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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

FILE NO.

U. S. S. THOMAS J. GARY (DE 326)

CCD57(DE326)A2-11/A12

C/O FLEET POST OFFICE

NEW YORK, N.Y.

DHJ:jjk

Serial: 012

San Francisco, Calif.

9 September 1945

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

1543

From: Commander D.H. JOHNSON, Commander Escort Division
Fifty-Seven, and Commander Task Unit 77.1.3, United
States Naval Reserve.

To: ~~Commander in Chief, United States Fleet.~~

Via: (1) Commander Task Group 77.1
(2) Commander SEVENTH Fleet.
(3) Commander in Chief, Pacific Fleet.

Subject: Action Report During Period 29 August - 9 September 1945,
Evacuation of Allied Prisoners of War from Formosa.

Enclosures: (A) Copy of orders and memoranda to ComCortDiv 57. - p. 4
(B) Transcript of conversation between CCD57 and
Japanese military authorities. - p. 6
(C) Chart overlay of mine fields and ship's track. - p. 9
(D) ComSEVENTH Fleet Despatch 010140. - Not filmed - op 342
(E) Action report of USS GARY, USS FINCH, - p. 15
USS BRISTER, USS KRETCHMER. - p. 10
M-ser. 149227

1. At 0300, 5 September 1945, the THOMAS J. GARY (DE326) with the CCD57 aboard, and the KRETCHMER (DE329), were detached from screen to carry out orders of Enclosure (A). All plans as given in II C below were carried out, the exception being the failure of local Japanese Authorities to report aboard prior to the entrance into the harbor.

On docking, a group of senior P.O.W. officers, the AGAS P.O.W. team, including the Mayor of FOCHOW, CHINA and a delegation of Japanese Army and Navy Officers with interpreters were on the dock. The Japanese delegates were kept waiting on the dock while a conference was held aboard the GARY with Allied Officers present. About an hour later, the Japanese delegation was received, for a conference to facilitate the carrying out of orders of Colonel A.D. COOLEY, USMC, in charge of the evacuation of P.O.W.'s and those of Commander D.H. JOHNSON, USNR, senior naval officer present. The transcript of a portion of the conference conducted by Commander JOHNSON is enclosure (B).

All orders both written and verbal from CTG 71.1 covering the securing of information and the evacuation of the fifth and sixth of September, 1945 were successfully completed. A total of 310 P.O.W. were evacuated and transferred at sea from the GARY and KRETCHMER to the BLOCK ISLAND and SANTEE on the fifth of September. On the sixth of September, the FINCH, BRISTER and KRETCHMER accompanied CCD57 in the GARY in the evacuation of the remainder of P.O.W.'s in Formosa, except for unmovables. A total of 1151 P.O.W. were evacuated and transferred as directed during the two day operation, fifty being held aboard for transfer at Manila, P. I.

The charts covering the mine fields of Tokao, Kiirun and Taihoku were delivered by hand to CTG 77.1.

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Subject: Action Report During Period 29 August - 9 September 1945,
Evacuation of Allied Prisoners of War from Formosa.

As a matter of interest, an over-lay covering the track of the GARY and KRETCHMER in initial approach to Kiirun is included as Enclosure (C).

2. (A) Report of the Commanding Officer of Escort Division 57, also Task Unit 77.1.3 which is composed of GARY(DE326), BRISTER(DE327), FINCH(DE328), KRETCHMER(DE329).

(B) Escort Division 57, less O'REILLY(DE330) and KOINER(DE331) underway San Pedro Bay, Leyte, P.I., 1145 I, 29 August, 1945 to act as screening unit for Task Group 77.1, the screen commander in GARY(DE326) pursuant to Commander SEVENTH Fleet Despatch 260101 and 261208 and Op. Ord. 3-45-also Com CarDiv 27's No. 2-45, destination Korea. A screen was formed to protect the carriers against submarine attack and floating mines. This screen was maintained at all times except on 5 September and 6 September when escorts were detached from the screen for other duties. The screen provided a plane guard and courier services when required by Task Group 77.1. On 3 September, a man was lost overboard from the SANTEE. He was picked up by the FINCH(DE328) but was found to be dead.

CCD57 had recommended frequent fuelings as training for the escorts. On 3 September, two escorts were fueled, rough water making further operations inadvisable.

Orders were changed by Com7thFleet Secret Despatch 010140, our new destination being Kiirun. See Enclosure (D)

On the afternoon of 4 September, a Marine landing party from the BLOCK ISLAND composed of four officers and fifteen men, with Colonel A.D. COOLEY, USMC in charge was transferred to the GARY(DE326). Commander D.H. JOHNSON, USNR, CCD57, was directed by the Commanding Officer of Task Group 77.1 to proceed aboard the GARY(DE326) with one other ship, the KRETCHMER(DE329), to carry out orders in accordance with Enclosure (A).

(C) On the evening before the action, there were a number of uncertain factors. It was known that a special AGAS P.O.W. team was in Formosa but all attempts to contact them had failed.

Information as to the Japanese mine fields as covered by 7th Fleet Secret Despatch 010140, Enclosure (D), was considered unreliable as no charts of Japanese mine fields were in our possession at that time. It was assumed that danger of mines existed at any point inside the 100 fathom curve. Consideration was also given to probable Japanese mine fields as covered by the Intelligence section of Commander Seventh Fleets' Op. Plan 13-45. It was considered that Kamekaze craft might still be in operation as the temper of Japanese armed forces was unknown.

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Subject: Action Report During Period 29 August - 9 September 1945,
Evacuation of Allied Prisoners of War from Formosa.

Plans were made to cross the 100 fathom curve at day-break, and to proceed by best possible route to 3 miles off the harbor entrance, at a speed slow enough to pick up any Japanese mines ahead with Sonar gear. Ships were to proceed in Formation ~~Doc. the GARY~~ leading with Sonar gear operating through ~~area 30 degrees either side of~~ bow, keying interval 1500 yards, the KRETCHMER to be stationed 500 yards astern and to search open side 30 degrees on bow to dead ahead. It was anticipated that we would be able to contact local authorities either by radio or light prior to arrival 3 miles off harbor entrance. It was considered that any shore controlled mines would be inside of that point. It was decided to sink any floating mines well off the entrance where noise of fire would not agitate local forces. Ships were to be ordered to General Quarters on crossing the 100 fathom curve, watches to be set at all escape hatches, men below decks to wear helmets. A plan was made to request a pilot, interpreter and local Japanese commander to board the GARY at three miles from the harbor, precautions against small craft approaching was to be taken by arming and operating an armed guard boat, and if mooring at a dock, a party of fifteen men and one officer from each ship suitably armed were to patrol the dock area and reconnoitre adjacent buildings. Arrangements were to be made with local authorities for a communication group, consisting of one officer, two operators, one technician and four marine guards to take over operation of local radio station to assure adequate communications.

(D) Forces for 5 September consisted of USS THOMAS J. GARY and USS KRETCHMER under the command of CCD57. On 6 September, USS FINCH and USS BRISTER were added to the above forces.

(E) No resistance was encountered, cooperative spirit existing after conference aboard the USS GARY.

Recommendations:

Unless more reliable information is available on mine fields in similar operations, and in view of Japanese cooperation, it would seem advisable to send a plane in to fly out needed information before approaching mined harbors.

Donald H. Johnson
Donald H. JOHNSON

cc: ComDesPac.

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By: NDC NARA Date: Dec 31, 2012

ENCLOSURE "A"

Serial:
FB2-27/P16-4

UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
CARRIER DIVISION TWENTY-SEVEN

5 September 1945.

From: Commander TASK GROUP, and COMMANDER CARRIER DIVISION
TWENTY-SEVEN, United States Navy.

To: Commander D.H. JOHNSON, Commander Escort Division
FIFTY-SEVEN, United States Naval Reserve.

Subject: ORDERS.

1. Upon receipt of these orders, you are hereby directed to proceed to KIIRUN, FORMOSA, and upon arrival proceed with the execution of the following tasks:

- (a) Establishment of reliable and adequate communication facilities between the Japanese Commander of Army and Naval forces on FORMOSA, and the Commander of this United States Naval TASK GROUP, in accordance with instructions to be given by memorandum.
- (b) Arrangement for Japanese pilots to conduct British ships safely into KIIRUN Harbor on 6 September 1945.
- (c) Arrangement for berthing or mooring of two British cruisers and one British destroyer at KIIRUN Harbor, FORMOSA, on 6 September 1945.
- (d) Securing of latest navigational charts which give the location of mine fields, and all other obstructions or dangers to navigation in this area, such charts and information to be delivered to you immediately and to the British Commander.

2. Upon completion of the above mission, you will return to your command, and resume your regular duties.

D. KETCHAM
Rear Admiral, U.S. Navy
COMMANDER TASK GROUP and
COMMANDER CARRIER DIVISION TWENTY-SEVEN

4

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UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
CARRIER DIVISION TWENTY-SEVEN

ENCLOSURE "A"

4 September 1945

MEMORANDUM FOR ESCORT DIVISION FIFTY-SEVEN.

Subject: Arrangements for British T.G.

1. T.G. 111.3 arrives off KIIRUN in position Lat.25-09, Long. 122-07 at 1200 I September 6. It consists of at least 2 CL and 1 DD. Make arrangements for 3 Jap pilots to meet them and for their berthing in the harbor. ~~T.W.A.S. GARY and one other DE~~ will be detached to proceed on this mission at 050300 I at a position about 40 miles east of BITO KAKU.
2. My orders are to coordinate my operations with the British T.G. Primarily T.G. 77.1. is expected to:
 - (a) Furnish medical supplies, care, and provisions for POW's in Formosa north of Lat. 24° 20'N.
 - (b) Arrange for their evacuation.
3. Colonel Cooley from my staff is charged with arranging for expeditious evacuation of POW's and their care. Also he will arrange for reliable communications.
4. Get a Jap pilot for one of your DE's before entering mineable water and assist Colonel Cooley in making his negotiations. I prefer that the Local Japanese commander come out to the DE for conference with Colonel Cooley.
5. Approach KIIRUN via deepest and safest route and establish visual communications with port authorities to make initial contact with a pilot. Watch and ping for mines.
6. Rejoin this Task Group at Point 40 miles E. of BITO KAKU by dark or as soon thereafter as practicable. We will be near that position shortly after last recovery and will steam at 10 knots on course 180° for several hours and return on same track arriving about dawn. It is particularly desirable for you to clear the harbor before dark.

D. KETCHAM.
Rear Admiral, U.S. Navy
COMMANDER TASK GROUP and
COMMANDER CARRIER DIVISION TWENTY-SEVEN

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ENCLOSURE "B"

Transcript of conversation between Jap Army and Navy Representatives and Comdr. Donald H. JOHNSON, in USS THOMAS J. GARY (DE-326), at Pier #1 in Kiirun Harbor, 5 September 1945.

Comdr. - I would like to get charts and navigational data on mine fields on Kiirun and Takao and on Taihoku. I would like them this afternoon before I leave. I want to take them with me.

Jap Int.- He is going to give the explanation with them and they will do their best. And you say you want them at what time?

Comdr. - I want them this afternoon by 5:00 o'clock before I leave.

Jap Int.- Right now they have the data on Kelung.

Comdr. - I would like to get this before I leave. Now, I want to make arrangements for three pilots for the three British ships at 11:00 o'clock tomorrow, 6 September 1945, Tokyo time.

Jap Int.- We have two pilots only.

Comdr. - I assume if you don't have the third, two will have to do but get a third if possible.

Jap Int.- If we can get only two, we will have another boat to lead the other ships in.

Comdr. - They will also want berthing for these ships.

Jap Int.- Will they come in the inner harbor or stay out?

Comdr. - I don't think they will come into the inner harbor. I will leave it up to you to let them know by pilot what is available. There is enough room in the outer harbor?

Jap Int.- Yes, there is also room in the inner harbor. If can get two cruisers to take the POW's, it is more convenient for the ships to stay in at the warf. I will have to leave now but this man will act as Navy Interpreter.

NOTE: Jap Army Representatives and Interpreter leave conference to assist Colonel COOLEY in evacuation.

Conversation between Comdr. Donald H. JOHNSON and Japanese Navy Representative, Captain FUJIO, with Lt.(jg), NASHIMURA acting Interpreter.

Comdr. - Do you have the dope on the mine fields?

Jap Int.- Yes, he has them at his office. On what you have requested we want to do it. If you have a request, will you give it to us as soon as possible? This is necessary for us to get it before 5:00 o'clock today.

Comdr. - When can I expect that you can have this dope back?

Jap Int.- We will bring it by 5:00 o'clock today.

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Conversation between Comdr. DONALD H. JOHNSON and Japanese Navy Representative, Captain FUJIO, with Lt.(jg), NASHIMURA acting Interpreter. (continued)

Comdr. - We want the pilots at Long. 122° 07' E, Lat. 25° 09' N., by 1100 "ITEM" tomorrow.

Jap Int.- You want the charts and navigation matters when the pilots go out?

Comdr. - Yes, I want them so the British will have no trouble coming in.

Jap Int.- By 5:00 o'clock today we bring you the charts of mine fields of Takao, Kiirun and Taihoku.

Exhibiting navigation map and pointing to areas thereon:

Comdr. - All these people want is Kiirun. Are there any mine fields up in here?

Jap Int.- Yes there is, all around there.

Comdr. - Are they controlled from shore? Are they ordinary mines, contact mines?

Jap Int.- Around this area they are not contact mines, they are magnetic.

Comdr. - Are they anchored or drifting mines? Are they controlled from shore?

Jap Int.- Then we will bring that chart of the mine fields by 5:00 o'clock of Kiirun, Takao and Taihoku. And tomorrow we will bring the chart of Kiirun, tomorrow by 11:00 o'clock with pilot.

Comdr. - What about the berthing for the three ships that come in?

Jap Int.- Berths will be in inner harbor or by buoying in outer harbor.

Comdr. - Then can we moor in the outer harbor or in the inner harbor?

Jap Int.- If you want to moor in the inner harbor we can do that or they can come in.

Comdr. - Can they come in and tie up at the warfs?

Jap Int.- Yes, they can do either. I think it would be best for the cruisers to tie up for the convenience of the prisoners of war.

Comdr. - How far is the radio station from here?

Jap Int.- It is on the mountain about 1000 meters from here.

Comdr. - We are sending up two operators, one technician, one officer and four marines.

Jap Int.- Then we will take you to the foot of the mountain, and from the foot of the mountain you will have to go on to the top.

Comdr. - Someone will take them up won't they?

Jap Int.- Yes, there will be someone to take them up.

DECLASSIFIED

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Conversation between Comdr. Donald H. JOHNSON and Japanese Navy Representative, Captain FUJIO, with Lt.(jg), NASHIMURA acting Interpreter. (Continued)

Jap Int.- Yes, there will be someone to take them up.

Jap Int.- There is 6 buoys in the inner harbor.

Comdr. - We can't tie up without the charts.

Jap Int.- Well, we will get the charts for you today. Tomorrow one cruiser will come into the harbor?

Comdr. - That will be left up to the British commander. I will tell him how much foot space there is at the dock. How many tugs do you have to help the cruisers?

Jap Int.- We have one tug.

Comdr. - You will have the tug ready to assist tomorrow, won't you?

Jap Int.- Yes, we will have it ready.

Comdr. exhibiting navigation chart of harbor.

Comdr. - Where is the radio station on this map?

Jap Int.- It is on this hill.

Comdr. - On this chart you give us of Kiirun, can you mark the spots that are dangerous?

Jap Int.- Yes, it will be marked.

Comdr. - Then you will have all the dope for us by 5:00 o'clock today.

Jap Int.- Yes, we will have them here by 5:00 o'clock.

Comdr. - Don't be late.

Jap Int.- We will do our best.

Comdr. - Where is your office, can you point it out to me?

Jap Int.- Yes, you can see it from here, (Pointing out port).

Comdr. - How do you happen to speak English so well?

Jap Int.- I was born and educated in the United States.

Comdr. - What school did you attend?

Jap Int.- I completed grammar school in Palto Alto, California.

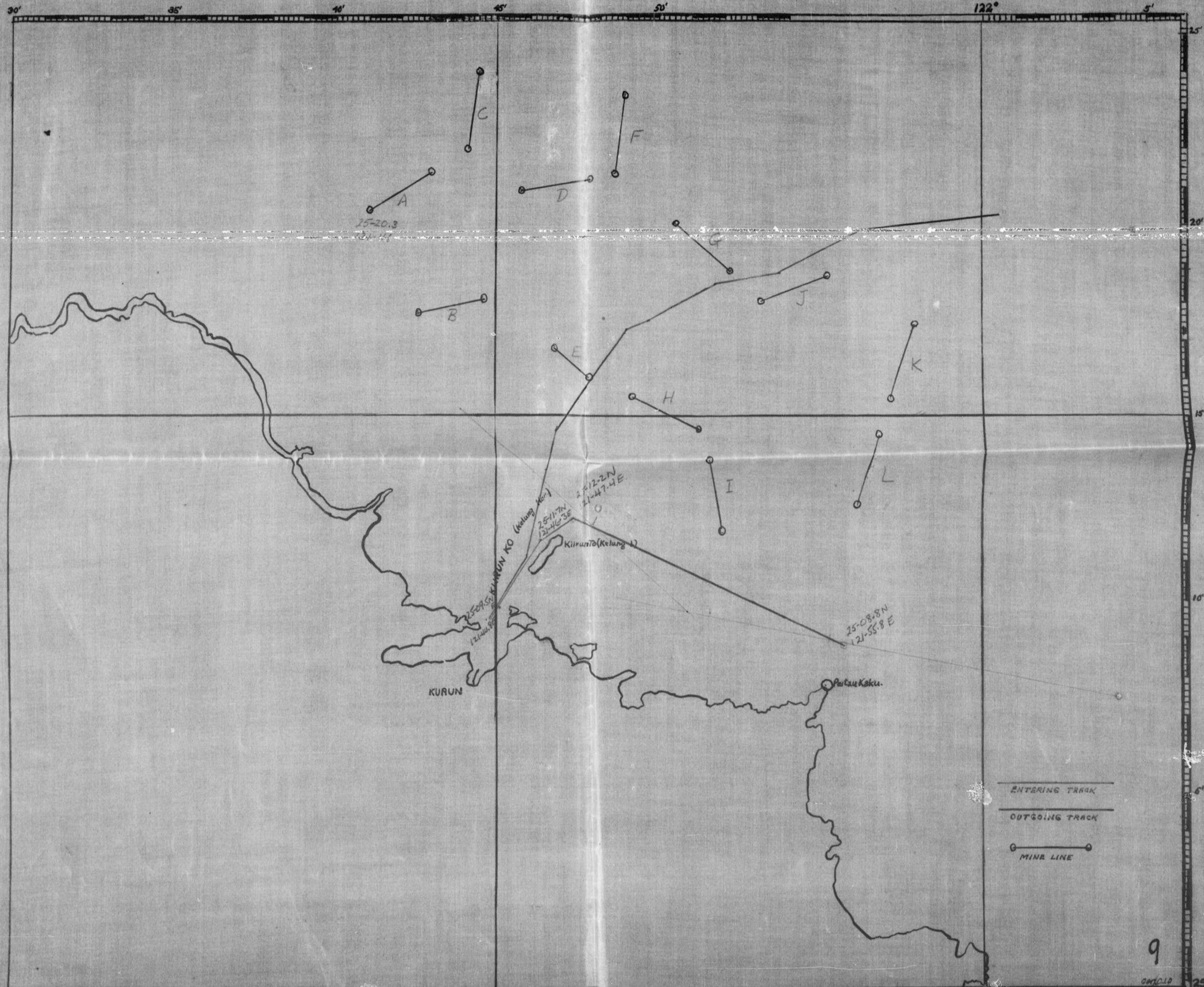
NOTE: Conference completed and Japanese Naval Representative departed.

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ENCLOSURE - C



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FILE NO.

DE326(FMR)A2-11/A12

RHS:hl

Serial: 038

U. S. S. THOMAS J. GARY (DE 326)

C/O FLEET POST OFFICE
~~XXXXXXXXXX~~

San Francisco, Calif.

9 September 1945

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

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Via: (1) ~~Commander Escort Division 57.~~
(2) Commander Task Group 77.1.
(3) Commander SEVENTH Fleet.
(4) Commander-in-Chief, Pacific Fleet.

Subject: Action Report During Period 29 August - 8 September 1945.

Reference: (a) ComTask Group Visual despatch 040126 of September 1945.
(b) Pacific Fleet Conf. ltr. LCL-45.

Enclosure: (A) Action Report for USS THOMAS J. GARY (DE-326), during subject period.

1. In accordance with reference (a), enclosure (A) is herewith submitted.

R. H. Smith
R. H. SMITH

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Part I - Chronological account of the action.

In accordance with ComCarDiv 27 secret operation order No. 2-45, dated 29 August, the USS THOMAS J. GARY took departure from San Pedro Bay, Leyte, P.I., at 1250 Item, 29 August, enroute Keijo, Korea, in company with other units of TG 77.1. TG 77.1 was comprised of a carrier unit consisting of two CVE's, the USS BLOCK ISLAND and the USS SANTEE, and a A/S screening unit consisting of four destroyer escorts, the USS THOMAS J. GARY, USS BRISTER, USS FINCH and USS KRETCHMER. The mission of our task group was to provide air cover, support, and mine search assistance for TG 71.2, a mine sweeping group, while it was enroute to Keijo, Korea, and while they were sweeping the area off Korea.

At 0915 Item, 1 September, the tanker, USS CHEPACHET (AO-70), joined our task group in Lat. 22° 40' N, Long. 127° 31' E, and at 1830, same day, our group established TBS communications with TG 71.2.

On the morning of 3 September, in accordance with Com7th Fleet secret despatch 010140 September, which cancelled our previous mission, TG 77.1 took departure from TG 71.2 and changed course for Kiirun, Formosa. At 0705 on the same date, the USS CHEPACHET was detached in Lat. 23° 22' N, Long. 130° 58' E, and directed to proceed to Okinawa. In the afternoon of 3 September the USS THOMAS J. GARY came alongside the USS BLOCK ISLAND and received 10,285 gallons of fuel, bringing the percentage of fuel on board up to 86%.

On the following afternoon, 4 September, Colonel A.O. COOLEY, USMC, with three members of his staff and fifteen marines, were transferred from the USS BLOCK ISLAND to the USS THOMAS J. GARY, with orders to proceed inland from Kiirun, Formosa to the P.O.W. camps and arrange for the evacuation of the allied P.O.W.'s being held there. CTG 77.1 issued orders to the USS THOMAS J. GARY to proceed into the port of Kiirun in company with one other DE for the purpose of putting Colonel COOLEY and his group ashore there. He further ordered CCD 57 aboard the USS THOMAS J. GARY to (1) establish reliable communications in Kiirun, between the Japanese and TG 77.1, (2) arrange for Japanese pilots to conduct British ships safely into Kiirun Harbor on 6 September, (3) arrange for berthing of British ships, (4) secure navigational charts showing mine fields in the area around Kiirun.

At 0248 Item, 5 September, the Task Group arrived off the east coast of Formosa and accordingly, the USS THOMAS J. GARY and USS KRETCHMER were detached in Lat. 25° 00' N, Long. 122° 25' E, and directed to proceed on duty assigned. Since the intelligence concerning Kiirun was very meager, it was not known whether there would be resistance met from some of the more fanatical Japanese, nor were the locations of the Japanese mine fields known. In view of these facts, at 0718 when we entered the probable mine field area, all possible steps were taken to put the ship in a condition to repel an attack should one be forth coming, and to minimize damage and casualties should the ship strike a mine. With the THOMAS J. GARY in the lead and the KRETCHMER 500 yards astern, the probable mine field area was entered at Lat. 25° 20' N, Long. 122° 00' E, speed 9 knots. Air support, provided by the CVE's and consisting of four planes for CAP and two planes for anti-mine sweep, joined us at about 0730 Item as we proceeded in. From point at Lat. 25° 20' N, Long. 122° 00' E, our course was generally 240° T, to take us to a point 1 mile due north of Kiirun Island where we hove to and awaited a pilot to guide us into the harbor.

DECLASSIFIED

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Part I - Chronological account of the action. (continued)

Minor alterations of course were made frequently to avoid sonar contacts which were deemed possible mines. Although unable to raise the shore station by flashing light, we did raise them on radio and directed the Japanese to send pilot and the local military commander. To this they replied "Oh Key". After an hours delay a small tug came out at 1000 Item and motioned for us to follow him in. Our orders said to take a pilot aboard, so after much motioning back and forth between ourselves and the tug, a Jap was put aboard the GARY. He was neither a pilot nor did he speak English, but we understood from his motions that we were to follow the tug on in to the harbor where the pilot was waiting. This we did, and the KRETCHMER fell in close astern. Our pilot was picked up in the harbor and he pointed out our deck. Upon mooring at 1130 Item, Colonel COOLEY met the Japanese representative and began negotiations for the evacuation of P.O.W.'s. CCD57 met the Japanese Naval authorities and made arrangements required by his orders. Meanwhile the USS GARY maintained a modified general quarters condition, stationed armed guards fore and aft, sent an armed detail of fifteen men ashore to act as a roving patrol and perform guard duty in the vicinity of the ship. In addition, a detail consisting of the communication officer, a radio technician, two radio operators, and four marines, were sent from the GARY to take over the local Japanese radio station, thereby establishing reliable communications between our task group and the Japanese at Kiirun. At 1630 the P.O.W. train arrived and 156 P.O.W.'s were taken aboard the USS THOMAS J. GARY, the remainder being taken aboard by the USS KRETCHMER. At 1800, with a Japanese pilot aboard and a Japanese chart showing the location of the mine fields in our possession, the USS THOMAS J. GARY got underway with the USS KRETCHMER following 500 yards astern. Our outbound route did not coincide with the one used inbound since we discovered that our inbound track crossed several minefields. The Japanese Naval Commander expressed the fact that we were very lucky not to have struck a mine on the way in and indicated that our intelligence on the Kiirun minefields was decidedly incorrect.

By 2030 Item, we had effected our rendezvous with the carriers 15 miles east of Bito Kaku and had commenced the transfer of P.O.W.'s. This task was completed at 2315.

At 0545 Item, 6 September, the USS THOMAS J. GARY, USS FINCH and USS BRISTER were detached at Lat. 25° 05' N, Long. 122° 02' E, and directed by CTG 77.1 to proceed into Kiirun Harbor to complete the evacuation of P.O.W.'s. With the USS THOMAS J. GARY in the lead, and the USS BRISTER, and USS FINCH in column astern, distance 500 yards, our unit proceeded into Kiirun Harbor, following the same route used for departure on the afternoon of 5 September. Our Japanese pilot was still aboard, and the ship was in the same state of readiness as employed on the morning of 5 September. Upon mooring at 0930 Item, the same condition port watch was set up and maintained as on the previous day. At 1445 the P.O.W. train arrived and 219 P.O.W.'s were taken aboard. Shortly after, Colonel COOLEY, his staff, and marine detachment reported aboard with their mission completed. The communication officer from the GARY also reported aboard with his unit, having returned the local radio station to the Japanese. Accordingly, with our mission accomplished, the USS THOMAS J. GARY got underway at 1535 Item, with the USS KRETCHMER, USS FINCH and USS BRISTER in column astern and proceeded to rendezvous with the carriers. No pilot was taken on board. At 1730 Item, all DE's commenced the transfer of P.O.W.'s to the carriers and by 2230, 169 P.O.W.'s had been transferred from the USS THOMAS J. GARY to the USS BLOCK ISLAND. Fifty P.O.W.'s were retained on board

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Part I - Chronological account of the action. (Continued)

for transport to Manila. Colonel COOLEY and his detachment were also transferred to the BLOCK ISLAND at this time. At 2338 TG 77.1 got underway and took departure at Lat. 25° 00' N, Long. 122° 15' E, enroute Manila, P.I.

On 9 September 1945, at 0900 Item, the USS THOMAS J. GARY arrived at Manila, P.I.

Part II - Ordnance.

Ammunition expended: 446 rounds 40 MM, 715 rounds 20 MM, 72 rounds 30 Cal.

The above ammunition was used while firing on mines or possible mines. On 5 September while approaching Kiirun Harbor, a mine was sighted on the surface and taken under fire. Although several 20 MM hits were observed, the mine failed to detonate. It was later observed to sink by the anti-mine sweep planes which were with us at the time. On 7 September an object resembling a mine was sighted on the surface and taken under fire. After several 20 MM hits it sunk. Object was believed to have been a buoy.

Part III - Damage.

No damage was incurred by this vessel during the operation.

Part IV - Special comments and information.

Our sonar gear was employed to good advantage while traversing probable mine fields. On the morning of 5 September, while proceeding toward the port of Kiirun, many contacts were picked up at ranges of 200 - 500 yards. These contacts are now presumed to have been mines; all contacts were given as wide a berth as possible. From intelligence and mine overlays provided by Japanese naval authorities, plus the navigational track of this vessel, it is quite definitely proven that our sound gear had detected the mine fields off Kiirun. A 60 degree search arc was employed and the ship's speed maintained at 9 knots or less.

Part V - Recommendations.

In fueling from the USS BLOCK ISLAND, it was decided this time to take fuel to the after fuel trunk in order that our ship might be well forward of the carrier's bow wave. In this position it was found that relatively small rudder angles could be used and that it was not necessary to maintain a rudder angle toward the carrier as it would be if the ship were further aft. On the day we fueled, there was a moderate swell which made it quite difficult to maintain position. Due to the pitching of the carrier, its speed did not remain steady, and due to the combined roll of the carrier and our ship, this commanding officer felt much safer remaining a little on the outside of the optimum fueling distance between ship and carrier. It is quite possible that a better fueling course could have been found which would have cut down on the roll of the ships, making fueling much easier. The positioning of the distance line, telephone line, and fuel line was good.

Two engine operation was used at speeds of 13.5 knots and below, with the consequent decrease in fuel consumption. It was found that two engines could not carry a sustained 14 knot speed without ever heating the diesels. This apparent reduction in two engine maximum operating speed is caused no doubt by (1) the increased draft

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Part V - Recommendations. (Continued)

resulting from the addition of extra armament, (2) a partially fouled bottoms, (3) state of the sea. For speeds of 13.5 to 15 knots, three engines were used. The one engine shaft was kept at the number of turns required for 13.5 knots, and the turns on the two engine shaft increased until the speed desired was obtained. For speeds of 16 knots and over, the difference in turns between shafts becomes too great for efficient operation, and the amount of fuel saved negligible, therefore, four engines were used at these speeds.

The operation in the port of Kiirun was quite successful and well carried out. however, in the transfer of ~~POW's~~ ~~there were a few items which we found~~ could stand improvement: (1) The solid pipe construction ladders, with which vessels of this type are equipped, reach only from the main deck to a point about two feet above the water line. Were these ladders lengthened to extend below the water-line of the ship, the danger of crushing a leg or foot between the bottom ladder rung and the pitching boat alongside, or damaging the boat and/or ladder would be obviated. (2) It was noticed that several of the stokes stretchers which were passed aboard this vessel toward the end of the transferring operation of 6 September, were poorly rigged. It is suggested that particular care be given to locating the lifting bridle so that it is roughly at the balance point when the stretcher is occupied. (3) It is felt that the use of as many gangways as can possibly be rigged by transferring ships will greatly reduce the amount of time required for this operation. (4) Boats of the largest practicable size would help appreciably in the transferring operation.

ENCLOSURE "A"

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

USS FINCH (DE 328)
FLEET POST OFFICE

~~XXXXXXXXXXXX~~
San Francisco, California

FILE NO. DE-328(FMR)/A16/CDL-hm.
Serial 065

9 September 1945

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander-In-Chief, United States Fleet.
Via : (1) The Commander, Destroyer Escort Division FIFTY-SEVEN.
(2) The Commander, Task Group 77.1.
(3) ~~The Commander, SEVENTH Fleet.~~
(4) The Commander-In-Chief, U.S. Pacific Fleet.

Subject: Action Report for U.S.S. FINCH from 29 August 1945, to
9 September 1945, Evacuation of POW's from Formosa.

Reference: (a) PacFlt Conf. Ltr. 101-45.

Enclosure: (A) Evacuees Retained Aboard for Transportation to
Manila - List of. -p.18
(B) Form NMS, (Certificate of Death) and NavMed-601(3-45)
(Report of Burial), incomplete as submitted to U.S.S.
SANTEE (CVE-29) for completion and submission. -p.22

TASK GROUP ORGANIZATION

T.G. 77.1 Air Support Cover Group

Rear Admiral D. KETCHAM, USN
(ComCarDiv 27)

(a) T.U. 77.1.1 Carrier Unit

Rear Admiral D. Ketcham, USN
(ComCarDiv 27)

(CVE-106) U.S.S. BLOCK ISLAND (F)

(CVE-29) U.S.S. SANTEE

Captain J.V. PETERSON, USN in U.S.S. SANTEE, second
in command.

(b) T.U. 77.1.2 Oiler

(AO-78) CHEPATCHET

(c) T.U. 77.1.3 Screening Unit

Comdr. D.H. JOHNSON, USNR
(ComCortDiv 57) -

CortDiv 57 less U.S.S. O'REILLY (DE-330) and U.S.S. KOINER
(DE-331)

(DE-326) U.S.S. THOMAS J. GARY (F)

(DE-327) U.S.S. BRISTER

(DE-328) U.S.S. FINCH

(DE-329) U.S.S. KRETCHMER

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

U.S.S. FINCH (DE-328)

DE-328(FMR)/A16/CDL-hm
Serial 065

9 September 1945.

CONFIDENTIAL

Subject: Action Report for U.S.S. FINCH from 29 August 1945, to
9 September 1945, Evacuation of POW's from Formosa.

Lt. Comdr. C. D. LeHARDY, in U.S.S. FINCH, second
in command.

1. On 29 August 1945 this Task Group, less CHEPATCHET, departed San Pedro Bay, Leyte, Philippine Islands in compliance with ComCarDiv 27 Operation Order #2-45 (Serial 0010). This Task Group was to provide air cover, support and mine search assistance for T.G. 77.2 enroute to and in area thence provide cover and support for other units as required for the occupation of Korea.
2. Rendezvous with U.S.S. CHEPATCHET (AO-78) was affected at 0900 Item on 1 September and thence T.U. 77.2 joined, however due to typhoon passing south and heading in north westerly direction this unit steamed eastward to clear storm.
3. In accordance with Com 7th Fleet Dispatch 010140, CHEPATCHET and T.U. 77.2 departed and this unit set course for Formosa to provide provisions, medical supplies and thence to evacuate POW's in that area.
4. On 3 September 1945 at 1237 Item Lt. Comdr. Victor (n) GANG, (MC), USNR, was washed overboard from U.S.S. SANTEE (CVE-29) and at 1300 Item, was picked up by this ship. At 1400 Item, he was pronounced dead by Lieut. J.W. COXE (MC), USNR (enclosure (B)). Several attempts were made to return his body to U.S.S. SANTEE but due to heavy seas this was unsuccessful. Funeral services were held aboard the U.S.S. FINCH on port beam of U.S.S. SANTEE and at 1830 Item his body was committed to the deep in position Latitude 23° 03' N, Longitude 129° 42' E - services were held by the Commanding Officer.
5. Arrived in area east of Formosa and at 0250 Item on 5 September 1945 U.S.S. THOMAS J. GARY (DE-326) and U.S.S. KRETCHEMER (DE-329) were sent to Kiirun, Formosa to make preliminary arrangements for evacuation of POW's. On 6 September U.S.S. GARY, U.S.S. FINCH, U.S.S. BRISTER and U.S.S. KRETCHEMER were sent into Kiirun, Formosa to Continue evacuation of prisoners of war. 217 were loaded aboard this vessel, 11 being stretcher cases. Upon return to rendezvous point 167 evacuees including all stretcher cases were transferred to U.S.S. SANTEE with no casualties. Fifty evacuees were retained aboard for transportation to Manila, P.I. (note enclosure (A)). The spirit in which all hands turned to, and sacrificed to help these men, mostly emancipated and weak, was highly commendable - their reward - the pleasure, happiness, and comfort noted in the men who for three and one-half years had undergone a living hell.
6. At 2303 Item on 6 September 1945 completed transfer of POW's and set course and speed for Manila, Philippine Islands in compliance with

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U.S.S. FINCH (DE-328)

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Serial 065

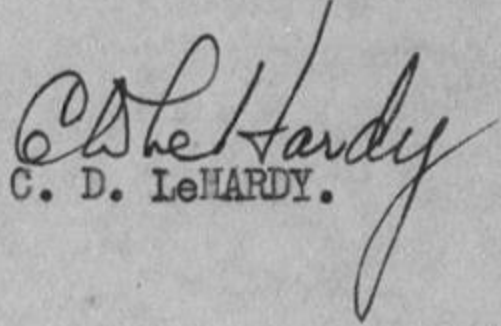
9 September 1945.

CONFIDENTIAL

Subject: Action Report for U.S.S. FINCH from 29 August 1945, to
9 September 1945, Evacuation of POW's from Formosa.

C.T.G. 77.1 Visual Dispatch 060728 dated 6 September 1945.
Arrived Manila, P.I. at 0900 Item, 9 September 1945.

7. It was noted during fueling operations that if the bow of the DE is maintained slightly ahead of the Carrier, ship control is improved considerably.. From 10° to 15° rudder toward the carrier was required when DE was parallel with island on the carrier which meant the DE would surge out and in depending upon the sea. Normal ship control was maintained when ahead of carrier.


C. D. LeHARDY.

cc:
ComDesPac

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

U.S.S. FINCH (DE-328)

LIST OF VITAL INFORMATION ON PRISONERS OF WAR ABOARD THIS VESSEL

<u>NAME</u>	<u>NUMBER</u>	<u>RANK</u>	<u>UNIT</u>	<u>NATIONALITY</u>	<u>CONDI* TION</u>	<u>MEDICAL AID REQUIRED</u>	<u>NEXT OF KIN</u>
DAVIS, Edgar George Wilton	222045	Lieut	1(M)B.D. COY. R.E.	British	Good	No	Mr. F.A. Davis, 132 Divinity Road, Oxford, England
ATKINSON, Douglas	1464378	Sgt.	272 80/A/T R.A.	British	Good	No	Mrs. D. Atkinson, The Cross, Stainland, Halifax, Yorkshire, England
BARLOW, Robert	4973334	Cpl.	Sherwood Foresters	British	Good	No	Mr. J. Barlow, 253 Heage, Belper, Derby- shire, England
AUWARDT, Colin	12654	Cpl.	45th MotorTransport Co. F.M.S., Volunteer Force	British	Good	No.	Mrs. U. Jansz, 19th Lane, Bambal- apitiya, Ceylon
BECK, Calvin	15364114	Cpl.	345 Bomb Group 501st Bomb Squadron	American	Good	No	Mrs. C.W. Beck, 4222 Dumesnil St., Louisville, Kentucky
BEANEY, Walter	876307	L/Bdr	5th Field Regt. R.A.	British	Good	No	(Mother) Mrs. Beaney, 22 Wallace Rd., Ipswich, Suffolk, England
BELLERBY, Thomas	893399	L/Bdr	5th Field R.A.	British	Good	No	Mrs. Bellerby, 13 Finmore Rd., Elms Rise Estate, Botlay, Oxford, England
BRANDISH, Stanley	1024490	Sgt.	5th Field R.A.	British	Fair	No	Mrs. S.W. Brandish, Dark Lane, Steeple Ashton N ^l Trowbridge, Wilts., England
BUTLER, Frederick	3654398	Gnr	5th Field R.A.	British	Good	No	Mrs. Butler, 43 Rydal St., Wargrave, Newton-Le-Willows Lancs, England
CAIN, Williams	3529061	PTE	ManChesters	British	Good	No	Mrs. M. Cain, 16 Rudman St., Salford 5 Lancs., England
CATHERALL, Jack	S/7662577	Sgt.	R.A.S.C.	British	Good	No	Mrs. Catherall, 25 Weymouth St., Bolton, Lancs., England
CATHERALL, Stanley	3857137	Sgt.	18th Recce Corps	British	Good	No	Mrs. S. Catherell, 3 Latham St., Bolton Lancs., England

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U.S.S. FINCH (DE-328)

LIST OF INFORMATION ON PRISONERS OF WAR ABOARD THIS VESSEL

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COOPER, Edward	3529697	PTE	Manchesters	British	Good	No	Mrs. Cooper, 9 StJohns Rd., Denton, Manchester, England
COTTON, Thomas	1629463	L/Bdr.	5th S/L R.A.	British	Good	No	Mrs. T. Cotton, 5 Fedora St., Liverpool, 6, England
COOPER, George	1524610	L/Bdr.	80th A/T R.A.	British	Fair	No	Mrs. E.K. Cooper, 100 Blundell St., Islington, London, England
DARCY, George R.	896352	L/Bdr	5th Field R.A.	British	Good	No	Mrs. Darcy, 25 Grovehurst Ave., Liverpool, 14, England
DAVIDSON, Brown F.	6296946	Sgt.	Headquarters, Sq 24th Pursuit American Group		Good	No	Mrs. B.F. Davidson, R.R. 2, Box 169, Roswell, New Mexico
DOOLEY, Walter	926961	Gnr	5th Field R.A.	British	Good	No	Mrs. Dooley, 9 Hope Str., Meadows, Notts, England
ELINOR, Clifford	5048996	L/Cpl	9th Div, Provost	British	Good	No	Mrs. F. Gardner, 2 Quinton Grove, Little Dinsdale Newcastle-Under-Lyme, Staffs, Eng.
EWEN, John	1890073	Sgt.	Q.V.O. Madras, Sappers Miners	British	Good	No	Mrs. J. Ewen, Upperfield, Cornhill Rd Aberdeen, Scotland.
FISHER, John Thomas	878929	L/Bdr	137 Field R.A.	British	Good	No	Mrs. Fisher, 11 Drummond Ave., Black Pool, England
GRAY, Frederick Victor	956453	Gnr	148 Field Reg. R.A.	British	Good	No	Mrs. A.E. Gray, 2 Victoria Rd Whet- stone, Leicester, England
HALTERMAN, James	15016372	PFE	17th Ordnance Co., Provisional Tank Grp.	American	Good	No	Mrs. A.R. Halterman, 161 Wood St., Buck- hanmon, West Virginia, U.S.A.
HENSHAW, Harry	1617413	Gnr	5th S/L Regt	British	Good	No	Mr. Henshaw, 67 Most St., Wigston Magna, Leicester, England
HOARE, Vincent	843475	Sgt.	5th Field R.A.	British	Good	No	Mrs. Hoare, % Mrs. Hancock, 47 Madden St., Accrington, Lancs., England

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U.S.S. FINCH (DE-328)
LIST OF VITAL INFORMATION ON PRISONERS OF WAR ABOARD THIS VESSEL

<u>NAME</u>	<u>NUMBER</u>	<u>RANK</u>	<u>UNIT</u>	<u>NATIONALITY</u>	<u>CONDI- TION</u>	<u>MEDICAL AID REQUIRED</u>	<u>NEXT OF KIN</u>
HOWARTH, A lbert	1498790	Sapper	251 Field Park Co.	R.E. British	Good	No	Mrs. M. Howarth, 23 John St., Ashton-Under-Lyne, Lancs., England
HURRELL, Raymond	6018725	Sgt.	1st CAMBS. Regt.	British	Good	No	Mrs. M. Hurrell, 71 Effingham Rd., Lee, London, England
JONES, Douglas	1058587	S/Sgt	5th Field R.A.	British	Good	No	Mrs. D. Jones, 19 London Rd., Kettering, Northants, England
JONES, William Walter	7584109	Sgt.	4 O.S.C., R.A.O.C.	British	Good	No	Mrs. C.H. Jones, 1 Archibald Place, Edinburgh, Scotland
KING, Walter	20720223	Sgt.	194 Tank Btn.	American	Good	No	Mrs. J.E. King, Route 5, Ayr lawn Addition, St. Joseph, Missouri
LUNGLEY, Harry	840375	Sgt.	5th Field R.A.	British	Good	No	Mrs. Vaughan, 157 Grange Rd., Ilford, Essex, England
MAHER, Norman	4536083	L/Cpl	9th Div. Provost	British	Good	No	Mrs. J. Maher, Boot&Shoe Store, Station Rd., Crossgate Leeds, Yorks, England
McAUSLAND, John	913479	Sgt.	80th A/T R.A.	British	Good	No	Mr. McAusland, 83 Saughtonhall Dr., Edinburgh, Scotland
McKENZIE, Duncan	2340852	L/Sgt	76th Line Section R. Signals	British	Good	No	Mrs. J. McKenzie, 6 Riverside Rd., Kinlochleven, Argyllshire, Scotland
MOORE, Robert	5833060	Pte.	2nd CAMBS	British	Good	No	Mrs. Moore, 3 House, 12 Court, Great Homer St., Liverpool 5, England
MOTLEY, Ronald	317954	L/Bdr	155th Field R.A. (Ly)	British	Good	No	Mrs. R. Motley, 141 Saint Leonard St., Lenark, Scotland
PELLING, John A.S.	1114660	Bdr.	80th A/T R.A.	British	Good	No	Mrs. J. Pelling, 1 Carden Close, Patcham, Brighton, Sussex, England
REEVE, Henry	6757849	Driver	80th A/T R.A.	British	Good	No	Mrs. A.A. Reeve, 6 Parkstone Rd., Peckham, London, England

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U.S.S. FINCH (DE-328)

LIST OF VITAL INFORMATION ON PRISONERS OF WAR ABOARD THIS VESSEL

<u>NAME</u>	<u>NUMBER</u>	<u>RANK</u>	<u>UNIT</u>	<u>NATIONALITY</u>	<u>CONDI- TION</u>	<u>MEDICAL AID REQUIRED</u>	<u>NEXT OF KIN</u>
ROSENBERRY, Harry	6274703	Cpl.	Air Force	American	Fair	No	Mrs. M. Rosenberry, 1318 West Monroe St., Phoenix, Arizona
RUSSELL, Walter	1056450	Gnr.	3rd A.A. R.A.	British	Good	No	Mrs. F.H. Russell, The Cottage, Cop St., Ash, Canterbury, Kent, England
SCULLION, Peter	309443	R.S.M.	R.A.	British	Usual	No.	Mrs. P. Scullion, Sunnyside St., Larkhall, Lenark, Scotland
SHOTT, Catholic	33421756	Cpl.	345th B. Gp.	American	Good	No	Mrs. Catherine Shott, 224 - Third Ave., Aliquippa, Pennsylvania, U.S.A.
SLACK, Benjamin	4976939	L/Sgt	Sherwood Foresters	British	Good	No	Mr. W. Slack Bamford, Sr., Marehay, Near Derby, England
SMITH, Frederick	S/202685	PTE	R.A.S.C.	British	Good	No	Mrs. F. Smith, 8 Rue De L. Assomption, Paris, France
STYZAKER, John	926117	Gnr	5th Field R.A.	British	Good	No	Mr. J. Styzaker, 4/104 St. Marks St., Ladywood, Birmingham, England
TOTTEN, James	7613478	PTE	R.A.O.C.	British	Good	No	Mrs. Totten, 21 Raploch Ave., Glasgow, W4, Scotland
WEBER, W.H.	17018723	T/Sgt.	Service Co., 31st Inf.	American	Good	No	Mr. A.H. Weber, 2040 South Clarkson St., Denver, Colorado
WIGGINS, Dennis	1054596	B.S.M.	R.A.	British	Good	No	Miss Kay Bates, 3 Albany St., Maid- stone, England
WILLIAMSON, Douglas	2078644	Spr	18 Dn. R.E.H.Q.	British	Good	No	Mrs. E.C. Williamson, 131 Earlham Rd., Norwich, Norfolk, England
WYLLIE, John	317810	BQMS	155th Field R.A.(Ly)	British	Good	No	Mrs. Wyllie Bowmill Holm, Lockerbie, Dumfrieshire, Scotland

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

REPORT OF BURIAL

NAVMED-601 (3-45)

INSTRUCTIONS.—Forward original and two copies for U. S. dead (additional copy for allied and enemy dead) to BuMed on all burials or reburials beyond the continental United States, including Alaska, or at sea. In the field, armed guard crews, etc., forward through headquarters or activity carrying records, for checking with casualty reports.

If any of the required facts are unknown, so state. List only personal effects found on the body. In burial at sea, give areas as—Hawaiian, Alaskan, etc. Assign consecutive numbers with a prefix "X" to all unidentified remains. This "X" number shall be used in all correspondence regarding burial.

SHIP OR STATION ATTACHED AT TIME OF DEATH U.S.S. Santee, CVE-29 DATE REPORT FILLED OUT 4 September, 1945.

COPY OF IDENTIFICATION TAG	NAME (Last)	(First)	(Middle)
	FILE OR SERVICE NO.	RANK OR RATE	BRANCH OF SERVICE
	CORPS OR RESERVE CLASSIFICATION		RACE

CAUSE OF DEATH Principal: Drowning #2521 Cont: Compound fracture, Skull & Lt. upper arm	PLACE OF DEATH U.S.S. Santee, CVE-29
---	--

NAME OF NEXT OF KIN (If known)	ADDRESS OF NEXT OF KIN (If known)
--------------------------------	-----------------------------------

DATE OF DEATH 3 September, 1945	DATE OF BURIAL 3 September, 1945.
---	---

NAME OF CEMETERY	LOCATION OF CEMETERY
------------------	----------------------

GRAVE MARKER TYPE	PLOT No.	ROW No.	GRAVE No.
-------------------	----------	---------	-----------

BURIED AT SEA (Date) 3 September, 1945	AREA Philippine Island 23° 03 N 129° 42 E
--	---

TYPE OF RELIGIOUS CEREMONY	RELIGION OF DECEASED
----------------------------	----------------------

IDENTIFICATION TAGS FOUND ON BODY <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> NONE	IF NO IDENTIFICATION TAGS, OTHER MEANS USED TO IDENTIFY BODY (Identification cards, letters, etc.) Reported Missing by Commanding Officer U.S.S. Santee at 1237 on 9/3/45. Body removed from water at 1300 on same date by U.S.S. Finch, markings on clothing.
COMPLETE DENTAL CHART ON REVERSE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
COMPLETE FINGERPRINT CHART OF BOTH HANDS ON REVERSE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

LIST OF PERSONAL EFFECTS FOUND ON BODY AND DISPOSITION OF SAME
Wigwags, light blue socks Forwarded to Commanding Officer, U.S.S. Santee, CVE-29

IDENTIFICATION TAG BURIED WITH BODY <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	IDENTIFICATION TAG ATTACHED TO MARKER <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
--	--

IF IDENTIFICATION TAGS NOT PRESENT, WHAT OTHER IDENTIFICATION DATA BURIED WITH BODY AND IN WHAT KIND OF CONTAINER
None

IF BURIAL OTHER THAN ESTABLISHED CEMETERY, FURNISH SKETCH AND MAP REFERENCES ON REVERSE

Bodies Buried on Either Side

BODY ON LEFT, NAME (Last, first, middle)	RANK OR RATE	FILE OR SERVICE NO.	GRAVE NO.
BODY ON RIGHT, NAME (Last, first, middle)	RANK OR RATE	FILE OR SERVICE NO.	GRAVE NO.

PERSON REPORTING BURIAL (Name) C.D. Lohardy, Lt. Comdr., U.S.N.R.	(Rank or rate)	PERSON CONDUCTING BURIAL RITES Commanding Officer, U.S.S. Finch, DE-326
---	----------------	---

IN REBURIAL, GIVE LOCATION OF PREVIOUS BURIAL	VERIFIED AND FORWARDED C.D. Lohardy, Lt. Comdr., U.S.N.R. (Name) (Rank) (Title)
---	--

INSTRUCTIONS FOR BURIAL

1. IDENTIFICATION, PREPARATION OF BODY, BURIAL AND MARKINGS OF GRAVES OF ISOLATED BURIALS. Have body examined to establish IDENTITY. If body is unidentified, take four (4) sets of fingerprints of all available fingers. Complete the following:

ESTIMATED HEIGHT	ESTIMATED WEIGHT	COLOR OF EYES	COLOR OF HAIR
BIRTHMARKS, SCARS, OR TATTOOS			
LAUNDRY MARKS		WEAPON AND SERIAL NO.	

(If actual weight and height are used, delete estimated)

Wrap and tie body securely in a blanket, pad covering, canvas or other suitable substance. Dig grave to five feet or in hasty burials, to sufficient depth to prevent destruction of body or loss of identity. Place one body in grave. Securely fasten and identify tag to body. Remove other identification tag and attach to grave marker (when body is disinterred or properly reburied, remove and forward to BuPers, Marine Corps, or Coast Guard, as indicated). If no tag is present, make a notation with pencil of identifying data on form in duplicate, place in bottle, canteen, spent shell or other available container which can be made watertight, bury one with remains and the other, one (1) foot below grave marker. If no tag is available, write identifying data on marker. When pegs are not available, use other suitable means to identify grave as a military grave.

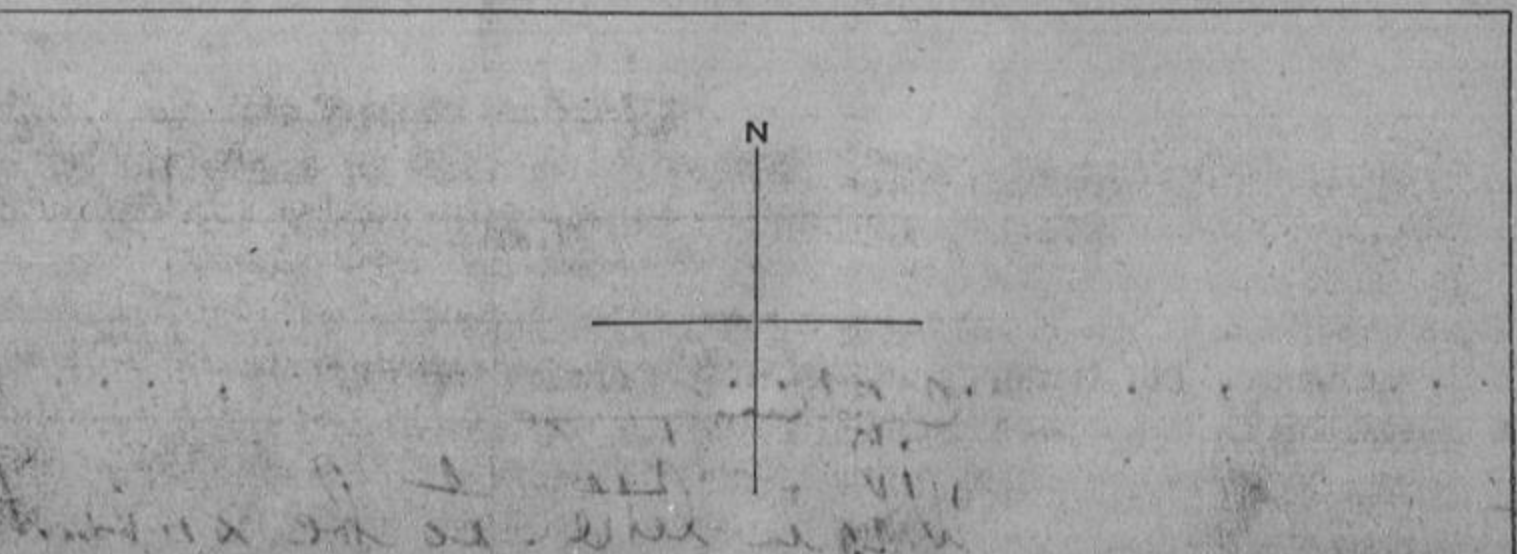
2. LOCATION OF GRAVE: Report burials in established cemeteries by plot, row, and grave number. For all other burials, prepare sketch in space provided below; and give location by means of map references, or by reference to prominent, permanent landmarks. Information must be specific, accurate, complete. Stand at foot of grave facing head to determine bodies buried to the left and right.

If the body is otherwise unidentified or fingerprints unobtainable, chart the dental conditions in conformity with instructions in MMD (1942, 1938-43 Ed. para. 2318 (b) (1) & (2)) (1945 Ed. para. 2234.1 & .2). This must be accurate.

CHARTING EXAMPLE: (Chart Cavities in BLACK; otherwise use RED) Tooth No. 1, missing; No. 2, gold inlay and two silver fillings; No. 3, full gold crown; No. 4, cavity; No. 5, two porcelain or temporary fillings; Nos. 6, 7, 8, gold fixed bridge supplying missing tooth No. 7; No. 9, porcelain crown (outlined).



Missing teeth Nos. _____	9 8 7 6 5 4 3 2 1 10 11 12 13 14 15 16
Occlusion (Type of) _____	
Malposed teeth (Describe) _____	RIGHT TONGUE SIDE LEFT
Removable appliances _____	
Other defects _____	17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
Remarks _____	CHEEK SIDE
	COMPARISON WITH DECEASED NAVMED-H-4 (DENTAL RECORD) REVEALS:
	<input type="checkbox"/> POSITIVE IDENTITY <input type="checkbox"/> SOME RESEMBLANCE <input type="checkbox"/> NO RESEMBLANCE
	(Signature of dental examiner) (Rank or rate)



When unidentified, take rolled impression of fingerprints. Obtain sharp, clear contrast of inked ridges and intervening space. Do not overink. Roll finger to include crease of first joint through 180° on inked surface. Record impression of same motion without smudging.

L. THUMB
L. INDEX
L. MIDDLE
L. RING
L. LITTLE
R. THUMB
R. INDEX
R. MIDDLE
R. RING
R. LITTLE

DECLASSIFIED

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

NMS-Form N
(1940)

CERTIFICATE OF DEATH

From:

To: *Bureau of Medicine and Surgery, Navy Department, Washington, D. C.*
(See Circular Letter R-6, Appendix D, Manual of the Medical Department, for instructions)

1. Name **GANE, Victor (n)** **99161** Rank or rate **Lt. Condr. (MC) USNR**

2. Born: Place Date

3. Nationality Religion
(White—U. S., Colored, Samoan, etc.) (Denomination)

4. Eyes Complexion Hair

5. Marks, scars, etc. (noted in health record).....

FINGERPRINT

State which finger
(Right index preferred)

6. Relation, name and address of next of kin or friend

7. Original admission: Place Date
(Ship or station to which attached when first admitted to sick list)

8. Died: Place **U.S.S. Santee, CVE-29** Date **9/3/45** Hour **1300**

9. Cause of death { Principal **Drowning #2521** Key Letter **D**
Contributory **Compound fracture of skull and left upper arm.**

10. Death **is not** the result of own misconduct and **is** in the line of duty.
(is or is not) (is or is not)

11. Disposition of remains **Burial at sea 3 September, 1945.**

12. Summary of facts relative to the death: **Washed overboard off U.S.S. Santee, CVE-29 at 1237 on 3 September, 1945. Picked up at 1300 on same date by U.S.S. Finch, DE-328, at which time no cardiac or respiratory action was detectible. Face was cyanotic and compound depressed fracture of left frontal bone, about 3 cms. in circumference, and compound comminuted fracture of left humerus, were noted at this time. Body was found floating face downward in the water. Artificial respiration was started immediately and continued for 1/2 hour. Three (3) cc of adrenalin, 1:1000 solution, were given intra cardially at 1315. Oxygen was given via diving mask apparatus at 1330. None of these measures restored any signs of life.**

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

Summary of facts—Continued

It is believed that this man was struck on the head during his fall and was unconscious when he reached the water, and that death was due to drowning. Pronounced dead at 1400 and Commanding Officer, U.S.S. SANTEE, Notified.

J.W. COPE (Medical officer)

Lieut (Rank)

M. C., U. S. Navy

Approved: Court of inquiry or board of investigation _____ be held.
(Will or will not)

(Commanding officer)

(Rank)

U. S. Navy.

DECLASSIFIED

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

FB2-27/A16-3
SERIAL: (048)

UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
CARRIER DIVISION TWENTY-SEVEN

CONFIDENTIAL

10 September 1945.

FIRST ENDORSEMENT on
ComCortDiv 57 Conf. ltr.
CCD57(DE326)A2-11/A12
DHJ:jjk, Serial 012
~~dated 9 September 1945~~

From: Commander Carrier Division TWENTY-SEVEN (CTG 77.1).
To : Commander in Chief, United States Fleet.
Via : (1) Commander SEVENTH Fleet (CTF 70).
(2) Commander in Chief, United States Pacific Fleet.

Subject: Action Report During Period 29 August - 9 September 1945,
Evacuation of Allied Prisoners of War from Formosa.

1. Forwarded.
2. The performance of duty of Escort Division FIFTY-SEVEN was outstanding. The Commander of Escort Division FIFTY-SEVEN has been especially commended in separate correspondence.


D. KEITCHAM.

Copy to:
ComCortDiv 57

DECLASSIFIED

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012



UNITED STATES FLEET
COMMANDER SEVENTH FLEET

AL6-3(F-3-2/Sw)

Serial: 0393

18 OCT 1945

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

SECOND ENDORSEMENT to:

ComCortDiv 57 conf ltr

CCD57(DD526)A2-11/A12

DHJ;jjk, serial 012,
dated 9 September 1945.

From: Commander Seventh Fleet.
To : Commander-in-Chief, United States Fleet.
Via : Commander-in-Chief, U. S. Pacific Fleet.

Subject: Action Report During Period 29 August - 9 September
1945, Evacuation of Allied Prisoners of War from
Formosa.

1. Forwarded.

2. The prisoners of war were evacuated from Formosa with outstanding efficiency and promptness. This performance, under the difficult and hazardous conditions which prevailed, reflects great credit on the ships of Escort Division FIFTY-SEVEN that participated.

3. Recent intelligence received by Commander Seventh Fleet indicates that the information pertaining to minefields, as set forth in Enclosure D, was incomplete. At the time of the dispatch, however, accurate information was not available for dissemination.

J. C. Kinkaid

J. C. KINKAID

Copy to:
ComCarDiv 27
ComCortDiv 57

ENCLOSURE

QQ. 035373

27