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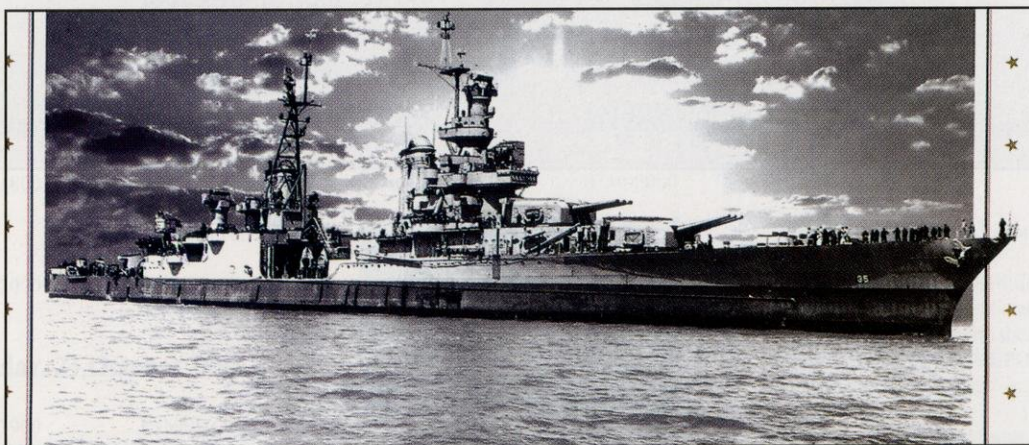
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FORGOTTEN HEROES

The Tragedy of USS *Indianapolis*



The last known photo of USS *Indianapolis* (CA 35)

by JO2(AW) Robert F. James

December 7, 1941, is a day known to almost every American. The attack on Pearl Harbor drew a country, riding the thin rails of neutrality, into war. Headlines screamed outrage at the attack, and the sinking of USS *Arizona* (BB 39), a proud and mighty battleship, became a rallying cry throughout the Pacific campaign.

While *Arizona* epitomized the beginnings of our war with Japan, the sinking of USS *Indianapolis* (CA 35) should have been the other bookend, serving as the summation of World War II. *Indy*, though, was a horrific chain of events, embarrassing to a victorious nation. Unfortunately, the details of events before, during and after the sinking of the magnificent vessel were obscured by the atomic blasts that shook Japan.

For 50 years, the memorial to these gallant men has been silently, stoically, borne in the hearts and minds of those who survived the sinking of *Indianapolis*. That

While *Arizona* epitomized the beginnings of our war with Japan, the sinking of USS *Indianapolis* (CA 35) should have been the other bookend, serving as the summation of World War II. *Indy*, though, was a horrific chain of events, embarrassing to a victorious nation.

all changed recently, however, with the dedication of a memorial in the city of Indianapolis. Now, forever etched in stone, these Sailors will be remembered, not just for the tragic end to their ship

and so many shipmates, but for their valiant efforts throughout World War II.

In 1940, a young man by the name of Bob McGuiggan was trying to enlist in the Navy. He and his friends were turned down because they were too young. When war broke out, he tried *again* to enlist in the sea service, and was turned away. Finally, persuading his mother to sign her consent, he was allowed to serve.

Similarly, Mike Kuryla, a curly-haired 16-year-old was denied entry into the Navy because of his age. Undaunted, at 17, the Chicago youth received his parents' consent to enlist.

While McGuiggan ended up going through boot camp in San Diego, Calif., Kuryla stayed in his own back yard, completing his training at Great Lakes, Ill. Eventually, their paths would cross, and they would become close friends while serving aboard *Indianapolis*.

"I got to the *Indianapolis* in '42," McGuiggan reminisces. "I went on board as a cook striker and ended up a gunner's mate striker."

When Kuryla reported aboard, he immediately became part of the deck force and found himself manning a 5-inch/25 gun.

A Proud Ship

Indianapolis was a ship the country could be proud of. From its beginning, the ship was labeled the "Pride of the Navy," and President Franklin D. Roosevelt wasted little time in naming her his personal "Ship of State."

When he made an official visit to South America in 1934—the first such visit by a President in office—he did so on *Indianapolis*. In the years prior to World War II, the ship was one of the most highly visible weapons in the U.S. Fleet: World leaders and royalty routinely toured the crown jewel's decks.

The keel of *Indianapolis* was laid March 31, 1930, in Camden, N.J. It was commissioned in November 1932. As was the case with all U.S. ships constructed during that period, *Indy* was a treaty ship. Guidelines established in the Washington Treaty (see **SWM Mar/Apr 95:22**) put strict limitations on the size, armor and armaments of fighting ships.

Indianapolis saw action in several battles throughout the Pacific. "She was in 10 battles, and I was on for eight," says Kuryla with obvious pride. "I remember my first battle the most," he continues, his eyes looking back through 50 years of memories. "It was in the Gilberts (Islands), and I had this feeling in my gut of fear and not knowing what to do.

"Once the first shot was fired, I forgot that I was scared. I just automatically did what I was trained to do. That was my baptism in fire."

It was off the coast of Okinawa that *Indianapolis* and her crew had their first

major brush with disaster. On an overcast day, a Japanese *kamikaze* spit out of the clouds toward the Fifth Fleet flagship.

"My gun was up against the stops so we couldn't fire at the plane," remembers McGuiggan, gesturing to help illustrate his point. "The 20mm right above us was really unloading, though. That plane came in right at the gun and ended up hitting right in the barrel of that mount. It just flipped that kid (pilot) right out of there."



Bob McGuiggan (left) and Mike Kuryla (second from right) pose with two other shipmates shortly before shipping out to the island of Tinian.

According to Kuryla, the ship was maneuvering evasively when the *kamikaze* caught the aft end, dropping two bombs. "They (the bombs) went through the decks and right through the middle of the table where a group of guys were eating breakfast." The bombs continued piercing the ship's decks, narrowly missing the 5-inch magazine, before penetrating the hull and detonating under the ship.

There were 35 casualties—nine fatal—as a result of the suicide attack. Both men say that the event had a tremendous effect on the crew, many of whom began having doubts as to the ship's survivability.

Kuryla recalls "a lot of guys putting in for transfers when we got to San Francisco. About 25 percent of the crew transferred after that, and there were a lot of rumors about what would happen the next time (the ship was hit)."

When *Indy* set sail again, she would be manned by a lot of inexperienced Sailors: some of whom had never been to sea before. For most, it would be their last cruise.

Spare Radio Parts

When repairs were completed at Mare Island, Vallejo, Calif., *Indianapolis* was chosen for a secret mission. The winner of 10 Battle Stars for action off Iwo Jima, Japan, the Gilbert and Marshall Islands and New Guinea, among others, she was chosen to deliver the components for the world's first operational atomic bombs which would be dropped over Hiroshima and Nagasaki.

"We pulled out of the yards for shake-down," explains McGuiggan, remembering the events as clearly as if they had happened yesterday, "and instead we pulled into Hunter's Point. That's when they started putting it on board."

According to the two survivors, the crew knew something was happening by the way the loading operations were being handled. They just didn't have a clue as to what that "something" was.

"Normally the enlisted men manned the cranes and this time it was an officer," continues McGuiggan. "Now when you have a captain doing a boatswain's job,

you know something is up.”

According to Kuryla, two large crates were loaded on the ship. Inside the huge containers: the frames for the two bombs. The uranium and plutonium were taken for storage in officer’s country.

“I had no idea what it was,” says Kuryla. “All I know is on the outside of the crates was stenciled ‘Spare Radio Parts’. I remember thinking there must be a helluva lot of radios breaking down somewhere.”

July 16, 1945, *Indianapolis* was underway for Tinian in the Western Pacific, where the bombs would be assembled and readied for use: the same day the Manhattan Project was successful in demonstrating the awesome power of the A-bomb.

Chosen partly for her speed and efficiency, *Indy* set a break-neck pace. Always at top speed (32 knots), she stopped for only a few hours in Hawaii for fuel. The 5,200 nautical mile journey took only 10 days to complete.

When the ship arrived, barges were quickly on-scene to off-load the cargo with the same jealous protection used in its loading.

Flawlessly performing her final mission, *Indianapolis* received orders to rendezvous with USS *Idaho* (BB 42) in Leyte for gunnery practice in preparation for the planned assault on the Japanese mainland.

Tragically, it is at this point that *Indianapolis* began her darkest chapter. If the disaster had not been such a terrible event, the mistakes and errors surrounding her end would have gone unnoticed.

Upon receiving orders, a message was dispatched to *Idaho*, which had temporarily replaced *Indy* as the Fifth Fleet flagship. The message, however, was garbled, and since *Idaho* did not ask for a repeat message, her crew was unaware of *Indy*’s impending arrival. While *Idaho* didn’t receive a clear transmission, U.S. Navy operators in Leyte and Guam did.

Aside from the miscommunication, *Indianapolis* was sent to Leyte without a destroyer escort.

Compounding the situation was the poor intelligence Capt. Charles B. McVay III, *Indianapolis*’ commanding officer, received prior to departure. He was told there were no enemy submarines

operating in the waters his ship would be traveling.

Never passed on to McVay was the fact that the week prior, a Navy ship had been sunk by a Japanese submarine.

Two torpedoes hit *Indianapolis*. The first ripped away the bow of the ship and three seconds later, the second slammed home. Twenty-four seconds after the torpedoes hit, the ship’s magazines exploded, sending shock waves slamming into *I-58*.

The Enemy Below

By July, 1945, the Japanese navy was a far cry from the seemingly invincible force it had been at the outset of hostilities. The Imperial Fleet had only 12 operational submarines, only four of which could be underway at one time. With the war all but lost, the submarine’s armaments had been replaced by six *kaiten*, manned torpedoes, which were the nautical equivalent of the *kamikaze*.

The bulky *kaiten* lashed to her deck reduced *I-58*’s submerged speed to barely three knots and her surface speed to 16 knots. Her mission was to attack the American ships anchored in Guam and, if she survived, return to Japan.

It was a suicide mission. At such slow speeds, the submarine would never be able to submerge and escape after an attack on the Americans. As fortune would have it, though, the target would come to them.

Indianapolis was on its way to Leyte, and *I-58* was on its way to Guam.

Cmdr. Mochitsura Hashimoto, *I-58*’s

commanding officer was standing in the conning tower when the top forward lookout spotted the *Indianapolis* coming toward her. After diving, Hashimoto raced to the periscope to look at the oncoming ship. *Indy* was 15,000 yards off his bow coming directly toward him.

Capt. McVay, meanwhile was under the order to “zig-zag at discretion.” Since the waters were presumed safe, and the dark night was only partially illuminated by a “peek-a-boo” moon, he gave orders for *Indianapolis* to stop zig-zagging.

Traveling at half-speed to conserve fuel and steaming in a straight line, *Indianapolis* was a perfect target for the experienced submarine captain. Scanning the seas in a 360 degree radius, Hashimoto was astounded to find that the ship was traveling unescorted. He would not let the opportunity get away.

Maneuvering his submarine into an attacking position, Hashimoto chose not to surface and use his *kaiten*. Instead, he fired a six-torpedo spread toward the *Indianapolis*.

Two torpedoes hit *Indianapolis*. The first ripped away the bow of the ship and three seconds later, the second slammed home. Twenty-four seconds after the torpedoes hit, the ship’s magazines exploded, sending shock waves slamming into *I-58*. Rolling almost 30 degrees, Hashimoto’s crew suffered two broken arms and one smashed wrist.

Indianapolis

“I just got off watch,” says Kuryla, focusing on that fateful day, “got a cup of coffee and went up to the hangar deck. I saw from our wake that we weren’t zig-zagging anymore but I didn’t really think that much about it.

“I wasn’t going down below to sleep because it was like a furnace down there so I laid down on the deck right next to my gun.”

Recalling the events with eerie clarity, yet with a detachment reminiscent of an out-of-body experience, he continues talking about taking “off my shoes to use as a pillow. I had just about dozed off when the torpedo hit. It just stung my whole body,” he describes the event with a mimic shudder to amplify his description.

“It threw me and my shoes up in the air. I didn’t know what happened. I

thought a boiler blew. I looked at the guy next to me, and we put on our shoes and headed to our battle stations.”

McGuiggan was in a hammock, strategically located so that when the ship would roll, he would swing out over the water and catch “great air conditioning.” When the torpedoes rocked *Indy*, McGuiggan immediately headed for his gun mount which had been virtually destroyed.

“I got to my gun, and they wanted the catapult crew to get there (to the catapult),” explains McGuiggan, expressing the futility of the situation. “They wanted the aircraft launched, but it was impossible. The battery officer told me to get life jackets on, so I went down to the boat deck.

“We had to form a human chain because so many of the guys were trapped up against the bulkhead. We had to pull them up to the high side where we waited to abandon ship.”

McGuiggan sat on the side of the ship watching the screw turn. With one leg swung over the side, he and several shipmates began inching away from the screws before dropping some 50 feet into the water.

For Kuryla, abandoning ship was a more harrowing experience. He had made his way to the boat deck where he and other Sailors tried to get the life rafts over the side. Due to the severe list of the ship, however, it was impossible to push them over.

Kuryla, unable to make it up to the high side of the fast-sinking ship, ended up sliding toward the low side of the ship. Grabbing a rope that someone had left hanging, Kuryla tried to pull himself up but to no avail.

“The next thing I know,” says Kuryla, “the ship rolls over, and the deck is over my head. I held my breath and put my feet and hands on the deck and kicked down trying to swim out from under her, but she sucked me back in.”

Making his task even more difficult was the fact that Kuryla was wearing a Kapok life jacket.

“I couldn’t hold my breath anymore,” he continues, surprisingly calm. “They say your life flashes before you, and it does. I remember seeing the street that I lived on, my parents, brother, sister. I started praying because I thought this was the end.

“I blacked out and the next thing I know...I’m out, and there’s a raft.”

After being helped into the raft, Kuryla turned in time to see the stern of the ship go down. McGuiggan, meanwhile, had ended up in another group.

“We formed a huge circle,” he says, using his arms to illustrate. “The guys that didn’t have life jackets hooked on to the guys beside them, and we kept all the wounded in the middle.”

In front of McGuiggan was his division officer, who, at the time of the attack, was in the shower and had been burned beyond recognition. The only way McGuiggan was able to recognize the man was by his voice. McGuiggan distinctly remembers his DIVO, despite his grievous wounds, giving orders as the ship was going down.

“He stood it about a day-and-a-half,” says McGuiggan with just a hint of sadness. “After that he quit moaning, got quiet and just...left.”

While in the water, the two young men had extremely different experiences. Mike Kuryla was in a raft, and Bob McGuiggan was geographically separated in another

group, floating in life jackets. The difference between the two becomes obvious as they start telling of their ordeals in the water.

Survival

Survival was first and foremost on the minds of the Sailors, but they were all very calm and optimistic that first day. They were to rendezvous with *Idaho* later that day and assumed a rescue effort would be launched when she failed to show.

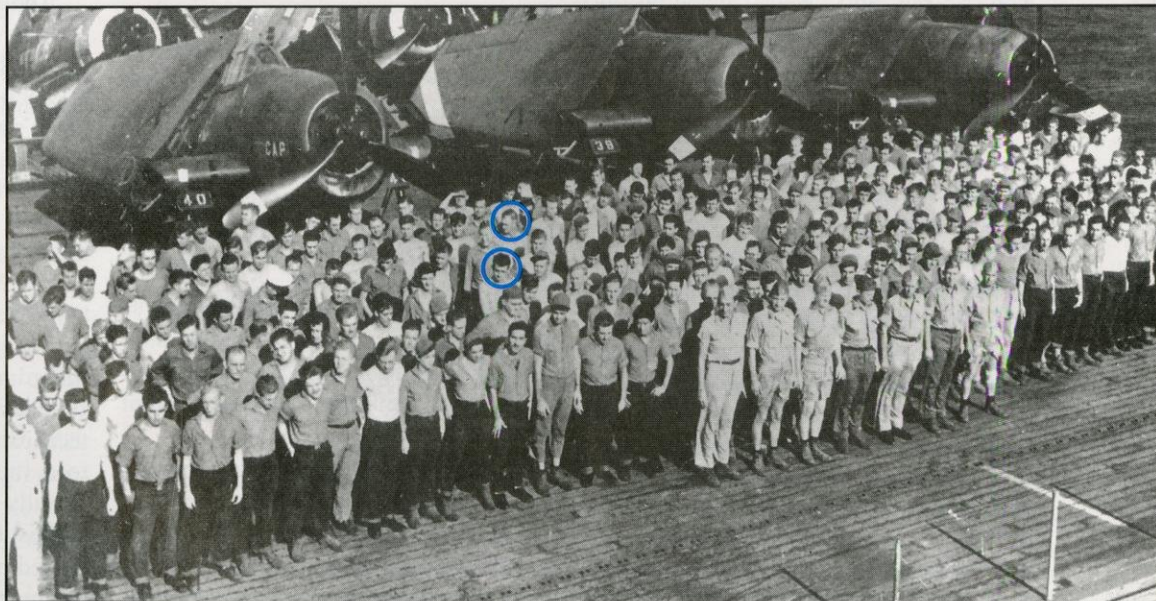
“We were all happy,” says McGuiggan with a big smile. “We thought ‘Well, there’s 45 days leave comin’ our way now’.”

The survivors were spread out over 45 miles of ocean and separated into several distinct groups. For Kuryla and the men with him in the group of rafts, confidence ran high. Despite the fact that the rafts had no water supply, the men had managed to get some provisions.

“I found an onion,” beams Kuryla. “It floated up and just looked like a ball covered in oil. I washed it off and thought ‘That could be good in survival’.”

Along with the onion, which he had stuffed into his life jacket, Kuryla managed to salvage part of a first-aid kit, a can of malt candy tablets and a box of crackers. Another raft of survivors had 34 cans of Spam.

Salty and dry, the sandwiches Kuryla



Survivors of *Indianapolis* on their way back to the United States. Mike Kuryla (front highlight) and Bob McGuiggan (back highlight) now reside in the Chicago area.

had fashioned for the men on that first day did little to placate hunger and much to accentuate thirst.

Using a battle bandage from the first-aid kit, Kuryla caught rain water, squeezing it into an empty can. "It was just enough to wet your lips," remembers Kuryla, the irony of the situation now humorous.

While dawn brought some optimism, it also brought unwanted company to the survivors: sharks.

"Yeah," says Kuryla, rubbing his hand over his forehead, "we saw the fins first thing that morning." While the sharks were clearly visible, the rafts Kuryla and his shipmates were occupying offered some semblance of protection.

"Oh they really checked us out," continues Kuryla. "They were always bumping up underneath us."

Sitting next to his shipmate 50 years later, Bob McGuiggan is smiling widely, almost laughing at how "easy" Kuryla had it.

Suspended by life jackets only, legs dangling under them, the sharks visiting McGuiggan's group posed a more horrific threat.

"That first day," McGuiggan begins, "we were deluged with a bunch of sharks. The guys were telling me 'Look down. You can see 'em!' Well, I made up my mind that I wasn't going to do that. I just held my knees up as high as I could for as long as I could.

"You could feel them (sharks) all the time. They would bump you as they swam through the group. They were always there. Constantly."

The sharks had been drawn to the groups of survivors by the amount of blood and debris in the water. It didn't take long for them to start attacking the men at the edges of the groups. For the next four days, the survivors of *Indianapolis* would be haunted by the screams and thrashings of their shipmates as they were viciously pulled down by the sharks.

"They'd grab a guy and pull him right out of his life jacket," remembers McGuiggan in dark detail. "With all the oil on us, we were like greased pigs in those jackets."

The men who had made it off the sinking ship spent almost five full days in the ocean, 660 miles away from Guam. Tantalized by aircraft flying overhead and ships just barely over the horizon, they were tormented by their near-discoveries,



Kimo McVay, son of Capt. Charles McVay, makes a rubbing of his father's name inscribed on the USS *Indianapolis* Memorial after dedication ceremonies held August '95. (photo by PHC Seth Rossman)

delirious from injury and dehydration and going mad from the constant shark attacks.

Listening to a survivor of the ordeal, it is sadly marvelous to hear the seemingly endless stories that haunt their minds. McGuiggan relays his tales with chilling clarity, outwardly unemotional and matter-of-fact.

One of the men in the water apparently had withstood the shark attacks long enough and decided to do something about it. "He grabbed my knife and went down to get them," McGuiggan recounts. "He never came back up. That's the kind of stuff that went on day in and day out. You'd here a scream, then he's gone.

"We wanted to help, but there was nothing we could do. A guy would start screaming, then he was gone. Just pray. That's all we could do. There was a lot of praying."

The hell that these men went through is full of irony. While McGuiggan's group struggled constantly with the sharks, a man in Kuryla's group "was out of his mind and jumped out of the raft to go swim with the sharks," Kuryla says disbelieving, soliciting small chuckles.

"He was like a drunk. He would swim out and come back, then go back out again. He would fight you if you tried to stop him. The sharks never touched him."

While the sharks posed the most terrifying threat to the men, the lack of water also took its toll on them. Bob McGuiggan remembers one man who "went down under the water and came back up talking about a fresh-water spigot he had just gotten a drink from."

Many men drank the tempting seawater, dehydrating them further. According to Kuryla and McGuiggan, they didn't last long once they started drinking the water. "We had guys swim up to us, from where I don't know, saying they had been on an island and had gotten supplies from Seabees," says Kuryla. "They were out of their minds."

Nearly 900 men made it into the water alive. Only 318 survivors made it out. The rest were eaten by sharks,

succumbed to the elements or gave up, slipping under the waves to spend eternity manning their ship. Floating in water covered in oil, blood and the corpses of their shipmates, all they could do was wait.

The Rescue

About 11 a.m. Thursday (*Indy* sank Sunday night), a Ventura PV-1 bomber, piloted by Lt. Chuck Gwinn, spotted an oil slick on the water while repairing the plane's antenna. Thinking he had spotted a submarine, he took his plane in on an attack run. When the bomb bay doors opened, the bomber's crew discovered more than just an oil slick.

Lt. Gwinn immediately radioed Palau, his base, and a PB-Y flying boat was dispatched. Piloted by Lt. Adrian Marks, the plane began dropping rafts and supplies into the water. While jettisoning their cargo, the horrified crew frantically told the pilot they were seeing men literally eaten alive by sharks!

Disobeying standing orders, Marks landed his flying boat on the water in an attempt to rescue as many men as possible. Sadly, many were so exhausted from the ordeal that they drowned during the swim

to the plane.

The destroyers USS *Cecil Doyle* (DDE 368), USS *Talbot* (DD 390) and USS *Dufilho* (DDE 423) were called to the scene. The auxiliary ships USS *Ringness* (APD 100), USS *Register* (APD 92) and USS *Bassett* (APD 73) came to the rescue of the remaining survivors. By dawn Friday, the ships were on site, and the rescue was in full swing.

They continued to pull stragglers from the clutches of the sea and, by Sunday, only empty rafts and life jackets were found.

The arrival of the PB-Y had given the survivors in McGuiggan's group renewed hope to make it through the final day. Kuryla's group never saw the plane.

Swimming for a raft dropped by the plane, McGuiggan and two shipmates had broken away from the main group. McGuiggan got to the raft, pulled the pin to inflate it and turned to help the other two into the craft although they had perished along the way.

Amazingly, the first survivor picked up by *Register* epitomized the spirit of *Indy*. Water Tender Third Class Joseph William Van Meter, who had been at sea for only 17 days — four of them in the water — climbed the rope ladder, saluted the flag and requested permission to come aboard.

These gallant men gather still today. They are forever crew members of USS *Indianapolis*. Their motto — Still at Sea. For the nearly 130 survivors remaining alive today, the story of their ship and crew does not have an end.

In the program for the memorial dedication is a moving epitaph: Burial at Sea.

"Unto Almighty God we commend the souls of our brothers departed, and we commit their bodies to the deep; in sure and certain hope of the resurrection unto eternal life, through our Lord Jesus Christ; at whose coming in glorious majesty to judge the world, the sea shall give up her dead; and the corruptible bodies of those who sleep in Him shall be changed and made like unto His glorious body; according to the mighty working whereby He is able to subdue all things unto himself."

Fair winds and following seas shipmates. You are not forgotten.

The Most Famous Survivor

For many Sailors in today's Navy, the introduction to the *Indianapolis* tragedy came with the slow, spine-tingling sound of fingernails running down a chalkboard.

Amity Island had shark trouble and Quint, a resident shark catcher, ended up as a macabre tour guide for the police chief and a marine biologist. Mr. Quint was well-acquainted with sharks, being a survivor of the *Indianapolis*. He would chillingly retell his tale later in the movie.

The movie was "Jaws" and the now-legendary, ominous tones from a lone tuba were enough to stir the laziest imaginations to action.

Backs in the corner, the townspeople have little choice but to pay the \$10,000 fee demanded by the mariner. His motley crew aboard, the three get underway to the tune of an old sea chantey.

It is on a dark night, the boat gently swaying with the rolling seas and whale song in the background that Quint and Hooper begin comparing scars. When questioned about a particularly large scar on his forearm, Quint informs the biologist that it used to be a tattoo which, unlike Hooper's theory of "Mom," depicted the *Indianapolis*.

"Japanese submarine slammed two torpedoes into our side, chief," he begins in his rasping, grating voice; a thick combination of northeast and ancient mariner accents. "We was comin' back from the island of Tinian to Leyte just after the bomb: the Hiroshima bomb.

"Eleven-hundred men went into the water. Vessel went down in 12 minutes.

"We didn't see the first shark for about half-an-hour: Tiger; 13-footer. You know how you know that when you're in the water, chief? You tell by lookin' from the dorsal to the tail.

"Well, we didn't know that our bomb mission had been so secret no distress signal had been sent. They didn't even list us overdue for a week. Very first light, chief, the sharks come cruisin'. So we formed ourselves into tight groups. You know, it's kinda like old squares into battle like (Napoleon) at the Battle of Waterloo. The idea was: shark come to the nearest man and he starts poundin' and hollerin' and screamin'—sometime the shark go away. But sometimes he wouldn't go away.

"Sometimes looks into ya: right into your eyes. You know the thing about a shark? He's got lifeless eyes—black eyes—like a doll's eyes. When he comes at ya, he doesn't seem to be living...until he bites you. And those black eyes roll over white and then—Oh! and then you hear that terrible, high-pitched scream. The ocean turns red, and despite all the poundin' and hollerin', they all come in and they rip you to pieces.

"You know, by the end o' that first dawn we lost a hundred men? I don't know how many sharks: maybe a thousand. I don't know how many men. They averaged six an hour.

"On Thursday mornin', chief, I bumped into a friend o' mine, Herbie Robinson from Cleveland, boatswain's mate. I thought he was asleep. I reached over to wake him up—(he) bobbed up and down in the water like a kind of top, upended.

"Well, he'd been bitten in half below the waist.

"Noon the fifth day, Mr. Hooper, a Lockheed Ventura saw us...Three hours later a big, fat PB-Y comes down and starts to pick us up.

"You know that was the time I was most frightened, waitin' for my turn? I'll never put on a life jacket again.

"So, 11-hundred men went into the water. Three-hundred and 16 come out. And the sharks took the rest, June the 29th, 19-hundred and 45."

While Quint's tale is not entirely accurate, his conveyance of the emotions, sights and sounds is very much close to home to Bob McGuiggan and Mike Kuryla. After talking to actual survivors, the Hollywood horror classic becomes even more chilling.

SITREP



Normandy's TOMAHAWKS Strike

Editor's Note: This story was developing just as this issue of Surface Warfare Magazine went to press. Details and analysis — as well as subsequent firings, if any — will appear in the next issue of SWM.

USS *Normandy* (CG 61), CAPT Francis D. DeMasi commanding, launched 13 Tomahawk cruise missiles into Serb-held Bosnia during the evening hours of September 10th while underway in the Adriatic Sea. This was the first use of the weapons in the Bosnian conflict and the first use in a real-world scenario for the advanced Block III variant of Tomahawk.

Normandy's strike, augmenting NATO bombing raids, was intended to increase pressure on the Bosnian Serbs to meet allied demands for withdrawal from areas surrounding several Bosnian cities and enclaves—and bring to an end the savage shelling of Bosnian civilians by the Bosnian Serbs. The primary target of the Tomahawk strike was a Serb air defense facility outside the city of Banja Luka in northwestern Bosnia. Preliminary reports were that the strike was highly successful.

(Inset photo: USS *Normandy* launches a Tomahawk Land Attack Missile in the early evening of September 10 against Bosnian Serb air defense assets in northern Bosnia. (Official U.S. Navy photo)

NPS Hosts Joint Symposium

Eleven flag officers and more than 400 key Defense Department officials came to the Naval Postgraduate School (NPS) recently for the 1995 National Fire Control Symposium (NFCS) in King Hall, while one of the Navy's newest fleet assets, USS *John S. McCain* (DDG 56), anchored in Monterey Bay to provide symposium participants with direct visual applications for the conference.

Sponsored by the Navy, Program Executive Office for Theater Air Defense (TAD), the annual national symposium drew overwhelming participation, according to Air Force Brig. Gen. David McCloud, director of operational requirements, deputy chief of staff for plans and operations, headquarters U.S. Air Force.

"It's a great outreach with all the services on these new technologies," said NPS Provost Richard Elster. "The symposium provided new thesis ideas," according to Elster, "and increased visibility for NPS while keeping NPS abreast with other services."

Symposium officials emphasized the particular significance of this year's theme — On Target with TAD. "The topics covered during the symposium are more important than home safety," said Adm. Richard Macke, commander in chief, U.S. Pacific Command, the 16th Naval officer to hold the position, as he made a lighter correction to the common misnomer about fire control being associated with flames and burning.

Senior leadership present at the conference continually expressed the inter-service aspect of TAD. "TAD is a most challenging effort,



A crew member from USS *John S. McCain* explains some of the ship's technology to Art Cote, PEO (TAD), Brig. Gen. David McCloud and Rear Adm. Tim Hood during the recent TAD symposium at the Naval Postgraduate School.

and it's a joint effort," said retired Rear Adm. David Altwegg, deputy program executive officer for TAD.

"TAD is mission-oriented rather than service-oriented," stated Army Lt. Gen. Malcolm O'Neill, director of the Ballistic Missile Defense Office (BMDO). "All the expertise in the world is not resident in one service," he said, noting that the BMDO made a recent change to their seal to represent all the services and aspects of war-fighting—sea, air and land.

"It (TAD) is essentially something you've got to have," said Rear Adm. Rodney Rempt, director of TAD in OPNAV. Without it, "you

cannot do what you've set out to do, especially in harm's way. If the Navy can't protect themselves in TAD, they become irrelevant in the war-fighting picture," he added.

Symposium participants were able to attend 65 presentations and demonstrations which reflected the research efforts of many outstanding DoD and industry teams, according to Rear Adm. Tim Hood, program executive officer for TAD, and 1995 NFCS chairperson. Tours of the Aegis destroyer, *John S. McCain*, and demonstrations enhanced this year's program, he added.—by Lt. j.g. George Beiter

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Changes of Command

SURFPAC

COMPBIBRON 5, Capt. William J. Marshall relieved Capt. Gary W. Stubbs in August.

USS *Arkansas* (CGN 41), Capt. Thomas M. Keithly relieved Capt. Terrance T. Etnyre in July.

USS *Blue Ridge* (LCC 19), Capt. Terence P. Labrecque relieved Capt. Ernest H. Joy II in July.

USS *Callaghan* (DDG 994), Cmdr. James P. Wisecup relieved Cmdr. Joseph J. Natale in August.

USS *Chancellorsville* (CG 62), Capt. Edward R. Hebert relieved Capt. Gerald J. O'Donnell in August.

USS *Fort McHenry* (LSD 43), Cmdr. Michael W. Brannon relieved Cmdr. Charles F. Webber in July.

USS *Frederick* (LST 1184), Cmdr. Michael M. Moore relieved Cmdr. Philip Briscoe Jr. in July.

USS *Mount Hood* (AE 29), Cmdr. Peter Menio Jr. relieved Cmdr. Carol A. Rengstorff in August.

USS *New Orleans* (LPH 11), Capt. Donald K. Bullard relieved Capt. Steven J. Tomaszewski in July.

USS *Paul F. Foster* (DD 964), Cmdr. David M. Armitage relieved Cmdr. David A. Gelenter in August.

USS *Reid* (FFG 30), Cmdr. David Ziemba relieved Cmdr. Thomas J. Gregory in August.

USS *Rentz* (FFG 46), Cmdr. Gregory J. Allen relieved Capt. Robert E. Johnston in July.

USS *Supply* (AOE 6), Capt. Douglas R. Roulstone relieved Rear Adm.(Sel) John J. Bepko in June.

SURFLANT

DESRON 24, Capt. Eugene F. Uricoli relieved Capt. David Van Saun in July.

USS *Arctic* (AOE 8), Capt. John O'Neill Jr. assumed command in August.

USS *Arthur W. Radford* (DD 968), Cmdr. Richard T. Holderoft relieved Cmdr. Denis V. Army in July.

USS *Champion* (MCM 4), Lt. Cmdr. Shaun Gilliland relieved Lt. Cmdr. Glenn M. Irvine in July.

USS *Guardian* (MCM 5), Lt. Cmdr. Anthony M. Kurta relieved Lt. Cmdr. Terry T. Miller in August.

USS *La Moure County* (LST 1194), Cmdr. Thomas D. Holman relieved Cmdr. Reubin B. Bookert in July.

USS *Mount Baker* (AE 34), Cmdr. Linda M. Lewandowski relieved Cmdr. Deborah A. Loewer in July.

USS *Mount Whitney* (LCC 20), Capt. Richard H. Enderly relieved Capt. Gene R. Kendall in August.

USS *Pelican* (MHC 53), Lt. Cmdr. Kevin T. Holden assumed command in August.

USS *Portland* (LSD 37), Cmdr. Don E. Slaton relieved Cmdr. Robert G. Brewer in August.

USS *San Jacinto* (CG 56), Capt. Raymond C. Pilcher relieved Capt. Craig C. Covington in August.

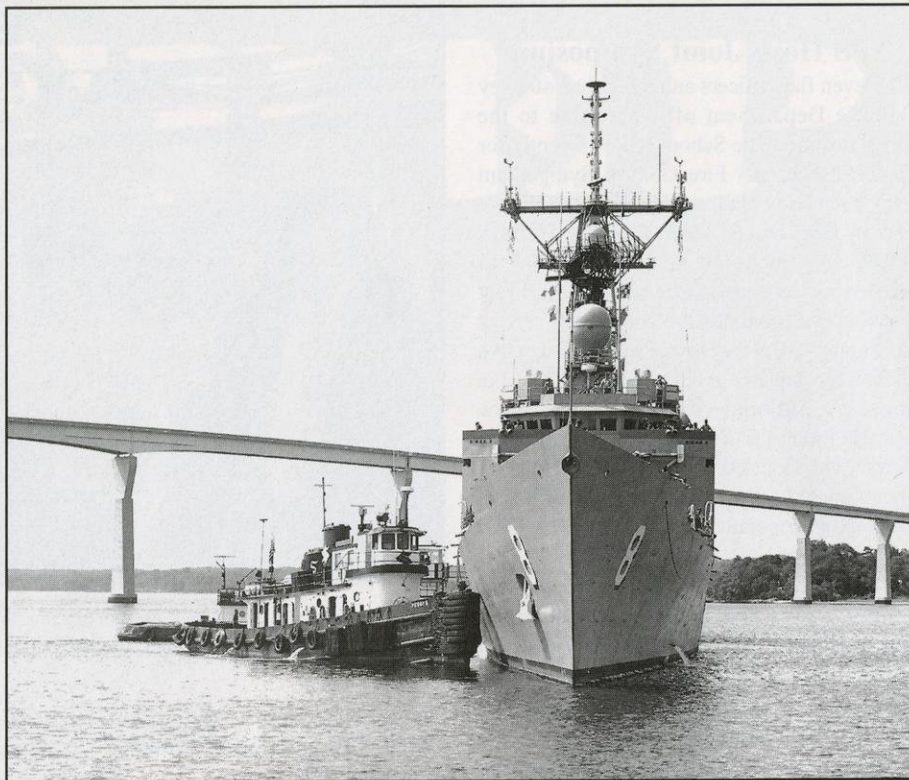
USS *Sentry* (MCM 3), Lt. Cmdr. Thomas M. Clemons relieved Lt. Cmdr. Anthony Kurta in July.

USS *Thorn* (DD 988), Cmdr. Benjamin G. Bankston relieved Cmdr. Robert D. Conrad in July.

USS *Trenton* (LPD 14), Cmdr. Ronald W. Zaperach relieved Capt. Gerard T. Lennon in August.

USS *Vella Gulf* (CG 72), Capt. Peter W. Marzluff relieved Capt. Constantine L. Xefteris in July.

USS *Yorktown* (CG 48), Cmdr. Richard T. Rushton relieved Capt. David R. Ellison in July.



USS *McNerney*

McNerney Attains Surface Warfare Milestone

USS *McNerney* (FFG 8) recently attained 100 percent wardrobe Surface Warfare Officer qualification as its final three candidates were presented SWO insignias in an August ceremony during Fleet Week '95 in New York City.

With the Statue of Liberty as a backdrop, *McNerney's* Commanding Officer, Cmdr. Ron Heath pinned warfare insignias on Ordnance Officer, Lt. j.g. Aaron Miller; 1st Lt., Ens. George Tsangaris and ASWO, Ens. Ron Karun.

Cmdr. Heath cited the officers' personal initiative and aggressiveness and *McNerney's*

recent operating schedule as key elements leading to their rapid individual achievements.

In the past year, *McNerney* circumnavigated South America during UNITAS 35-94 and exercised north of the Arctic Circle as part of a simulated NATO opposition task force in Operation Strong Resolve '95. *McNerney* exercised extensively in all mission areas, providing its aspiring surface warriors with a prime opportunity to complete the warfare qualification process. — Lt. Mark Gordnier, USS *McNerney* PAO

Barry Public Affairs Program Recognized

USS *Barry* (DDG 51), commanded by Cmdr. Jim Stavridis, was recently awarded a Rear Adm. William Thompson Award from the Chief of Information for the ship's outstanding public affairs program. *Barry* earned first place in the internal communications, afloat, small category for its shipboard publication "Barry Bugle." USS *Essex* (LHD 2) received honorable mention in the same category.

Upon winning the award, Cmdr. Stavridis stressed that what matters most to him about the award is that it reflects the ship's commitment to the family. "If you can make the Sailor feel like family on board ship, they'll perform well at sea."

The award program is designed to recognize and reward the accomplishments and achievements of active-duty command public affairs programs and personnel. It is named after Rear Adm. William Thompson who was the first designated public affairs officer selected for flag rank. Thompson served as Chief of Information from 1971 until his retirement in 1975.

The award is another notch in *Barry's* belt to go along with this year's Battenberg Cup for superior combat readiness, Golden Anchor Award for high retention and Ney Award (see page 26) for outstanding food service.

California, Shiloh and Camden Improve Interoperability

Units from all branches of the U.S. armed forces and a Canadian warship took part in a joint exercise called KE KOA 95 (The Warrior), recently. The exercise, conducted by Commander, Anti-Submarine Warfare Force, U.S. Pacific Fleet took place August 26-28 in and around the Hawaiian Islands. The purpose of the exercise was to improve joint-service and multinational interoperability by training Hawaii-based forces with ships of a U.S.-Canadian aircraft carrier battle group. The exercise allows units to improve individual and collective war-fighting proficiency levels, including all facets of sea, land and air warfare.

Units participating in the training include USS *California* (CGN 36), USS *Shiloh* (CG 67), USS *Camden* (AOE 2) and Canadian frigate HMCS *Annapolis* sailing as part of the *Carl Vinson* Battle Group. U.S. Coast Guard and Hawaii Air National Guard participated with elements from the Navy, Marine Corps, Army and Air Force.

The participating units from the West Coast and Canada paid visits to Hawaii following the exercise to take part in the 50th Anniversary Commemoration of V-J Day, the end of the war in the Pacific and the end of World War II.

Chief Honors Retiring CPOs

Retiring chief petty officers now can be presented an American flag that has flown aboard USS *Chief* (MCM 14). The flag is accompanied with a certificate of authenticity that is signed by the ship's commanding officer.

Please send a flag to the program's sponsor in time to have it flown and returned by the required date. If *Chief* is in port, it normally takes less than two weeks after receipt to complete the flag and certificate. There is no fee. Send your flag to:

Commander, Mine Squadron Three
120 Coral Sea Road, Suite 63A
Attn: GMCM(SW) Bob Eisenberg
Ingleside, Texas 78362-5034

Not Always Six Months

Demonstrating Navy leadership's commitment to increased quality of life for its Sailors, the "MCM Euro '95" mine countermeasures task group returned to their homeport in Ingleside, Texas, Aug. 3 — two weeks earlier than scheduled. The task group is comprised of USS *Defender* (MCM 2), USS *Warrior* (MCM 10), USS *Pioneer* (MCM 9)

and USS *Gladiator* (MCM 11).

"I'm pleased that we were able to get these ships and their crews home ahead of schedule," said Chief of Naval Operations Adm. Mike Boorda. "Deployments are not meant to last any longer than it takes to complete their mission. Normally that will mean six months but, in this case, the fleet commander saw an opportunity to get some people home ahead of the published schedule, and I'm glad that it worked.

"Six-month deployments are the upper limit for our ships and squadrons. Six months is not the minimum."

During their deployments, the ships participated in three major NATO mine warfare exercises, celebrated V-E Day in St. Petersburg, Russia, and Newcastle, U.K., showing the flag in numerous ports throughout northern and western Europe.

Ticonderoga Wins Arleigh Burke Trophy

The Norfolk-based, guided-missile cruiser USS *Ticonderoga* (CG 47) has been named this year's winner of the Arleigh Burke Fleet Trophy.

The Chief of Naval Operations award, presented in the form of a plaque that is

permanently retained on board, goes to the Atlantic or Pacific Fleet ship or aircraft squadron which achieves the greatest improvement in battle efficiency.

Established in 1961, the award is a commemoration of Adm. Arleigh Burke's 38 years of Naval service during which he made vital contributions in the areas of leadership, battle efficiency and weapon systems development.

Ticonderoga is commanded by Cmdr. Charles T. Bush. *Tico*'s performance improved dramatically after a major overhaul was completed in June 1993. The crew also earned the ship's first Battle "E" after more than 11 years of commissioned service. *Tico* is currently deployed to the Mediterranean as part of the *Theodore Roosevelt* Battle Group.

A Whirlwind in Memphis

The coastal patrol ship USS *Whirlwind* (PC 11) was commissioned July 1 on the Mississippi riverfront in Memphis, Tenn.

Chief of Naval Operations Adm. Mike Boorda was the ceremony's principal speaker. Representative John Tanner of Tennessee made the opening remarks. *Whirlwind*'s sponsor is Congressman Tanner's wife, Betty Ann, who also attended the ceremony. Mrs. Tanner

1995 Surface Warfare Party

Friday, October 27

1930-2330

Heavy Buffet-Cash Bar

Cost per person

Civilians	\$22
O-6 and above	\$22
O4-O5	\$20
E1-O3	\$18

The Navy Museum
Washington Navy Yard

Entertainment by:
The Navy Band "Topside" Combo

Dress: Civilian Informal

For information contact:
Cmdr. Alan Moser, N863C4, 697-4512

christened the ship in September of 1994. Steven S. Honigman, general counsel of the Navy and Gen. Wayne A. Downing, commander in chief, U.S. Special Operations Command, also spoke at the ceremony.

Named for a weather element, one previous ship has borne this name—a steamer (1917-1918) which served during World War I. *Whirlwind's* primary mission is coastal patrol and interdiction surveillance, an important aspect of littoral operations outlined in the Navy's strategy, "Forward...From the Sea." The ship also will provide full mission support for Navy SEALs and other special operations forces.

World War II DECOs Return to Sea

One-hundred twelve members of the Destroyer Escort Commanding Officer's Association (DECO) of World War II celebrated their 46th annual reunion on board USS *Callaghan* (DDG 994). A day underway on a Naval ship is the highlight of every DECO reunion. Capt.(Sel) Joe Natale, *Callaghan's* commanding officer said, "This group of very special men and their wives are the makers of history and the founders of traditions that brought many of us into the United States Navy. We read about them in books and saw a piece of their life when we watched 'Victory at Sea' movies. They are living history, and their achievements are the legacy of Surface Warfare."

In order to qualify for membership in this elite group, you must have been a commanding officer of a destroyer escort by Jan. 1, 1946. Included in the group are men who served with Rear Adm. Daniel Callaghan (the officer for whom USS *Callaghan* is named), the Officer of the Deck in USS *Nevada* (BB 36) on Dec. 7, 1941, and men who can recall in detail receiving their SECRET battle orders during a meeting with Adm. Chester Nimitz.



During a recent port visit to Vladivostok, Russia, personnel from USS *Fife* (DD 991) visited with Russian citizens. Her port visit coincided with the city's 135th Anniversary. *Fife* is the fifth U.S. Navy ship to visit Russia since 1992. Public tours of the ship were open during her stay. (photo by PH1 Daisy E. Ferry)

Antietam Wins Presidential Sports Award

For the first time in the 25-year history of the Presidential Sports Award program, the entire crew of a U.S. Navy ship received the award. The 335 officers and Sailors of the guided-missile cruiser USS *Antietam* (CG 54), commanded by Capt. Joe Lee Frank, earned the award through regular participation in sports and fitness activities, exercising during their extended lunch hour, four days each week, from October 1994 through March 1995.

Antietam's all-hands physical fitness program consisted of 45 minutes of stretching, calisthenics, sit-ups, push-ups and running twice a week. Another 45-minute training period was required twice weekly for alternative exercise such as basketball, swimming, bicycling, etc.

The cruiser's crew received the award from the President's Council on Physical Fitness and Sports in an August 7 ceremony at Long Beach Naval Shipyard, Long Beach, Calif. Calvin Hill, retired National Football League star and member of the President's Council on Physical Fitness and Sports, presented the award.

"For them to go a step beyond the assumed physical readiness was outstanding," said Hill. "These guys set a goal to accomplish and did it with commitment. In these times of raging health problems, these young men are realizing that an ounce of prevention is much better than a pound of cure."

The efforts of *Antietam's* aggressive physical fitness program paid large dividends in the Physical Readiness Test (PRT) held twice each year. The number of PRT failures plummeted from 15 in April 1994 to zero in April 1995, while the number of outstanding scores rocketed from 38 to 88 during the same period.



USS *Ramage*

Ramage Commissioned in Boston

The Navy commissioned the guided-missile destroyer USS *Ramage* (DDG 61) July 22 in Boston Harbor.

Senator John F. Kerry (D-Mass.) was the ceremony's principal speaker. Barbara Ramage, widow of the late Vice Adm. Lawson Paterson Ramage, (1909-1990), for whom the ship is named, attended the ceremony. Mrs. Ramage christened the ship in April 1994. The Honorable Deborah P. Christie, assistant secretary of the Navy for financial management, and Adm. William J. Flanagan Jr., commander in chief, U.S. Atlantic Fleet, also spoke during the festivities.

Vice Adm. Ramage became the first living submariner to earn the Congressional Medal of Honor in 1944. As commanding officer of

the submarine USS *Parche* (SS 384), he was cited for bravery in a perilous July 1944 pre-dawn surface attack against an enemy convoy off the coast of Taiwan. *Parche* crippled or sank five ships in an enemy convoy during a 46-minute engagement. In explaining his valor, Ramage said, "I got mad." Ramage also earned two Navy Crosses and Bronze Star during his World War II service. He later earned two Distinguished Service Medals, one for his service as Commander, First Fleet; and the other for service as Commander, Military Sea Transportation Service (now Military Sealift Command). No previous U.S. Navy ships have been named *Ramage*.

Cmdr. Daniel D. Thompson is the ship's commanding officer.

Navy Christens *The Sullivans*

The Navy has once again honored the memory of the five Sullivan brothers, who all perished during World War II aboard the same U.S. Navy warship. The Aegis guided-missile destroyer *The Sullivans* (DDG 68), the second destroyer named in their honor, was christened at Bath Iron Works in Bath, Maine, Aug. 12, and is scheduled to be homeported at Naval Station Mayport, Fla., sometime during fiscal year 1997.

George, Francis, Joseph, Madison and Albert Sullivan, all Sailors from Waterloo, Iowa, were on the cruiser USS *Juneau* (CL 52) when it was sunk during the Battle of Guadalcanal, Nov. 12, 1942. Most of the crew was lost, including the five brothers.

Kelly Sullivan Loughren, the ship's sponsor and granddaughter of Albert Sullivan, broke a bottle of champagne over the bow and formally named the *Arleigh Burke*-class destroyer. The first ship named *The Sullivans* (DD 537) was in service from 1943 to 1965, earning nine battle stars in World War II and two in the Korean conflict.

Milius Christened at Pascagoula

The heroic actions of a Vietnam-era Navy pilot were honored August 5 when the *Arleigh Burke*-class, guided-missile destroyer *Milius* (DDG 69) was christened at Ingalls Shipbuilding Division of Litton Industries in Pascagoula, Miss. Ms. Annette Milius, of Topeka, Kansas, daughter of the ship's namesake, christened *Milius* in honor of her father, Navy pilot Capt. Paul L. Milius.

On Feb. 27, 1968, Capt. Milius was piloting an OP-2E observation aircraft on an armed reconnaissance mission over Laos. While firing on a preassigned target, the

Command Master Chief Moves

September '95

Name	Rate	From	To
Kilburn, Michael	ENCM	PSA Norfolk	USS <i>Ashland</i> (LSD 48)
Liebzeit, Wayne	AVCM	USS <i>Blue Ridge</i> (LCC 19)	COMPHIBGRU ONE
Rogers, Gary	YNCM	USS <i>Carl Vinson</i> (CVN 70)	USS <i>Ponce</i> (LPD 15)
Separa, Valentino	EMCM	USS <i>Dubuque</i> (LPD 8)	COMFLEACT Sasebo, Ja.
Tatro, Clint	FCCM	USS <i>Antietam</i> (CG 54)	CFA Yokosuka, Ja.



Curts navigation team recently transited from Sattahip, Thailand, to Subic Bay, Philippines, without the aid of any electronic navigation equipment.

Curts' Mariners Shoot the Stars

Commanded by Cmdr. Thomas A. Delery, USS *Curts* (FFG 38) took a step back in time recently. During a May 22-26 transit from Sattahip, Thailand, to Subic Bay, Republic of Philippines, the ship's navigation team maintained course without the aid of any electronic navigation equipment.

The use of electronic equipment was initially taken away as part of a training exercise conducted by Afloat Training Group (ATG) Pacific. Bridge watchstanders obtained fixes using only lines of position from the sun, moon and various stars and planets.

After 24 hours, ATG was satisfied that *Curts'* mariners were proficient in celestial navigation. Although excited by their outstanding results, the four-member quartermaster team requested permission from the commanding officer to continue steaming using only celestial navigation.

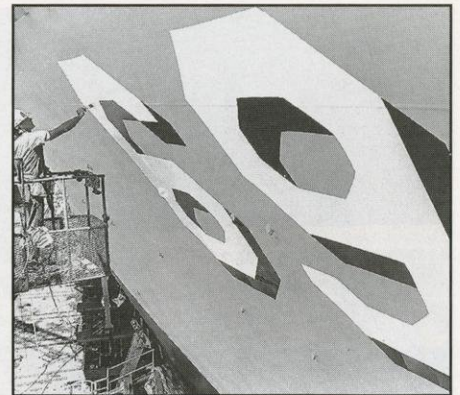
"The opportunity was there," said QM1 Kenneth G. Costanzo, *Curts'* senior quartermaster. "The enthusiasm that everybody showed was tremendous, so we said 'let's go for it'."

During the next four days, QM3 Cody Knoepke, QM3 Earl Wilkinson and QMSN John Carter plotted *Curts'* course under Costanzo's tutelage, guided only by their skills and the stars.

On the second day, the skies above *Curts* darkened. Clouds made the evening star observation difficult...nearly impossible. "I was worried about getting a fix, but knew there were other ways of doing it. We weren't about to give up," Knoepke said.

Undaunted, the team pressed on and soon re-established their position. When they finally sighted land in the Philippine Islands May 26, the team had become more confident in their abilities to navigate using only a sextant and compass.

"I'm proud of the effort the guys put into this," said Lt. j.g. Brian Corrigan, *Curts'* navigator. "It gave them the opportunity to display their skills in a facet of their rate which is easily taken for granted these days. Celestial navigation is actually quite a fine art," he added.



Preparing *Milius* for the fleet

aircraft was hit by anti-aircraft artillery fire. Electing to remain at the controls of his badly damaged aircraft, Capt. (then-Cmdr.) Milius maintained stable flight while ordering seven crew members to bail out, all of whom were rescued.

Just before the aircraft crashed, Milius also bailed out, but rescuers were unable to locate him. Capt. Milius was declared "missing in action." On April 26, 1978, his status was revised to "presumed killed in action." He was posthumously awarded the Navy Cross. Among the honored guests at the christening were Capt. Milius' son, David, other family members, as well as four surviving crew members from his final flight.



Qualified for Command at Sea

Lt. Cmdr. Michael H. Riddle, USS *Callaghan* (DDG 994)

Lt. Cmdr. Peter A. Gumataotao, USS *Curtis Wilbur* (DDG 54)

Lt. Cmdr. Joseph A. Bulger III, USS *Elrod* (FFG 55)

Lt. Cmdr. Francis J. Komykoski, USS *Whidbey Island* (LSD 41)

Lt. Cmdr. William S. Simmons, USS *Portland* (LSD 37)