATE OF REPORT- ING ON BOARD | PRIMARY DUTIES | NAME, RELATIONSHIP, AND ADDRESS OF NEXT OF KIN (Show address at which Report may most readily communicate with next of kin in an emergency) |
|--|------------|--|-----------------------------|--|
| | | DATE OF DETACHMENT (Show detachment date below report- ing date) | | |
| Ray Maurer PITTS 71458 | Commander | 26 Dec. 44 | Commanding | Dianne Marshall Pitts, Wife 330 No. Croft, Hollywood, Calif. |
| Conrad Hilmer CARLSON 85218 | Lt. Comdr. | 26 Dec. 44 | Executive Navigator | Alice Lindgren Carlson, Wife 20 Rindgefield St. Cambridge, Mass. |
| James Happer DAVIS 165674 | Lieut. | 26 Dec. 44 | Gunnery | Elizabeth Lee Davis, Wife 3005 Bellenfontaine, Kansas City, Mo. |
| John Hamilton HOWARD 142944 | Lieut. | 26 Dec. 44 | 1st Lieut. | Mary Rowan Howard, Wife 131 E. 15th Str., New York, New York. |
| Joseph Carlton JONES 120057 | Lieut. | 26 Dec. 44 | Engineer | Mary Ella Jones, Mother 1121 Hardy St. Hattisburg, Miss. |
| Evan Lewis Webster 336694 | Lt(jg) | 26 Dec. 44 | C.I.C. | Frances McClure Webster, Wife 11 1/2 Evans Street, Auburn, New York. |
| Neal Henry WITSCHEN, Jr. 223859 | Lt(jg) | 26 Dec. 44 | Communications | Neal Henry Witschen, Father 1822 Edgewood Avenue, Jacksonville, Fl |
| Ross Demlow VISGER 185745 | Lt(jg) | 26 Dec. 44 | Ass't Gunnery | Phyllis Jean Visger, Wife Capac, Michigan |
| Roland Ray CONLEY 324843 | Lt(jg) | 26 Dec. 44 | Ass't Engineer | Harry Edward Conley, Father Box 1215 Ochelate, Oklahoma |
| James Alexander FLEMING 335795 | Lt(jg) | 26 Dec. 44 | Ass't Com. Officer | Anne Reynolds Fleming, Wife 911 Railroad Ave. Bryn Mawr, Pa. |
| Otto Charles STEGMAIER, Jr. 151060 | Lt(jg) | 26 Dec. 44 | Medical | Margaret Spaeth Stegmaier, Wife 270 E. Locust, Davenport, Iowa. |
| Isaac Harrison LEVY 313441 | Lt(jg) | 26 Dec. 44 | Supply and Disb. Officer | Elizabeth Harrison Levy, Mother Dyckman Hotel, Minneapolis, Minn. |
| Louis Anthony HOYING 331356 | Ensign | 26 Dec. 44 | Auto. Weapons | Della Dickman Hoving, Mother 146 S. Hanover St. Minster, Ohio. |
| Arthur (n) KOORHAN 347892 | Ensign | 26 Dec. 44 | Ass't. Navigator | Freda Cynthia Koorhan, Wife 3709 Richton, Detroit, Michigan |
| Don Walker KORTE 364242 | Ensign | 26 Dec. 44 | Fire Control | Erma Kiehl Korte, Mother 1618 N. Wayne St. Arlington, Va. |
| Leo Daniel FAY 367664 | Ensign | 26 Dec. 44 18 May. 45 | Ass't 1st Lt. | Elizabeth Marie Fay, Wife 24 Bridge Str. So. Dartmouth, Mass |
| Wallace Junior FOLLETTE 332657 | Ensign | 26 Dec. 44 | Torpedo Ofcr. | Leona Eleanor Follette, Wife. 316 First St. Forrest Grove, Ore. |
| Ted Harold EASTWOOD 388436 | Ensign | 26 Dec. 44 | Radar Officer | Linda Margaret Eastwood, Wife. 5226 Brighton Str. Seattle, Wash. |
| Vernon Samuel AKERS 388412 | Ensign | 26 Dec. 44 | Asst. Engineer | Matilda Akers, Mother 9442 Laflin Str. Chicago, Illinois |
| Arthur Parker BEARD 332372 | Ensign | 26 Dec. 44 | Intercept Ofcr. | Evelyn Frances Beard, Wife 2908 Brownsville Road, Pittsburgh, Pa. |
| Donald Dwight O'HARA 413462 | Ensign | 16 April 45 | Ass't CIC | Dwight Samuel O'Hara, Father 1101 East Fifth Street, Hutchinson, Kan |

EXAMINED AND FOUND TO BE CORRECT:

C. H. Carlson

C. H. CARLSON, Lt. Comdr.,

U. S. N. NAVIGATOR.

U.S.S. Douglas H. Fox (DD-779)

Muster Roll of the Crew on 17 May 1945¹
 (when the ship was hit by a kamikaze)

| | | | |
|-----------------------------|-------|------------------------------|-------|
| ACHTZENER, Jack Charles | MM1c | COULTAS, Frank Kingdon, Jr. | S1c |
| ACKERMAN, Paul Joseph | RM3c | COULTER, Frederic Kennedy | S1c |
| ACKERMAN, Rudolph Peter | CRM | COYLE, Joseph Howard | MoMM3 |
| ADAMAK, Fred John | Cox | CRAGIN, Robert Joseph | F1c |
| ALDEN, Kenneth Melvin | MM1c | CRANE, Lester Clayton | MM2c |
| *ALEXANDER, Walter Thomas | S2c | *CROWE, James Clarence | Y3c |
| ALLEN, Byron Gordon | QM2c | CUBBERLY, Doyle Philip | SK3c |
| ALLEN, Wilbur John | S2c | CUSWORTH, Edward Jacob | SoM2c |
| ALVEY, James Robert | S1c | DAIGLE, George Joseph | Cox |
| ANDERSON, Donald Adolph | MM1c | *DAMANTI, Thomas Joseph, Jr. | SC3c |
| ANDERSON, Leon Russell | S2c | DASE, Leo Roy | MM3c |
| ANDERSON, Robert Gordon | S1c | DAVIS, Lloyd John | F2c |
| ANGLIN, Charley Vann | S1c | DAVIS, Walter Joseph | S1c |
| APPLEGATE, Archie Truitt | FC1c | DAYTON, Lester Lowell | S2c |
| ASHYK, John Paul | TM1c | DECKER, Norton Henery | GM3c |
| *ASKEW, Jack Thomas | GM2c | DE LA PARTE, Edward Paul | S2c |
| AUERNHEIMER, Fred Allen | S1c | DE FLIEGER, Donald William | SF3c |
| BADER, Charles William | S1c | DEL PUPPA, Peter Arrigo | S1c |
| BARKER, John Palmer | F2c | DEMING, Walter Ralph | S1c |
| *BARNES, Milton (n) | S1c | DEVINE, Carl Merton | S1c |
| BARR, Lawrence Edward | M2c | DIETHART, Lester Earl | GM1c |
| BEAR, Monroe Spencer | F1c | DRENNING, Raymond (n) | TM2c |
| BELLMAR, Fred Cyril, Jr. | S1c | DUFFETT, Clarence William | TM2c |
| BENDER, Edward Mathew, Jr. | S1c | DUFFY, Anthony Daniel | WT1c |
| BERRY, Jack Paul | S2c | DUNDAS, Irving Alfred | S1c |
| BINETTI, John Joseph | BM1c | DYER, Robert Vernon | SoM3c |
| BONANATA, Aldo Frank | F1c | EARL, Gordon Rhoads | S1c |
| *BORNEMANN, William Richard | MaM3c | EDINGTON, Paul Herman | S1c |
| BRADY, Clyde Euel | WT1c | EDSTROM, Kenneth Emanuel | EM3c |
| BRAGUNIER, Allen Barber | F1c | EGGERT, Lewis Junior | RT2c |
| BROOKS, Donald Lewis | S1c | EITEL, Henry Winson, Jr. | F1c |
| BROOKS, Joe Wilson | S1c | ELLIOTT, Edward Alfred | S1c |
| BROWN, Arles Luther | S2c | *ELLIS, Richard Bayard, Jr. | Cox |
| BROWN, Harold William | CBM | ERWIN, John Ormand | S1c |
| *BRYAN, Gail Hugh | GM3c | ESPINOZA, Rudy Marin | S1c |
| *BURLESON, Gerald Talcom | S1c | EVANSKI, Walter Leonard | GM3c |
| CAMPBELL, Calvin Eddie | F2c | FALK, Robert Frederick, Jr. | MM1c |
| CANCERAN, John Gorospe | CK1c | FEHSER, David Henry | WT2c |
| CANTER, Albert Paul | S1c | FERNENGEL, Fred Henry | PhM2c |
| CARROLL, Frank Edgan | S2c | FINK, Henry Ford | S1c |
| CATMUR, Eric Alan | S1c | FISCHER, Fred August, Jr. | RT2c |
| CHAPMAN, Frank Henry | S1c | FLANAGAN, Melvin Walter | S1c |
| CHEEK, Doyle Shearrell | S2c | *FOSTER, Richard Ellis | S2c |
| CHILES, Wilbur Lee | S1c | FOX, Frank Edward | MM2c |
| CLARK, Earl Wayne | MM3c | *FRANKLIN, Richard "H" | S2c |
| CLARK, Roy Benson | SF1c | FRANTZ, Herbert Royston, Jr. | MM2c |
| CLAUSSEN, Henry Tonjes | S2c | FRIZELL, Ford Dale | WT2c |
| COLLINS, Robert Frederick | SoM3c | *GALLAGHER, David George | BM2c |
| COLLINS, Lawrence Sylvester | S2c | GALLAGHER, Vernon Thaddeus | S1c |
| COON, William Ben | S1c | GALLI, Lawrence Henry | S2c |
| COOPER, William Clinton | F2c | GAMMON, William Richard, Sr. | S2c |
| CORMIER, Ray Adam | F2c | GANDY, William Humbert | StM2c |
| COTE, Paul Denis, Jr. | S1c | GANGI, William (n) | EM2c |

| | | | |
|-------------------------------|-------|-------------------------------|------|
| GARRETT, Lloyd Milton | S1c | KEHRER, George Leroy, Jr. | EM3c |
| GIBSON, Jimmie Lee | S2c | KEIL, Frank Edward | S1c |
| GIBSON, Robert Haslett | S1c | KELLOGG, Beverly Neate | GM2c |
| GILLIAM, Van Nicholas | F1c | KERNS, Thomas Joseph | S1c |
| GILMER, George Hudson | S2c | KLEINMAN, John Francis | WT3c |
| GINN, Jessie Lee | S1c | KOEHL, John Michael, Jr. | S1c |
| GOLDSTONE, Morris (n) | SKD2c | KOEPL, Vernon John | S1c |
| GRAHAM, Arvis Elliott | S2c | *KOZLEVCAR, Anthony Joseph | Cox |
| *GRAUBERGER, Robert Nelson | S2c | KUCINSKAS, Donald (n) | CEM |
| GREENE, Hilma Eugene | S2c | KUSISTO, Victor Eino | S2c |
| GRUE, James Joseph | S1c | KUYKENDALL, Delman Vernon Jr. | RT1c |
| GUIDRY, Andrew Gerald | BM2c | KYLER, George (n) | |
| GUILD, Harold Paul | S1c | LAMBERG, Ralph Herman | F2c |
| HALLER, Eugene Bradley | S1c | LAMBERT, Donald Charles | S1c |
| HALLMAN, Robert Eugene | MM2c | LANIER, Marlin (n) | S2c |
| HANDLEY, Gilbert Norman | F2c | LATHAM, William Walter, Jr. | MM2c |
| HANNER, Gordon Wilbur | S1c | LAW, Edmund Joseph | F2c |
| HANSEN, Kristian Daniel | MM3c | LERWICK, Paul Charles | S1c |
| HANSEN, Thomas Ethelbert | AS | LEVINE, Samuel (n) | F1c |
| HARTMAN, Gerald Brown | SoM3c | LEVY, Bertram (n) | CMM |
| HAWLEY, John Charleston, Jr. | F1c | LEWIS, Miles "E" | CY |
| HAWORTH, Jesse LaVerne | S2c | LONG, Olan Lamar | - - |
| HELTMAN, Eugene Anthony | F1c | LOY, Lester Jerry | F1c |
| HENDRICKS, John Albert | QM2c | LUTHE, Beryl Vernon | MM1c |
| HENDERSON, James (n) | StM1c | *LYLE, Charles Arthur, Jr. | CM2c |
| HERMAN, Robert Conrad | RM3c | *LYNCH, Paul Arkell | S1c |
| HESS, Lloyd Anderson | S1c | LYTLE, Curtis Thomas | F2c |
| HESS, Simon Burkholder | GM2c | *LYTLE, Homer William | S1c |
| HIBEN, Daniel (n) | F1c | MAHONEY, Bernard Patrick | S1c |
| HICKMAN, John Chandler, Jr. | RM1c | MAKER, Alexander (n) | S1c |
| HINSHAW, Edward Garfield | F2c | MARBLE, Horace Edwin, Jr. | S2c |
| HOCKETT, Teddy George | QM3c | MARLER, Robert Erwin, Jr. | S1c |
| *HODGES, Paul Buford | S1c | MARSH, Edwin Junior | Y1c |
| HOLLEY, Francis James | Cox | MARTINEZ, Sam (n) | S1c |
| HOLLIER, Edmond Ray | F2c | MARTORANO, Alexander Joseph | S2c |
| HOLTZCLAW, Harry Rayford, Jr. | TM2c | MASTROPIETRO, Felix (n) | RT3c |
| HOUGHTON, William Henry | EM2c | MAXSON, John William | S1c |
| *HUDSON, Chester Enos, Jr. | MaM3c | MAYO, "N" "D" | S2c |
| INFANTE, Thomas George | GM3c | MC ARTHUR, Floyd Edward | SM3c |
| *IVERSON, Walter Buford | S2c | MC CAIN, Alva Harold | BM2c |
| *JACKSON, Lester Carlyle | S1c | MC CLURE, Virgil Vincent | MM3c |
| JACOBS, Frank Herman | S2c | MC CONNELL, Richard James | S2c |
| JACOBSON, Merrill Stanley | FC1c | MC DERMOTT, John Thomas | S2c |
| JENNINGS, Albert Orval | S1c | MC DEVITT, Daniel James | CTM |
| JOHNSON, Ernest William | Bkr2c | MC DONNOUGH, John Charles | F2c |
| JOHNSON, Kenneth Harlan | S2c | *MC KINLEY, Willard Wade | SC2c |
| JONES, David Augustus, Jr. | MM2c | MC NAMARA, Thomas Woodrow | SK1c |
| JONES, Gordon Lewis | S2c | MADSON, Richard Allen | S2c |
| JONES, Roscoe Richard | MM2c | MELLING, Verlin Eugene | TM1c |
| JUNEAU, Emeric Dennis, Jr. | F2c | MELTON, Lester Edward | RM2c |
| JUNGE, Arthur John | SoM3c | *MEYER, Alfred George | S1c |
| KALWEIT, Denmore Clifford | S1c | MICHAEL, Cyrus Thomas | WT3c |
| KAUFMAN, Walter Miller | GM2c | MIDDLETON, Walter Raleigh | StM1 |
| KAY, John Ross | EM3c | MIHELIC, Anthony (n) | S2c |
| KEEFE, Paul David | S1c | MITCHELL, George Warren | S1c |
| KEEN, Buel Dean | S2c | *MITCHELL, Lester Joseph | S2c |

| | | | |
|--------------------------------|-------|-----------------------------|-------|
| MITCHELL, Ralph Edward | S2c | SMITH, "A" "C" | S1c |
| MOLL, Robert Frederick, Sr. | EM3c | SMITH, Hugh Francis | S2c |
| MONTGOMERY, Hoy "D" | CCS | SMITH, Robert Eugene | F1c |
| *MONTROYA, Edward Patricio | PhM3c | SMITH, Theodore Jacob | BM1c |
| MOORE, Richard Ray | SoM3c | SNYDER, William Foster | Cox |
| MORGAN, Francis Joseph | EM1c | *SOUDER, Floyd LeRoy | GM3c |
| MORGAN, William John | S1c | SOUZA, David Joseph | S1c |
| *MORROW, Donald Eugene | S2c | SPARKS, James Dewey | S1c |
| MOSTYN, Thomas Joseph | S1c | STANFILL, Willie Eugene | S2c |
| MOYER, John Frederick | EM1c | STANLEY, Vincent Francis | CQM |
| MULLENHOUR, Rolland Jay | F2c | STANTON, Samuel (n) | St1c |
| MYLLYMAKI, Carl William | F1c | STILL, Curtis Lee | S1c |
| NEMEC, George William | S1c | STOGSDILL, Claude Edward | GM1c |
| NEVILLE, Harry Allan | EM3c | STOREY, Orvil Lewis | F2c |
| *NUZUM, Donald Max | S2c | STOREY, Robert Wesley | S1c |
| O'HARA, Francis Aloysius | S2c | STRANGE, James Joseph | F1c |
| OLSEN, Norman Harry | S1c | **STROCK, Stanley Fay | S1c |
| *OSBORN, Floyd Hardin | F2c | STRUCKEL, William Daniel | S1c |
| OSBOURNE, Verle (n) | MoMM2 | ST THOMAS, Robert Edward | S1c |
| OSTERLOH, Warren Herman | F2c | *SUNDQUIST, Paul Victor | S1c |
| OTTO, Wayne Everett | S1c | SUTTON, Edward Lee | StM1c |
| PAPPAS, George (n) | S2c | *SWEENEY, William John | S1c |
| PARKINS, Ellis Jerome | CGM | SYPOLT, Theodore Stewart | S2c |
| PARKS, Cyrus Ellenus | S1c | TAMER, James Abraham | RdM3c |
| PATRICK, Jack Riley | S1c | *TAYLOR, Loren Calvin | Y2c |
| **PEED, Richard Maurice | GM2c | *TENNISON, William Dee | S1c |
| PERRY, Dolan Ray | WT2c | *THIESSEN, William "A" | S2c |
| **PILAFAS, John Constantine | S1c | THIGPEN, Archie Cleveland | S1c |
| PIPER, Brisco (n), Sr. | StM1c | THOMAS, Lester Larsen | S1c |
| PISACANO, Anthony (n) | S1c | *THROGMORTON, William Louis | S1c |
| PLATZ, Merlin Edward | F1c | TILTON, Arthur Edward | S1c |
| PRESTON, Julius John | CWT | *TIMLAKE, James William | S2c |
| PRICE, Evan John | MM2c | TOMAN, Norman Cecil | S2c |
| PRINCE, William Richard | S2c | *TOTH, Joseph Michael | GM1c |
| PROULX, Andre Joseph | S2c | TRAUMAN, Joe Frank | CMM |
| RESSMAN, Louis Benjamin | SC1c | TRAVERS, Richard (n) | SM1c |
| RICHARDS, Glen Dean | S1c | TRENT, Elmer Lee | GM3c |
| RICHART, James Allen | F2c | *TRZASKA, John Joseph | S1c |
| ROGERS, Jack Carl | S2c | TURNER, John Edward | S1c |
| ROSENBERG, Stanley David | S2c | *TURVEY, David Oliver | S2c |
| RUTLEDGE, Charles William | S1c | TUTTLE, William Davis | CMM |
| SADLER, Van Leslie | CPhM | UETZ, Melvin George | MM1c |
| *SANDIFORD, George William Jr. | S2c | VACHAL, Ralph Allen | S1c |
| SAUCIER, Melvin Corbit | F1c | VANDIVER, John Newton, Jr. | S1c |
| SCHUMACHER, Paul Anthony | S2c | VAN HEIDEN, Willard Stanley | S1c |
| SCHWARTZ, Charles (n), Jr. | WT1c | *VIGNAU, Robert Alexander | S1c |
| SEEGER, Henry Thomas | GM3c | VINCENT, Keith Bradley | Cox |
| SETTLES, Faustino (n) | S1c | VOLLERTSEN, Quentin Harry | S1c |
| SEUSS, Jack Martin | SoM3c | WADE, Lewis Raymond | S1c |
| SHEPPARD, Hugh (n) | MM3c | WALLACE, Max Allen | - - |
| SHERMAN, Clarence Robert | F2c | WARD, Bliss Langstaff | S1c |
| SHERMAN, Gordon Paul | S1c | WARREN, Arnold (n) | GM3c |
| SIECZKOWSKI, Walter Francis | S1c | WASSOM, Eldon Clare | S1c |
| SIENKO, Edward Joseph | S1c | WEAVER, Kenneth Ray | S2c |
| SITES, Robert Vernon | S2c | WEITZEL, Theodore Jacob | S1c |
| SKEEL, Lynn Thomas | CWT | WELLS, Lemuel Swanson | S1c |

| | | | |
|----------------------------|------|--------------------------|-------|
| WELSH, Clyde Harlow | S1c | WILSON, Roy Van | S1c |
| WELSCH, John Anthony | S1c | WINTERS, Ralph Waldo | F1c |
| WENTWORTH, Byron Philip | S2c | WOODLEY, Arthur Hal, Jr. | S1c |
| WHITE, Bill David | S2c | WUENSCH, Louis Emil | S1c |
| WHITE, Luther David, Jr. | S2c | WRIGHT, Dean Earl, Jr. | S1c |
| WHYBREW, Gerald Franklin | TM2c | YORK, Chester Worden | Bkr3c |
| WILDER, William Best | S2c | YORK, Jesse Truman | S1c |
| WILLIAMS, Charles Landis | FC3c | ZOEPEL, Robert Louis | S1c |
| WILLIAMS, Marshall William | RM3c | *ZOURAS, Themio Peter | S2c |
| WILLIAMS, Richard Elvin | S2c | | |

1 The muster roll on microfilm at the National Archives for 3/30/45 updated to reflect men received, transfers and changes in rate included on Report of Changes sheets through 5/17/45.

* Wounded (** Killed) when the ship was hit by a kamikaze and its bomb on 5/17/45 according to a machine-generated casualty report at the National Archives prepared by the Bureau of Naval Personnel after the war. In addition to the nine enlisted men killed or reported missing in action, Ensign Leo Daniel Fay, USNR, died of wounds the following day (5/18/45).

Summary of Casualties:

| | <u>killed</u> | <u>Wounded</u> | <u>Not Wounded</u> | <u>Complement on 5/17/45</u> |
|----------|---------------|----------------|--------------------|------------------------------|
| Officers | <u>1</u> | <u>-</u> | <u>20</u> | <u>21</u> |
| Enlisted | <u>9</u> | <u>36</u> | <u>304</u> | <u>349</u> |
| TOTALS | <u>10</u> | <u>36</u> | <u>324</u> | <u>370</u> |

E. A. Wilde, Jr.
December, 1998

6 October 1945

STATEMENT CONCERNING DETERMINATION OF DEATH

ASKEN, Jack Thomas, OM2c, 346 95 41, USN
PILAFAS, John Constantine, S1c, 851 55 40, V6, USNR,

have been carried on the official records in the status of "missing in action".

A complete investigation of available records covering the loss of the above named enlisted men has been made and discloses the following:

On 17 May 1945 these men were attached to and serving aboard the USS DOUGLAS H. FOX (DD779).

At about 1934 on that date, while the USS DOUGLAS H. FOX was on Radar Picket Patrol about fifteen miles southeast of Kume Shima, a Japanese suicide bomber crashed on the ship's fore-castle deck. Five inch mount #1 was demolished and mount #2 was put out of commission. The bomb pierced the main, first platform and second platform decks and its explosion demolished several compartments and started large fires in the number 2 upper handling room, mount one and anchor windlass room. The fires were extinguished in fifteen minutes.

Eight men were killed or died of wounds and thirty-six were wounded. Due to continued air attacks, support ships were unable to come to the immediate aid of the USS DOUGLAS H. FOX. About 2100 the USS VAN VALKENBURGH and the USS CONVERSE went alongside to render medical assistance, and shortly thereafter the USS DOUGLAS H. FOX proceeded to Kerama Retto.

ASKEN and PILAFAS were missing following the action. A thorough search by the USS VAN VALKENBURGH and four LCS was continued throughout the night until 0500, when the USS VAN VALKENBURGH departed for regular patrol duty. The smaller ships continued to search until 0945 when they returned to their picket stations. One life jacket, mattresses and pillows were sighted, but the missing men were not recovered.

In view of the fact that these men were lost at sea when their ship was hit by a suicide bombing plane, causing a terrific explosion and fires, that a thorough and long continued search of the area in and around the position in which they were lost failed to effect their recovery, and in view of the extreme distance from shore at which the action occurred, it is deemed that the evidence conclusively establishes the deaths of the above named enlisted men on 17 May 1945.

U.S.S. Douglas H. Fox (DD-779)

Honor Roll

Killed on May 17, 1945, when a kamikaze's bomb exploded on the main deck under Mount I during the Battle of Okinawa:

Jack Thomas Askew, 346-95-41, GM2c, USN

Ensign Leo Daniel Fay, 367664, USNR

Richard "H" Franklin, 784-53-23, S1c, USNR

Paul Buford Hodges, 346-87-13, S1c, USN

Chester Enos Hudson, Jr., 961-11-51, MM3c, USNR

Willard Wade McKinley, 619-11-56, S2c, USNR

Richard Maurice Peed, 321-58-53, GM2c, USN

John Constantine Pilafas, 851-55-40, S1c, USNR

Stanley Fay Strock, 660-06-36, S1c, USNR

William "A" Thiessen, 964-56-16, S2c, USNR

* * * * *

Source: A machine-generated casualty report at the National Archives prepared by the Bureau of Naval Personnel c. 1946.

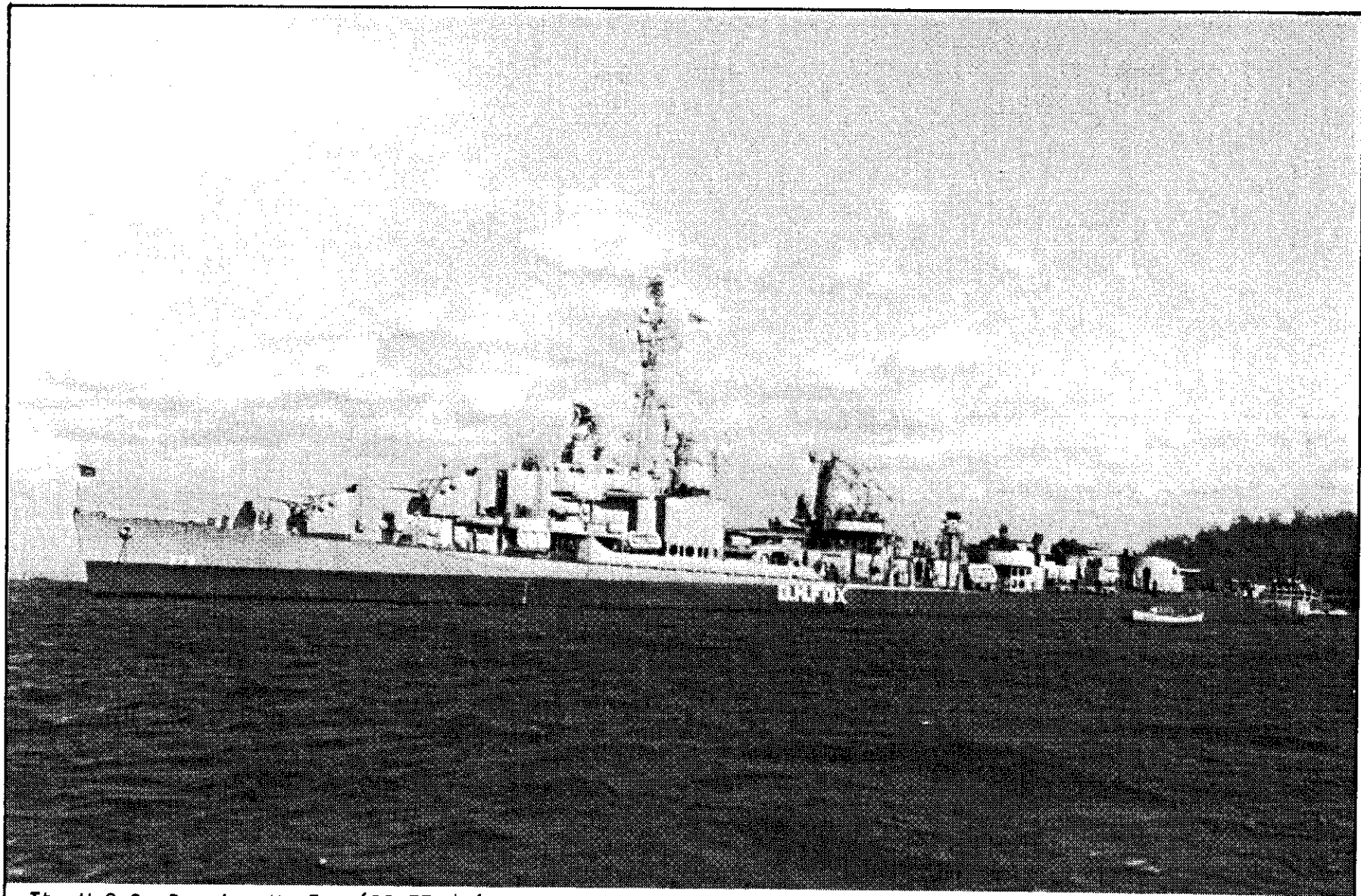
*E. A. Wilde, Jr.
March, 2001*

"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."

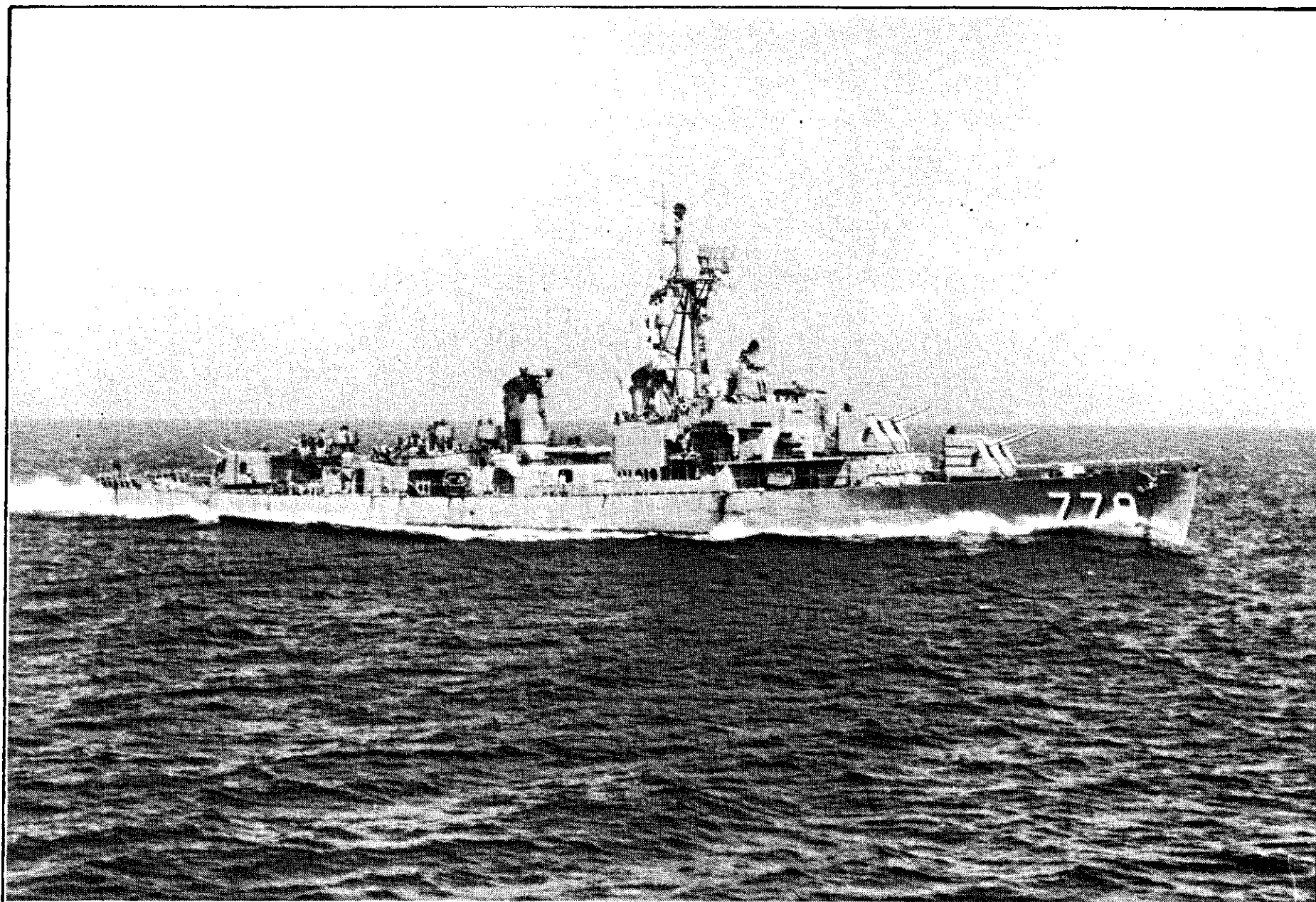
- Fleet Admiral Chester W. Nimitz, USN, at The Surrender on board the U.S.S. Missouri (BB-63) in Tokyo Bay, 2 September 1945.



The USS Douglas H. Fox (DD-779) (Cdr. Ray M. Pitts, USN) in October, 1945, en route San Diego, California, to New York City for the Navy Day Celebration on October 27th. World War II had ended on August 14th, before permanent repairs could be completed at the Navy Yard in San Francisco. Her antiaircraft battery was upgraded at that time to provide better protection against the kamikaze attacks anticipated during the invasion of Japan planned for later in the year. A third quad 40-mm mount was added where the after torpedo tube mount had been, and the single 20-mm mounts were replaced by twin mounts. (Courtesy of Gordon Earle)

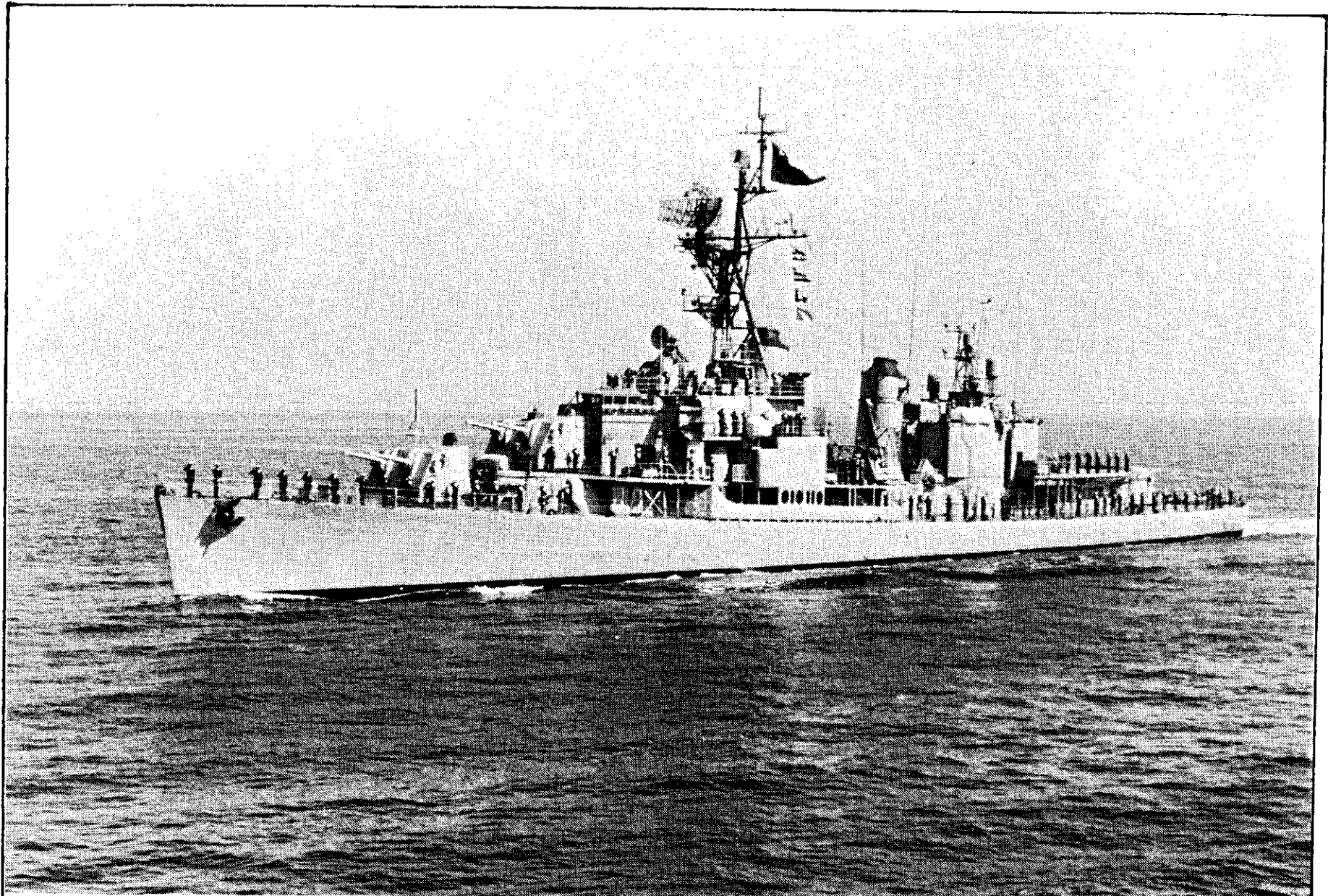


The U.S.S. Douglas H. Fox (DD-779) (Cdr. Ray M. Pitts, USN) anchored in the Hudson River, New York Harbor, for the Navy Day Celebration held there on October 26-30, 1945. She was open to visitors over the weekend, and on Saturday, October 27th, she fired a 21-gun salute to honor President Harry Truman. The ship's name was painted on her sides for the benefit of spectators. This view shows the new quad 40-mm Bofors antiaircraft mount where the after quintuple torpedo tube mount had been located just forward of the twin 5-in./38 mount on the stern (Mount III). (The U.S. Naval Institute Collection.)



The USS Douglas H. Fox (DD-779), a Sumner-class destroyer displacing 2200 tons, as she looked from her recommissioning in November, 1950, until her FRAM II conversion in the summer of 1962. The 40-mm guns shown in this 1952 photograph were replaced with 3-inch/50's in 1953, and the "K-guns" were removed in 1956. The Fox made two Korean tours; in 1952 and 1954. (Official U.S. Navy photograph.)

USS Douglas H. Fox (DD-779)



Under a new flag, and with a new name, but still in active service after forty-six years! The Chilean destroyer DD.17 Ministro Portales (formerly the Fox) as she appeared at a Naval Review in Valparaiso on March 7, 1990. (Photograph was supplied by the present Commanding Officer.)

FOX FACTS

Significant Events in the History of the USS Douglas H. Fox (DD-779)

Launched on 30 September 1944 at Todd-Pacific Shipyards, Seattle, Washington; an Allen M. Sumner-class destroyer displacing 2,200 tons with an overall length of 376'6" and a beam of 40'10". An enclosed fore-and-aft passageway extending the entire length of the topside spaces was an important safety feature in heavy seas. Twin screws with twin rudders provided greatly improved maneuverability in restricted waters and reduced the tactical diameter to 700 yards at 30 knots (from 950 yards for Fletcher-class destroyers).

Commissioned in Seattle on 26 December 1944. Armament consisted of two quintuple 21-inch torpedo mounts, six 5-inch/38 dual-purpose guns in twin mounts, twelve 40-mm Bofors guns, eleven 20-mm Oerlikon guns and depth charges in two stern tracks and six "K"-guns. Twelve .50 caliber water-cooled machine guns in six twin mounts were later installed in the quarterdeck area.

Severely damaged in World War II during the battle for Okinawa on 17 May 1945 while serving as a radar picket. A kamikaze with a 220-lb. bomb hit forward of the bridge, demolishing Mount 1 and putting Mount 2 out of commission. Another kamikaze parted a lifeline on the fantail and covered the entire after part of the ship with gasoline before splashing close aboard. The USS Van Valkenburgh (DD656) drove off two remaining enemy aircraft and went alongside to provide vital medical and damage-control assistance. Ten were killed, sixteen wounded. Fortunately, there was no flooding, and after bringing the fires under control the ship was able to proceed to Kerama Retto under her own power. Fox gunners shot down five enemy planes during this engagement (plus one earlier in the week). Repairs were completed at San Francisco on 28 August 1945 where the after torpedo mount was replaced with an additional quadruple 40-mm mount, and the single 20-mm guns, with twin 20-mm mounts. The machine guns had already been removed when temporary repairs were made at Leyte in the Philippines.

A mine explosion caused major damage to the stern on 29 September 1947 in the Adriatic Sea while en route Venice, Italy, to Trieste. Three were killed, twelve injured. The ship returned to duty with a new stern on 8 June 1948 after being towed to Boston, Massachusetts, for repairs. New four-bladed propellers replaced the three-bladed ones.

Collided with the USS Willard Keith (DD-775) on 6 July 1949 while en route Guantanamo Bay to Panama. Stem of Keith struck Fox portside at frame 118, resulting in loss of whaleboat and minor damage 'midships.

Decommissioned on 21 April 1950 at Charleston, S.C., and transferred to the Atlantic Reserve Fleet. All of the 20-mm gun mounts were removed.

Recommissioned on 15 November 1950 at Charleston, due to the Korean War. Twin Mark 11 Hedgehog projectors of ahead-thrown ASW projectiles were added at this time on the "01" level below the bridge.

Korean War action, 3 March to 28 May 1952. Operated as a screening unit with TF 77, engaged shore batteries at Wonsan and patrolled independently north of the bomblines in the Sea of Japan. Expended approximately 8,500 rounds of 5-inch ammunition. Received about 200 rounds of counter-battery fire, including a direct hit by a 75-mm shell which wounded three men. Damage was negligible. The Whaleboat Raiding Party cap-

tured 28 sampans and 120 prisoners. Seven Bronze Star Medals are known to have been awarded to the Commanding Officer and to members of the Raiding Party.

New antiaircraft guns were installed in the summer of 1953 at Norfolk Naval Shipyard: 40-mm mounts were replaced with six 3-inch/50 guns capable of firing proximity-fuzed (VT) projectiles. The port depth charge track on the stern was landed at this time.

FRAM II conversion (Fleet Rehabilitation And Modernization, Mark II) in 1962 at the Norfolk Naval Shipyard. This reconstruction was expected to add five years to the useful life of the ship and provided a significant modernization of electronics and weapon systems. The quintuple torpedo mount between the stacks was replaced by two trainable triple-barrel Mark 32 ASW torpedo mounts capable of firing the Mark 44 acoustic torpedo, and two fixed Mark 25 tubes for a (future) long-range ASW torpedo. DASH (Drone Anti-Submarine Helicopter) and VDS (Variable-Depth Sonar) were added. The remaining depth charge stern track was removed (the "K"-guns had already been removed around 1956), but the two Mark 11 Hedgehog projectors remained. All of the 3-inch/50 gun mounts were removed.

Boiler room explosion on 7 September 1968, while 325 miles south of Cape Hatteras en route Norfolk, Virginia, to Vietnam via the Panama Canal. Casualties: three killed, three wounded. Extensive repairs were made at the Charleston Naval Shipyard.

Vietnam War action, February through September 1969. Assignments included plane guarding in the Gulf of Tonkin, harassment and interdiction ("H & I") fire on a regular basis and close-in gunfire support to troops.

Decommissioned on 15 December 1973 at the Philadelphia Navy Yard.

Sold to Chile on 8 January 1974. Renamed Ministro Portales (DD. 17), she remained in active service with the Chilean Navy for over 20 years. She was finally sunk as a target ship on 11 November 1998.

* * * * *

Prepared by Cdr. E. Andrew Wilde, Jr., USNR (Ret.) (aboard 1952-54) with the assistance of Cdr. James H. Davis, USN (Ret.) ("Gun Boss" in 1945), Gordy Earl, Jim Fleming, Ken Johnson, Cdr. Conrad H. Carlson, USN (Ret.), all aboard during the kamikaze attack; Shelby Martin from the Korean War era, and John Hobbs, a Vietnam War veteran. Primary sources of information were the action report of 24 May 1945 by Cdr. Ray M. Pitts, USN; the "Narrative of Ship's Employment in Korean Theater" by Cdr. James A. Dare, USN, dated 5 June 1952; and the book, U.S. Destroyers: An Illustrated Design History, by Norman Friedman (Naval Institute Press, 1982).

The U.S.S. Douglas H. Fox (DD-779) in World War II

Photograph Credits

| <u>Description</u> | <u>Source Code/Ident. No.</u> |
|--|-------------------------------|
| Christening by Mrs. Joel T. Boone, 9/30/44 | NA 80-G-267499 |
| Launching, Todd-Pacific Shipyards, Seattle | NA 80-G-267495 |
| Commissioning ceremony, pierside, 12/26/45 | - Personal collection |
| Commissioning ceremony, officers, 12/26/45 | - Personal collection |
| Commissioning party in wardroom, 12/26/45 | - Personal collection |
| Starboard bow, off Bremerton, 3/15/45 | NH BuShips 80237 |
| Port quarter, off Bremerton, 3/15/45 | NA 19-N-80240 |
| Twin 40-mm Bofors mount | RW N-6569A |
| Gunnery Department personnel, 1945 | - Personal collection |
| Damage by kamikaze hit, 5/17/45 | NA 80-G-330102 |
| F4U "Corsair" fighter | NI Order with photocopy |
| Single 20-mm Oerlikon mount (Mk. 4), 1942 | NA 19-N-31965 |
| Port beam, u/way, October 1945 (postwar) | - Personal collection |
| Port beam, anchored, N.Y. Harbor, 10/45 | NI Order with photocopy |
| Starboard beam, u/way, August 8, 1952 | RW N-7423 |
| <u>Ministro Portales</u> , port bow, u/way, 3/7/90 | - Personal collection |

* * * * *

Key to Sources:

NA National Archives II
8601 Adelphi Road, College Park, MD 20740-6001
Still Picture ref.: (301) 713-6625, Ext. 234
(Request addresses/price lists of private vendors)

NH Naval Historical Foundation Photo Service
Washington Navy Yard
1306 Dahlgren Ave., SE
Washington, DC 20374-5055
Phone: (202) 433-2765

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

NI U.S. Naval Institute Photo Service
Beach Hall
291 Wood Road, Annapolis, MD 21402-5034
Phone: (410) 295-1022; FAX: (410) 269-7940

E. A. Wilde, Jr.
March, 2001

The U.S.S. Douglas H. Fox (DD-779) in World War II

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Conversations with survivors:

- Cdr. Conrad H. Carlson, USN (Ret.)
- Cdr. James H. Davis, USN (Ret.)
- Cdr. Don W. Korte, USN (Ret.)
- Gordon R. Earl
- James A. Fleming

Miscellaneous:

- Action report, 5/24/45 (kamikaze hit on 5/17/45) (N. Archives)
- "Battle Books" at the National Archives for a listing of the Fox's casualties on 5/17/45 (a machine-generated casualty report prepared by the Bureau of Naval Personnel c. 1946).
- Casualties folder, Douglas H. Fox. (National Archives)
- Deck logs, Douglas H. Fox. (National Archives)
- Medal citations file, World War II, at Operational Archives, Naval Historical Center, Washington Navy Yard.
- Personnel Diary (muster rolls), Douglas H. Fox, on microfilm at the National Archives.
- Shipmate magazine, April 1977. U.S. Naval Academy.

* * * * *

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



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 Title **The U.S.S. Douglas H. Fox (DD-779) in World War II : documents, recollections and photographs / E. Andrew Wilde, Jr., editor.**
 Imprint Needham, Mass. : The Editor, 2001 (2005 printing)

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 Subject Includes bibliography.
Douglas H. Fox (Destroyer : DD-779)
World War, 1939-1945 -- Campaigns -- Japan -- Okinawa Island.
World War, 1939-1945 -- Naval operations, American.
World War, 1939-1945 -- Personal naratives, American.
 Alt title USS Douglas H. Fox (DD-779) in World War Two

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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

* * * * *

Notes:

- ¹ Only ships which participated in the Guadalcanal Campaign:
Aaron Ward, Barton, Colhoun, Cushina, 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

USS Douglas H. Fox Memories*

Reading Andy Wilde's super book brought back memories of my experiences as Executive Officer of the **Fox** and especially with our skipper, Ray Pitts. In my mind he was the best in so many ways: a superb ship handler, a great leader and teacher with an active imagination, and a valued friend.

Before the ship was commissioned, I had the bulk of the crew for training at Treasure Island in the San Francisco area, while Ray had the nucleus crew, the department heads and the senior petty officers at Seattle, where the ship was being built. We put the crew through various courses, but my most vivid memory was the Fire Fighting School. Every member of the crew went through it. They had built a destroyer's fireroom without the boilers. They filled the bilges with fuel oil, poured a layer of gasoline on top, and then threw in a torch. You can't imagine the flame and smoke. We had to go in and put out the fire. We were equipped with gas masks and spray nozzles. It was truly amazing how effective the spray nozzles were.

Just before the ship was commissioned, we took her out in the bay and tested the engines at full power and all the guns for proper operation. When we came back to tie up at the pier we had an example of Ray's quick mind and challenge to his ship handling expertise. As we approached the pier he told me to take her in. This was my first experience in docking a destroyer. I was naturally conservative, and with a strong current setting the ship, my approach was too cautious. We would have hit the pier, so we backed out for another approach. At this point the Harbor Master called on the radio to ask if we needed assistance. Ray quickly replied, "Negative. We are conducting drills." He then brought the ship in smartly, using plenty of power.

On the way to San Diego for shakedown we had two memorable incidents. The weather was extremely rough en route, and most of the crew were seasick. One of our seamem came down with a serious case of appendicitis. Our Doctor did his best to control it, but he wound up having to operate on the wardroom table. Unfortunately, the patient died, and we had to divert our trip to Long Beach to dispose of the body.

The other event was caused by the shipyard installing a group of valves backward. As a result, they discharged oil, and with the rough seas oil was scattered over most of the hull and superstructure. When we were a day out of San Diego something had to be done before our arrival inspection. I went down among the compartments to get the crew out to clean up the ship. In one of the compartments where there were three bunks in a row I saw a pile of vomit at the head of the bottom bunk and gave the occupant hell for not cleaning it up. He looked up at me, pointed to the upper bunk and said, "It was the guy up there." We got the ship clean and survived the arrival inspection with flying colors.

During shakedown we operated out of San Diego daily. One day the skipper said to me, "Connie, take her out." It was my first experience conning the ship through the buoys which defined the channel. This was Ray as a teacher, watching my progress all the way out. He also gave the department heads experience in taking the ship out.

* Written by Cdr. Conrad H. Carlson, USN (Ret.) in August, 1999, for a few of his fellow officers and for the family of the late Captain Ray M. Pitts, USN (Ret.) (1911-1977). Connie gave me permission to do whatever I wanted to do with his "Memories," so I have retyped them with very minor editing.

E. A. Wilde, Jr.
August, 1999

When we finished shakedown we headed for the San Francisco Navy Yard for our post-shakedown availability and then headed for Pearl Harbor. There we received training in antiaircraft/antisubmarine warfare and shore bombardment. Meanwhile the skipper read all the reports on destroyer activity at Okinawa where we were headed and came up with a brilliant idea. Our problem there was going to be attacks by the Kamikazes, and our torpedoes would be useless. Therefore he obtained permission from COMDESPAC to send Jim Davis, Gunnery Officer, out to get six .50 cal. machine guns and mounts to be manned by our torpedo gang. On the way out, we mounted the guns on the main deck, three on each side. When we arrived at Majuro Atoll (Marshall Islands) Ray sent Jim out again to get bullets and belts. We got under way for screening duties when our task force was ordered out of Majuro, but our gun boss was still off the ship. He was seen heading our way in a heavily loaded boat, so we slowed down, took him and his bullets on board, and cast the boat adrift. We later got a nasty message from the Harbor Master for commandeering one of his boats and then casting it adrift in the atoll.

By the time we arrived at Okinawa the guns were fully tested and did yeoman service during our engagements on picket station. The roar of these guns during attacks gave all of us in CIC (Combat Information Center) a very comfortable feeling.

The damage we sustained from the Kamikaze hit on 17 May 1945 was too severe to be repaired at Okinawa, so we were ordered to return to San Francisco for repairs. Just as we were ready to return to the War Zone the war ended. I was detached and ordered to command the USS **McDougal** (DD-358).

My next contact with Ray was in Oslo, Norway, where I was stationed with the MAAG (Military Assistance Advisory Group). He was stationed with the Joint Chiefs in the pentagon and was responsible for advising NATO countries of our government's position on nuclear matters.

On my last tour of duty in the pentagon I had lunch with Ray frequently and found out how well-thought-of he was with the Joint Chiefs and the President. A Russian submarine was believed to have entered a South American port uninvited and was creating quite a stir. Ray was ordered to the port to evaluate the situation and recommend a course of action by the United States. He retired shortly after I did in 1962, and I lost contact with him. However, I'll always remember the lessons I learned under his guidance which stood me in good stead for the rest of my naval career.

Conrad H. Carlson
Commander, USN (Ret.)

Carta Ord. N° 6595/73/ 4

Valparaíso, 27. JUL 1999

Commander USNR
Mr. E. Andrew Wilde Jr.
1210 Greendale Ave. Apt.E3
Needham, MA 02492- 4630

Dear Commander Wilde:

It is a pleasure for me to have the opportunity to thank you for the book "The U.S.S. Douglas H. Fox (DD-779) in World War II" that I have received in two copies.

This excellent work made with historical rigorousness, is in fact an important contribution to our Naval and Maritime Historical Library, where will be available for any member of the Chilean Navy in service or retired to read and learn about the previous and glorious service of our DD17 "Ministro Portales".

After a certain time we have found and taken contact with the Circle of Former Crews of DD 17 "Ministro Portales". They are very enthusiastic and thankful for your contribution. They also want to contact you to interchange photographs.

Thanking you again and hoping to be in contact,

Yours sincerely,



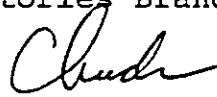
Patricio Herrera
Capitán de Fragata
Director
Centro de Cultura Naval y Marítima
Armada de Chile

6 July '99

Cdr. Wilde,

I have finally had a chance to read the two books (on LANSDALE and DOUGLAS H. FOX) that you sent at the end of April. Both were very good and quite informative. That on D.H. FOX was terrific. I don't think I have ever read as good an action report as that submitted by Cdr. Pitts on the Kamikaze action, and the two supporting narratives (by YNC Lewis and LTJG Fleming were also excellent). Thanks for putting them all together in such an accessible form.

Both books are now sitting on John Reilly's desk, for addition to Ships' Histories Branch files.



Chuck Haberlein

Charles R. Haberlein, Jr., is in charge of the Naval Historical Foundation's Photo Service at the Washington Navy Yard. In 1992 he was a technical advisor and historical consultant to Dr. Robert Ballard on his photographic expedition to the waters off Guadalcanal ("Iron Bottom Sound").

*E. A. Wilde, Jr.
July, 1999*

1210 Greendale Ave., Apt. E3
Needham, MA 02492-4622
July 12, 1999

The Admiral Nimitz Museum
P.O. Box 777
Fredericksburg, TX 78624

Attention: Jeffrey W. Hunt, Curator

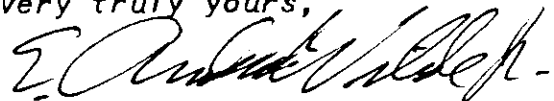
Dear Mr. Hunt:

I'm enclosing illustrated operational histories for the USS Halligan (DD-584) and the USS Douglas H. Fox (DD-779) in World War II. Please discard the earlier edition of the latter in your files. My records show that I have now sent you seventeen booklets on U.S. vessels sunk or damaged in the Pacific War:

| | Date Sunk/ (Damaged) | Area |
|--------------------------------|-------------------------|-----------------|
| <u>Aaron Ward</u> (DD-483) | 04/07/43 | Guadalcanal |
| <u>Barton</u> (DD-599) | 11/13/42 | Guadalcanal |
| <u>Colhoun</u> (APD-14) | 08/30/42 | Tulagi |
| <u>Cushing</u> (DD-376) | 11/13/42 | Guadalcanal |
| <u>DeHaven</u> (DD-469) | 02/01/43 | Guadalcanal |
| <u>Douglas H. Fox</u> (DD-779) | (05/17/45) | Okinawa |
| <u>Duncan</u> (DD-485) | 10/12/42 | Guadalcanal |
| <u>Emmons</u> (DMS-22) | 04/06/45 | Okinawa |
| <u>Halligan</u> (DD-584) | 03/26/45 | Okinawa |
| <u>Laffey</u> (DD-459) | 11/13/42 | Guadalcanal |
| <u>McFarland</u> (AVD-14) | (10/16/42) | Guadalcanal |
| <u>Monssen</u> (DD-436) | 11/13/42 | Guadalcanal |
| <u>Perry</u> (DMS-17) | 09/13/44 | Palau (Peleliu) |
| <u>Preston</u> (DD-379) | 11/15/42 | Guadalcanal |
| <u>Seminole</u> (AT-65) | 10/25/42 | Guadalcanal |
| <u>Strong</u> (DD-467) | 07/05/43 | Cent. Solomons |
| <u>Walke</u> (DD-416) | 11/15/42 | Guadalcanal |

I hope you appreciate the wealth of primary source material contained in these booklets. They include action reports, muster rolls, war diary/deck log sheets, medal citations, firsthand accounts (many unpublished) and accurate casualties information identifying both those killed and wounded. The many photographs are the best available.

Very truly yours,



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



19 July 1999

Commander E. Andrew Wilde, Jr.
1210 Greendale Ave. Apt. E3
Needham, MA 02494-4622

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EXECUTIVE DIRECTOR

Dear Commander Wilde,

I am in receipt of your most recent contributions to the Center for Pacific War Studies at the Admiral Nimitz Museum. The illustrated histories of the USS **Douglas H. Fox** and the USS **Halligan** are welcome additions to the already impressive list of histories our collection now boasts.

You are to be commended for the obvious hard work, professionalism and attention to accurate historical detail that each of these books represents. All of them will prove most valuable to students, researchers and fellow historians who come to the Nimitz Museum to find the most complete and accurate information on these great ships.

As always the museum is extremely grateful for your great kindness in supporting our endeavor to tell the true story of the war in the Pacific. I look forward to receiving additional histories in the future.

*To manage and
conserve the natural
and cultural resources
of Texas for the use and
enjoyment of present
and future generations.*

Sincerely,

Jeffrey Wm Hunt
Chief Curator
Admiral Nimitz Museum

