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HISTORY OF USS ANZIO (CVE 57)

to 2 September 1945

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CHRONOLOGY U.S.S. ANZIO (CVE-57)

- 1 May 1943 CORAL SEA launched, Vancouver, Washington. (On 10 Oct. 1944 named changed to U.S.S. ANZIO.)
- 27 August 1943 U.S.S. CORAL SEA (CVE-57) commissioned by Captain James D. BARBER, USN, Commanding Officer, pre-commissioning detail, Astoria, Oregon. Commanding Officer of CORAL SEA: Captain Herbert Watson Taylor, USN, of Pensacola, Florida.
- 24 September 1943 Departed Astoria, Oregon.
- 25 September 1943 Arrived Sinclair Inlet, Washington, off Bremerton Navy Yard.
- 26 September 1943 Departed Sinclair Inlet. Arrived Illahee, Washington. Depermed.
- 27 September 1943 Departed Illahee, ran Puget Sound degaussing range enroute. Arrived Port Townsend, Washington.
- 28 September 1943 Departed Port Townsend, conducted gunnery exercises, calibration of R.D.F. and radar. Arrived Port Townsend.
- 29 September 1943 Departed Port Townsend, conducted gunnery exercises, calibration of R.D.F. and radar. Arrived Port Townsend.
- 30 September 1943 Departed Port Townsend. Arrived Seattle, Washington.
- 1 October 1943 Departed Seattle. Swung ship for compass adjustment and calibration off Seattle. Arrived Seattle.
- 2 October 1943 Departed Seattle, Washington as Task Unit 54.5.4.
- 2 October 1943 Arrived Blake Island, Washington. Received ammunition. Departed Blake Island.
- 4 October 1943 Arrived San Francisco, California.
- 5 October 1943 Shifted Berth to Oakland, California. Received aviation spares.
- 6 October 1943 Departed Oakland, California as Task Unit 54.5.4.
- 8 October 1943 Arrived North Island, San Diego, California. Squadron (VC-33) came aboard. Took aboard 14 F4U¹ and FM-1, and 12 TBF-1c. Departed North Island for initial flight operations.

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8-12 October 1943 Cruised in operating areas off San Diego conducting flight flight operations.

12 October 1943 Returned North Island, California.

13 October 1943 Departed North Island, California.

13-15 October 1943 Cruised in operating areas, conducting flight operations.

15 October 1943 Arrived Destroyer Base, San Diego for minor alterations.

24 October 1943 Shifted berth to North Island.

25 October 1943 Departed North Island enroute Pearl Harbor.

31 October 1943 Arrived Pearl Harbor.

1 November 1943 Departed Pearl Harbor assigned to Task Group 52.3, OTC in Liscome Bay. Rehearsed forthcoming operations.

4 November 1943 Returned Pearl Harbor for supplies, provisions and replacement planes.

10 November 1943 Departed Pearl Harbor for Gilbert Islands operation. Steamed in company with Task Force 54 and CarDiv 27 less MANILA BAY, carriers operating independently during daylight, maintaining ASP and CAP.

14 November 1943 Joined Task Force 52, OTC in PENNSYLVANIA.

15 November 1943 Crossed equator with appropriate ceremonies.

18 November 1943 Crossed 180th meridian.

20 November 1943 Arrived vicinity of Gilbert Islands; cruised in company with Task group 52.13, OTC in NEW MEXICO. Furnished air support for amphibious operations, capture and occupation of Makin Island. First combat loss: 1 VT, with pilot and 2 crewmen.

24 November 1943 Steaming with Task Force 52, OTC in PENNSYLVANIA, came within sight of Makin Island. At 0510 LISCOME BAY of Carrier Division 27 was hit by submarine torpedo and sank at 0532. Departed Gilbert Islands area.

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5 December 1943 Arrived Pearl Harbor.

8 December 1943 Departed Pearl Harbor in company with Pocomoke enroute San Francisco as Task Unit 19.9.6.

14 December 1943 Arrived San Francisco. Loaded aircraft for transport.

22 December 1943 Departed San Francisco.

28 December 1943 Arrived Pearl Harbor T. H. Unladed planes for transport.

3 January 1944 Departed Pearl Harbor.

3-5 January 1944 Operated with CORREIGDOR and escort as Task Group 19.3, conducting exercises in Hawaiian operating areas for forthcoming operations.

5 January 1944 Arrived Pearl Harbor.

9 January 1944 Departed Pearl Harbor. Resumed exercises with CORREIGDOR as Task Group 19.3.

10 January 1944 Arrived Pearl Harbor.

13 January 1944 Departed Pearl Harbor. Joined with MANILA BAY, CORREIGDOR and escort as Task Group 52.9. CTG 52.9 Rear Admiral DAVISON in MANILA BAY. Commenced training and rehearsals in Hawaiian operating areas.

18 January 1944 Arrived Pearl Harbor.

22 January 1944 Departed Pearl Harbor enroute Marshall Islands, in company with MANILA BAY (Flag), CORREIGDOR and escorts as Task Group 52.9. Steamed toward objective with Task Force 52.

31 January 1944 Arrived vicinity Kwajalein. Commenced support of amphibious operations there.

4 February 1944 Tested flame dampers for first time.

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- 5 February 1944 Entered Kwajalein lagoon and anchored (first U. S. carrier to anchor there).
- 6 February 1944 Fueled from GAZELLE under adverse conditions.
- 7 February 1944 Departed Kwajalein anchorage. Resumed support of amphibious operations, cruising off Kwajalein.
- 11 February 1944 CarDiv 24 assigned to Task Group 51.6. CTG 51.6 in MANILA BAY.
- 12 February 1944 Observed Jap bombing of Roi Island.
- 20 February 1944 Arrived Kwajalein anchorage.
- 24 February 1944 Departed Kwajalein anchorage. Set course for Eniwetok.
- 25 February 1944 Set course to return to Pearl Harbor. Joined with CORREIGDOR and escorts as Task Unit 55.1.2, OTC in CORREIGDOR.
- 3 March 1944 Arrived Pearl Harbor. Exchanged type planes, took aboard 16 FM-2, 12 TBF-1c and TBM-1c.
- 11 March 1944 Departed Pearl Harbor for Espiritu Santo with CORREGIDOR and escorts as Task Group 12.4. Orders changed enroute to Tulagi.
- 15 March 1944 Crossed equator.
- 21 March 1944 Arrived Tulagi.
- 30 March 1944 Departed Tulagi. Underway for Emirau operation with CORREGIDOR (OTC) and escorts as Task Unit 36.3.1.
- 2 April 1944 Arrived vicinity Emirau, Bismarck Archipelago. Provided ASP and CAP for U. S. forces capturing and occupying that island.
- 6 April 1944 First enemy plane credited to ship or squadron. ANZIO fighter plane knocked down Jap Betty.
- 10 April 1944 Enemy planes sighted and fired upon by formation.

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- 11 April 1944 Departed Bismarck Archipelago area.
- 14 April 1944 Arrived Tulagi.
- 16 April 1944 Departed Tulagi in Task For 78 for Hollandia - Aitape operation.
- 19 April 1944 Commenced operating with CORREGIDOR, MANILA BAY, NATOMA BAY and escorts as Task Group 78.2
- 22 April 1944 Dog Day - Commenced cruising off norther coast New Guinea during bombardment of Aitape and landing operations, providing air support.
- 23 April 1944 Joined by the Australian cruisers AUSTRALIA and SHROPSHIRE and escorts.
- 25 April 1944 Commenced providing air support for amphibious operations in vicinity of Hollandia, cruising off Hollandia.
- 26 April 1944 Departed vicinity Hollandia. Set course for Seeadler Harbor.
- 28 April 1944 Arrived Seeadler Harbor, Manus Island.
- 29 April 1944 Departed Seeadler Harbor.
- 30 April 1944 Arrived vicinity Hollandia. Resumed air support of amphibious forces.
- 2 May 1944 Departed vicinity Hollandia.
- 4 May 1944 Arrived Seeadler Harbor.
- 7 May 1944 Departed Seeadler Harbor enroute to Espiritu Santos. Formed Task Group 78.4: CarDiv 22 plus CORREGIDOR, CORAL SEA and escorts.
- 12 May 1944 CORREGIDOR, CORAL SEA and escorts parted company from CarDiv 22 and as Task Unit 78.4.3 proceeded to Espiritu Santos. Arrived Espiritu Santos.
- 14 May 1944 Captain H. W. TAYLOR, USN relieved as Commanding Officer by Commander Paul Wesley WATSON, USN, of Baltimore, Maryland. Commander Watson had been Executive Officer since commissioning.
- 21 May 1944 Commander P. W. Watson, USN, Commanding Officer, promoted to rank of Captain, USN.

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- 2 June 1944 Completed engine repairs (replacement of several pistons and numerous piston rings), departed Espiritu Santos with CORREGIDOR and escorts as Task Unit 53.7.2, OTC in CORREGIDOR.
- 4 June 1944 Task Unit 53.7.2 joined HONOLULU, ST. LOUIS and escorts as Task Group 53.15.
- 8 June 1944 Arrived Roi anchorage, Marshall Islands, staging for Marianas operation.
- 10 June 1944 Departed Roi anchorage in Task Group 53.15 with a division of BB's, two divisions of cruisers, CarDiv 24 (less MANILA BAY and NATOMA BAY) and escorts.
- 14 June 1944 Arrived off Saipan and commenced air support of amphibious operations; capture and occupation of Saipan. CarDiv 24 (less MANILA BAY and NATOMA BAY) with escorts formed Task Unit 52.11.2 and joined Task Unit 52.11.1 forming Task Group 52.11.
- 15 June 1944 First landings of U.S. troops on Saipan. CORAL SEA sighted 2 Jap planes, and numerous bogies were reported, but disposition was not attacked.
- 16 June 1944 Task Unit 52.11.2 designated Task Unit 53.15.4. Enemy planes sighted, no attack on unit.
- 17 June 1944 Task Unit 53.15.4 designated Task Unit 52.11.2, joined Task Unit 52.11.1 forming Task Group 52.11. Task Group 52.11 under enemy air attack vicinity Saipan. CORAL SEA attacked by three separate Jap planes, destroyed those three and one other.
- 18 June 1944 Task Group 52.11 again attacked by Jap planes. Two near misses of CORAL SEA by bombs. CORAL SEA destroyed 4 Jap planes, the attached squadron had 10 sure kills, plus 8 probables.
- 19 June 1944 Task Group 52.11 attacked by Jap bombers. Near miss of CORAL SEA.

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20 June 1944 TU 52.11.2 joined TG 52.14.

21 June 1944 TU 52.11.2 designated TU 53.7.1, joined TG 53.1.

21-25 June 1944 Provided air support for TG 53.1 and TG 53.2 off Saipan.

25 June 1944 Departed vicinity Saipan, escorting attack group (Task Group 53.1) to Eniwetok.

28 June 1944 Arrived Eniwetok.

1 July 1944 Departed Eniwetok, attached to Task Unit 53.7.1.

4 July 1944 Arrived vicinity Saipan; unit received new designation Task Unit 52.14.3 and commenced providing air cover for fueling group, Task Group 50.17..

8 July 1944 Disposition of Task Unit 52.14.3 changed to Task Unit 53.18.2, which cruised south of Guam participating in bombardment of Guam.

12 July 1944 Departed vicinity of Guam.

15 July 1944 Arrived Eniwetok.

17 July 1944 Departed Eniwetok enroute Marianas but returned Eniwetok same day due to engine casualty.

24 July 1944 Departed Eniwetok escorted by PC-1139.

25 July 1944 Traversed Roi-Kwajalein Highway. Arrived Kwajalein anchorage.

26 July 1944 Departed Kwajalein escorted by Compel (AM 162).

2 August 1944 Arrived Pearl Harbor. Departed Pearl Harbor as Task Unit 19.9.2.

9 August 1944 Arrived San Diego. VC-33 detached.

10 August 1944 Shifted Berth to U.S.N. Repair Base for yard availability.

31 August 1944 Ship entered Dry Dock No. 1, Naval Repair Base, San Diego.

11 September 1944 Departed Repair Base. Arrived North Island, San Diego.

12 September 1944 Departed North Island.

12-13 September 1944 Trials and exercises in operating areas off San Diego.

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- 13 September 1944 Arrived North Island, San Diego.
- 16 September 1944 Departed North Island.
- 22 September 1944 Arrived Pearl Harbor.
- 23 September 1944 Landing lights installed, Navy Yard. Commenced training of
to
7 October 1944 officers and men for forthcoming ASW duty. Squadron VC-32
received aboard.
- 8 October 1944 Hunter-Killer group (TG 19.1: CORAL SEA plus CortDiv 72 less
LERAY WILSON, CTG 19.1 the CO OF CORAL SEA) departed Pearl
Harbor.
- 8-12 October 1944 Engaged in exercises off Oahu with tame sub in preparation for
new ASW assignment.
- 10 October 1944 Name of CORAL SEA changed to ANZIO.
- 12 October 1944 Arrived Pearl Harbor.
- 16 October 1944 Departed Pearl Harbor with CortDiv 72 less LERAY WILSON as
Task Group 12.3.
- 24 October 1944 Arrived Eniwetok.
- 28 October 1944 Formed Anti-Submarine Warfare Group (Task Group 30.7) with the
Commanding Officer of the ANZIO as CTG 30.7, and Task Group
consisting of U.S.S. ANZIO plus Destroyer Escort Division 72
less LERAY WILSON departed Eniwetok and commenced 24-hour-a-
day ASW activities. The ANZIO ASW Group henceforth operated
as a unit under the direct operational control of Commander
THIRD Fleet and Commander FIFTH Fleet with additional missions
comprising direct CVE Amphibious support of landing operations.
At IWO and OKINAWA the ANZIO and her DE division joined a CVE
support unit and participated in the offensive fighter and
bombing etc. in support of the amphibious operations.

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- 1 November 1944 Arrived Ulithi.
- 4 November 1944 Departed Ulithi for fueling area. Mindoro operation. Directed to stand by RENO, torpedoed and disabled, and threatened by typhoon.
- 5-8 November 1944 Joined company with RENO and remained with her until typhoon passed.
- 8 November 1944 Set course for Task Force 38 fueling area and conducted A/S operations there.
- 18 November 1944 ANZIO plane on patrol sighted Nip sub, later sunk by LAWRENCE C. TAYLOR of Task Group 30.7. First sub sunk by task group.
- 23 November 1944 Departed fueling area. Continued A/S operations.
- 25 November 1944 Conducted ASP vicinity Ulithi.
- 28 November 1944 Arrived Ulithi.
- 4 December 1944 Captain George Cannon Montgomery, USN of Vallejo, California relieved Captain P.W. Watson, USN as Commanding Officer of ANZIO.
- 10 December 1944 Departed Ulithi carried out ASW operations off Luzon and in THIRD Fleet fueling area. Mindoro operation.
- 14 December 1944 Arrived fueling area. Carried out ASW missions.
- 18-19-20 Dec. 1944 Passed through typhoon, damage so small that ship continued flight operations after sea calmed and required no tender repairs.
- 21-22 December 1944 Task Group 30.7 carried out mission of searching for survivors of HULL (DD-350) and SPENCE (DD-512). USS TABBERER, a unit of TG 30.7 distinguished itself in rescue work.
- 22 December 1944 Departed fueling area.
- 25 December 1944 Arrived Ulithi.

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- 29 December 1944 Departed ULITHI with escorts as Task Group 30.7 under direct operational control of Com3rdFlt. Conducted ASW operations in 3rd Fleet operating area including sweeps off Luzon.
- 8 January 1945 Bogey closed and then opened rapidly to north.
- 23 January 1945 Task Force 38 fueled from Task Unit 30.8.12, ANZIO in Task Group 30.7 departed fueling area enroute to Ulithi.
- 25 January 1945 Commenced conducting A/S sweeps within 50 miles radius Ulithi.
- 28 January 1945 TG 30.7 entered Ulithi.
- 2 February 1945 Task Unit 50.7.1 (ANZIO, ROBERT F. KELLER and OLIVIER MITCHELL) departed Ulithi. ANZIO concentrated on perfecting carrier landings, with the view of bringing all squadron VT Pilots to the highest possible efficiency in night landings.
- 6 February 1945 Arrived Eniwetok.
- 7 February 1945 TU 30.7.1 (ANZIO and CortDiv 72 less LEROY WILSON, CTU 30.7.1 the C.O. of ANZIO) departed Eniwetok, provided coverage for Task Groups 51.11 and 51.12 enroute Saipan.
- 11 February 1945 Arrived vicinity Saipan and conducted ASP and CAP in vicinity.
- 12 February 1945 Reported to Task Unit 52.2.1.
- 13 February 1945 Assigned to 52.2.2 with BISMARCK SEA, LUNGA POINT, and escorts for movement to IWO.
- 14 February 1945 Set course for vicinity Iwo Jima.
- 16 February 1945 Reached vicinity Iwo Jima, for Iwo Jima operation, operated with TU 52.2.3, TU 52.2.3 forming a single CVE support unit, CTU 52.2.3 and CTU 52.2.2 were detailed alternately as OTC.
- 16 February 1945 Conducted CAP and ASP. Provided strikes on objective during
to
7 March 1945 assault on Iwo Jima. Cruised independently with escorts at night maintaining ASP over objective.
- 21 February 1945 ANZIO in disposition when Task Units 52.2.2 and 52.2.3 were attacked by suicide planes. BISMARCK SEA sunk; LUNGA POINT hit.

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- 25 February 1945 One of ANZIO planes made possible submarine contact.
- 26 February 1945 ANZIO plane attacked and damaged a Jap sub.
- 27 February 1945 Another ANZIO plane attacked and sank another Jap sub.
- 7 March 1945 Task Unit 50.7.1 joined DALY (DD-519) and departed vicinity Iwo Jima.
- 12 March 1945 Arrived Leyte.
- 13 March 1945 VC-13 reported aboard.
- 14 March 1945 VC-82 detached.
- 19 March 1945 Departed Leyte. Conducted refresher flights for new squadron, Leyte Gulf. Arrived Leyte.
- 21 March 1945 Formed with MARCUS ISLAND, SAVO ISLAND and escorts as Task Unit 51.1.2, set course for vicinity Okinawa, on Okinawa operation.
- 26 March 1945 Arrived vicinity Kerama Retto, provided air support during attack on those islands. On alternate nights with escorts operated independently as Task Unit 50.7.1, maintaining ASP over target.
- 29 March 1945 Relieved of night ASP.
- 1 April 1945 Date of initial landings on Okinawa. Commenced providing direct air support for amphibious and ground forces.
- 6 April 1945 Numerous bogies observed, ships near-by attacked by Jap planes. Squadron participated and knocked down: 4 Vals, 3 Zekes, 2 Vals (probable), 1 Val (assist).
- 9 April 1945 Entered Kerama Retto for replenishment and departed at 1813 just before Jap planes attacked that harbor.
- 11 April 1945 Task Unit 50.7.1 (ANZIO and escorts) commenced independent ASW mission on Guam-Okinawa and Ulithi-Okinawa routes.

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- 16 April 1945 Upon completion fueling, a bogey approached and split into two groups. Two ANZIO planes tally-hoed two Jap planes and shot down one Zeke. The other group retreated when approached by two ANZIO fighters.
- 25 April 1945 ANZIO plane attacked Jap sub with unknown damage.
- 27 April 1945 ANZIO escorted by KELLER departed Okinawa area for availability to repair rudder.
- 30 April 1945 Arrived Ulithi.
- 3 May 1945 Exchanged type VI planes, took aboard 9 TBM-3E's in exchange for TBM-1C's.
- 18 May 1945 Necessary repairs completed, departed Ulithi escorted by INGERSOLL.
- 21 May 1945 Reached vicinity Okinawa, on Guam-Okinawa and Ulithi-Okinawa routes with DE's as Task Unit 50.7.1 resumed ASW operations.
- 27 May 1945 Designation changed to Task Group 30.6, under direct operational control Com3rdFlt. Period of Task Force 38 strikes on main Jap islands. Duty of TG 30.6: ASW operations 24-hours-a-day.
- 31 May 1945 ANZIO plane contacted and sank Jap sub.
- 11 June 1945 Commenced radio deception plan, direction Com3rdFlt. ANZIO gasoline tanks ruptured while receiving aviation gasoline.
- 17 June 1945 Completed radio deception mission and set course for Leyte for availability.
- 20 June 1945 Arrived Leyte.
- 6 July 1945 Task Group 30.6 (ANZIO plus Cort Div 72 less LERAY WILSON and MITCHELL, CTG 30.6 the C.O. of ANZIO) sortied from San Pedro Bay, Leyte, enroute to rendezvous with TG 30.8.

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- 14 July 1945 Task Group 30.6 made rendezvous with Task Group 30.8, fueled and set course for operating area in vicinity of Latitude $36^{\circ}-00'$ N., Longitude $152^{\circ}-00'$ E.
- 15 July 1945 Task Group 30.6 reached assigned area and commenced ASW sweeps in vicinity.
- 16 July 1945 Sighted and sank one Jap submarine by joint air-surface action of Task Group 30.6.
- 17 July 1945 Task Group 30.6 made rendezvous with Task Group 30.8. OLIVER MITCHELL reported to Task Group 30.6 for duty. After fueling, Task Group 30.6 set course for the position Latitude $28^{\circ}-00'$ N. Longitude $138^{\circ}-00'$ E., conducting ASW sweeps enroute.
- 18 July 1945 Task Group 30.6 proceeded to new operating area, vicinity Latitude $37^{\circ}-00'$ N. $150^{\circ}-00'$ E., conducting ASW sweeps enroute.
- 21 July 1945 Task Group 30.6 reached track prescribed and continued A/S sweeps now along that track.
- 27 July 1945 The task group departed operating area and proceeded to assigned rendezvous, ASW sweeps continued enroute.
- 30 July 1945 Task Group 30.6 made rendezvous with Task Group 30.8, fueled, parted company from Task Group 30.8, and commenced to sweep the vicinity of position Latitude 28° N., Longitude 138° E.
- 31 July 1945 Task Group 30.6 remained within radar and TBS range of Task Group 30.8.. Task Force 38 made rendezvous with Task Group 30.8 for fueling.
- 1 August 1945 Task Groups 30.8 and 30.6 remained in company with Task Force 38, which cruised to the southeast because of a threatening typhoon.

2 August 1945 Task Force 38 with Task Groups 30.8 and 30.6 returned to the westward during the day.

3 August 1945 Task Group 30.6 parted company from Task Group 30.8 and set course for a new patrol track. ASW sweeps were continued enroute.

4 August 1945 Task Group 30.6 reached the position designated and continued A/S sweeps.

5 August 1945 Task Group 30.6 set course to rendezvous with Task Group 30.8 in the vicinity of Latitude 32°N., Longitude 150°E., continuing A/S sweeps.

8 August 1945 Task Group 30.6 made rendezvous with Task Unit 30.8.2, parted company from Task Unit 30.8.2, and set course for the operating area assigned, near position Latitude 32°N., Longitude 150°E. Task Group 30.6 reached the assigned track and continued its A/S operations thereon.

9 August 1945 Task Group 30.6 contacted Task Unit 30.8.2 and remained within radar and TBS range of that unit continuing A/S sweeps.

11 August 1945 Task Unit 30.8.2 with Task Group 30.6 in company, set a southeasterly course to avoid a typhoon.

12 August 1945 Task Group 30.6 remained in company with Task Unit 30.8.2 and set a southerly course along a track assigned by Com3rdFlt. Designation of Task Group 30.6 changed to Task Group 30.7 with no change in composition.

15 August 1945 Task Group 30.7 in company with Task Unit 30.8.2 made rendezvous with the remainder of Task Group 30.8. AlPoa 579 received by ANZIO, including orders to cease all offensive operations against Japanese forces. Task Group 30.7 continued to cruise in company with Task Group 30.8. Night A/S searches discontinued.

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- 18 August 1945 Task Force 38 made rendezvous with Task Group 30.8 and Task Group 30.7 provided daylight VT searches bow and ahead to a distance of 60 miles.
- 19 August 1945 Task Group 30.7 set course for Guam.
- 22 August 1945 ANZIO entered Apra Harbor. Upon arrival, Task Group 30.7 was dissolved and ANZIO reported to ComThirdPhib for duty. Squadron VC-13 detached from ANZIO and Squadron VC-66 reported aboard for duty.
- 29 August 1945 ANZIO, together with OLIVER MITCHELL (DE-417) and ROBERT F. KELLER (DE-419) as escorts, sortied from Guam and commenced refresher flight operations for pilots of VC-66.
- 30 August 1945 Continued refresher flight operations off Guam. ANZIO accompanied by OLIVER MITCHELL, ROBERT F. KELLER set course and were joined enroute by ComCortDiv 72 in LAWRENCE C. TAYLOR (DE-415) with MELVIN R. NAWMAN (DE-416) and TABBERER (DE-418).
2. Sept. 1945 Continued enroute to OKINAWA to participate in occupation of KOREA.

NARRATIVE HISTORY OF USS ANZIO (CVE-57)
CHAPTER I

THE CORAL SEA GOES TO SEA

The third of Henry Kaiser's CASABLANCA Class Escort Aircraft Carriers was commissioned USS CORAL SEA (CVE-57) the morning of August 27, 1943. Originally listed as the ALIKULA BAY (ACV-57), and later renamed the USS ANZIO, she was launched at Vancouver, Washington on May 1, 1943. On the 13th of August a few chosen members of her crew - collected and trained especially for CVE's at Bremerton, Tacoma and Astoria - joined the civilian workers who sailed her from Vancouver down the Columbia river on August 14 to Astoria, Oregon. Trouble developing with her boilers resulted in minor alterations that twice delayed her commissioning. She was placed in commission at pier 3, Astoria, by Captain James D. Barner, USN, Commanding Officer of the CVE pre-commissioning detail at Astoria. In an impressive ceremony, with music by the band of the Tongue Point Naval Air Station, prayers by Chaplain Will-Mathis Dunn, USNR, of the Coral Sea, and speeches remarking the significance of her name and the battle from which it was taken, Captain Barner gave the ship over to the Command of Captain Herbert Watson Taylor, USN, of Pensacola, Florida.

For a month the CORAL SEA lay alongside at Astoria, taking aboard supplies, organizing, and readying for sea. On September 24 in a dense fog she stood out of the mouth of the Columbia into the Pacific and headed for Puget Sound. The ship's performance on the trip was entirely satisfactory, though most of her crew, 90% of them land-lubbers, were violently seasick. She anchored at Sinclair Inlet off Bremerton Navy Yard the following morning and was depermed at Illahee, Washington, on the 26th. The next morning, she ran the Puget Sound degaussing range and in the afternoon anchored at Port Townsend. On the 28th the CORAL SEA commenced a series of operations out of Port Townsend for calibrating Radar and Radio-direction-finding gear, structural test firing, and

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conducting gunnery exercises. Bombs were loaded at Port Townsend before tying up at Seattle, Washington, on the 30th. The following day the CORAL SEA got underway again and swung ship for adjustment and calibration of the standard compass, returning to Seattle that evening. On the 2nd of October she took on ammunition at Blake Island, Washington, and departed that area, passing in thick fog thru Admiralty inlet and standing out the Strait of Juan De Fuca, for San Francisco.

Not being scheduled for a shakedown cruise in the normal sense, the cruise south was utilized to the fullest extent in training the ships' company to take their place in the Pacific Fleet. Daily dawn alerts, which were destined to continue for two years, made the crew security conscious. Other drills, gunnery training and lecture classes gave a foretaste of a daily routine aimed at welding a new ship and new crew into a fighting unit. All hands seemed to sense the urgency of the situation and entered into all activities with enthusiasm. The CORAL SEA anchored in San Francisco Bay on the 4th of October, shifting her berth to Oakland the next day. There she took aboard general aviation spare parts in preparation for her duties as an operating carrier. She sailed from Oakland again on the 6th.

Arriving at North Island, San Diego, on October 8, the CORAL SEA picked up Composite Squadron Thirty-Three and planes and that same day sailed for her first flight operations. During the next week - with a return to North Island for replacement planes - she conducted flight operations in ideal weather off the Coast of California. She was frequently within sight of the mainland and the Coronados, and of other CVE's of the BOGUE and CASABLANCA classes. Conditions were relaxed and pleasant; even radio silence was not maintained. The squadron was eager to make a good showing, with crew intent on their first experience operating as an aircraft carrier. Plane losses from

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accidents were heavy but no personnel were lost. As a smooth-working team, squadron and crew, officers and men, took their ship into the destroyer base at San Diego on October 15, 1943, for minor alterations and repairs before leaving the states for assignment as a combatant CVE.

On the 25th of October the CVE-57 sailed westward from San Diego with a mixed load of planes, cargo, and passengers, for delivery to Pearl Harbor. She arrived there on the last of the month to the tune of "ALoha OE" and received a message from CINCPAC: "Welcome to the Pacific Fleet." This was the first appearance at Pearl Harbor for the majority of her officers and men. Old and experienced hands were kept busy pointing out places of interest, including the wrecks of the USS ARIZONA and OKLAHOMA. The next day the CORAL SEA joined the LISCOMB BAY (CVE-56) at sea near the Hawaiian Islands as Task Group 52.3 for further exercises at flight operations and rehearsal of forthcoming operations. Returning to the Naval Base four days later, she took on stores and replacement planes and had minor work done on her hull in the Navy Yard.

During that week the CORAL SEA underwent final alterations and changes in her superstructure. One of the first of a new, untried species of ship, she had had her island remodeled and added to at Astoria and San Diego. These alterations necessitated somewhat extensive reballasting and shifting of weight belowdecks. Although eventually the structural appearance of all Kaiser CVE's became more uniform, in those days the CORAL SEA could be readily recognized by her unique bridge, flagbags and signal halyards, radar and radio antennae. At Pearl Harbor a large antennae yardarm was removed, and an entire catwalk was installed outboard at the base of the island.

CHAPTER II

THE GILBERT ISLANDS

The CORAL SEA sailed from Pearl Harbor on her first assignment against the enemy on the Tenth of November, 1943, as part of Carrier Division 24, with her sister ships, the LISCOME BAY and COPREGIDOR less the MANILA BAY, under OTC 52.3, Rear Admiral Mullinix in the LISCOME BAY, and with the BARNES and USSAU Carriers ferrying planes for the operation. This was the first combat experience of carriers of the CASABLANCA Class and the experiment was regarded with interest and some scepticism by naval personnel both aboard and elsewhere. Steaming variously with Task Force 54 and ComTaskFor 52 in the PENNSYLVANIA enroute to the Gilbert Islands, she crossed the equator on November 15 with appropriate ceremonies despite the proximity of the enemy. With a crew, both officers and men, almost nine-tenths Pollywogs, the celebrations attending the visit of Neptunus Rex were rough and boisterous, and warmly sanctioned by her Shellback Skipper, Captain Taylor. Continuing west, she crossed the 180th Meridian on the 18th and joined ComTaskGroup 52.13, OTC, in the NEW MEXICO, for the assault on the objective.

D-Day was the 20th. The CORAL SEA was assigned to furnish air support for amphibious operations in the capture of Makin Island simultaneous with the bloody landings, under support of fast carriers, on Tarawa farther South. Diversionary protection was provided by other fast carriers striking to the north in the Marshalls. On her first D-Day, the CORAL SEA went into vigorous battle condition, her crew taking their breakfast in the dark of the early morning sitting on the decks of the messing compartments, all tables and benches having been secured. The crew welcomed with cheers the bombardment commenced by the familiar old battlewagons of BetDiv 3 and the brand-new

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heavy cruiser BALTIMORE, first of her class. Descriptions of the bombardment were passed thru intercommunications circuits to all hands - interspersed with details of an exciting football game, then being played far to the east in the states.

For the next three days, planes from the CORAL SEA effectively gave air support to the amphibious landing operations on Makin. At Guadalcanal the Marines had gone ashore without benefit of air support. Here was developed the new concept of air support for amphibious landings which was to set the pattern for countless CVE's as the westward push across the Pacific continued. Commencing with fighter and torpedo bomber launchings an hour before sunrise, the CORAL SEA maintained a maximum flight schedule throughout the daylight hours, delivering thousands of pounds of bombs and bullets on enemy troop concentrations, gun emplacements and shore installations. In the beginning, every flight was an experiment. Frequent changes in types of bombs and fuzes were made, various methods of target designation were tried and air to ground communications received particular attention. The effective air support rendered was not without loss - one torpedo bomber was hit during its bombing run and crashed, killing pilot and both aircrewmembers. Keen coordination on the flight deck began the development of a polish which led to her later reputation as one of the most efficient of her class at launching and recovering aircraft. More than once, her decks accepted the emergency landings of other carrier's planes, and in turn some of her planes were caught far from home with low fuel and had to land on the LEXINGTON.

On the morning of November 24 reveille was sounded 12 minutes before G.O. and officers and men of the CVE-57 were dressing calmly when, at 0510, the ship heaved to the thunderous blast of an underwater explosion. Just

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2200 yards of her port beam the LISCOMBE BAY, Flagship of the Carriers and formation guide, burst into flame, the victim of a Jap sub's torpedo. Electrified, the crew of the CORAL SEA watched their sister ship burn and explode fiercely into what an Oakland newspaper called "A Human Barbecue." shooting debris into the air to a height the CORAL SEA's Navigation Officer estimated to be a mile, the CVE-56 spewed wreckage onto the flightdeck of the CORAL SEA where at least one man was hit but not seriously injured. It was later learned that Press Correspondents on a large carrier 60 miles away saw the glow of the stricken vessel., but not for long. A bare 23 minutes later, men on board the CORAL SEA stood in stunned silence staring at the smooth waters of the Pacific where the Flagship had sailed, waters now empty save for the survivors - tragically few - being picked up by escorting destroyers.

Observers on the fantail reported without confirmation that a second torpedo just barely missed the CORAL SEA.

Even the most phlegmatic aboard the CORAL SEA were visibly moved by the heavy loss of life (700 out of 950), and by the obvious vulnerability of their Sister Ship. The small percentage of old-timers aboard her, used as they had been on their last ships to heavy armor and armament, had even before the sinking expressed to their younger shipmates misgivings as to the safety of the vessel, and even the least salty was aware of her comparative softness.

During the following week's operations, including the final departure from the area, the CORAL SEA and her group were frequently harrassed by enemy snooper planes dropping flares at dusk - "Charlie, the Lanplighter." These attacks seemed to be directed against units beyond the horizon and a veritable sunset game of hide-and-seek developed in which this group fell just out of illuminating range of the Flares. Captain Taylor was remembered

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for his calmness and efficiency in ship-handling on these occasions and Rear Admiral Turner in the PENNSYLVANIA won the confidence of all hands with clever and successful maneuvers to avoid being attacked.

On the 28th of November, the four Escort Carriers - CORAL SEA, CORREGIDOR, MASSAU and BARNES - in company with heavier warships and escorts, departed the Gilbert Islands area. The return to Pearl Harbor was made at a near constant speed of 18 knots, a considerable cruising speed for the "Jeep" Carriers and old Battleships of BatDiv 3, and encountered heavy seas head-on. Violent pitching caused some concern among the small flattops, one of the BOGUE Class requesting permission to lessen speed to avoid heavy pounding. On this trip, Captain Taylor set a precedent for smartness aboard the CORAL SEA by holding personnel inspection on a sunny flightdeck with seas so high spray broke over the forward ranks lined up in immaculate white. On December 5th, the formation arrived at Pearl Harbor.

Tied up at Ford Island, the tension of the crew materially lessened, the CORAL SEA two days later was loaded down, hangar and flightdecks, with old PBV's and various non-operational aircraft; her crew went wild with joy at this undeniable evidence of returning to the States. On the 8th of December she departed Pearl Harbor with the Seaplane-Tender POCOMOKE and Task Unit 19.19. On the 14th she arrived in San Francisco, Bay in a heavy fog and berthed at Alameda Air Station for the primary purpose, after delivering her load, of obtaining more planes. After a week of riotous, pre-Christmas liberties for her crew, which did much to restore morale, she was ready to get underway - refueled, provisioned and stocked with new planes, including some for transportation to Pearl Harbor. She sailed from the States on the 22nd of December.

Once again the CORAL SEA arrived at Pearl Harbor - now a familiar neighborhood to her veteran, battle-wise crew - on the 28th of December and started

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the New Year of 1944 by joining the CORREGIDOR as Task Group 19.3. The group operated out of Pearl Harbor from the 3rd to the 5th, rehearsing for forthcoming operations. Again on the 9th and 10th the two Baby Flattops practiced their flight operations and gunnery exercises. The CORAL SEA returned to Pearl Harbor for supplies and provisioning and on the 13th put to sea once more to operate in the Oahu area for further training and rehearsals, this time in formation with the CVE's, MANILA BAY, CORREGIDOR, NATOMA BAY and MASSAU as Task Group 52.9. The group returned to Pearl Harbor on the 18th.

CHAPTER III

THE MARSHALL ISLANDS

January 22 was the departure date for Task Group 52.9 - the MANILA BAY (with flag), and the two old running mates CORAL SEA and CORREGIDOR, and screen. Steaming in company with Task Force 52, the carriers were part of an impressive force of battleships and cruisers of the old Astoria class, as well as a large group of transports and attendant auxiliaries. This was the first time that the extensive, ever-growing strength of the now-famous FIFTH Fleet was displayed to such a startling extent, and all hands were awed with the realization that their horizon-sweeping Task Force was but a fraction of the entire attacking force. and a lesser fraction at that, considering it was composed of the smaller, older and slower Men-O-War of the Pacific Fleet. A realization of the many-miles-wide expanse of seapower sweeping down on the enemy target roused a sense of security aboard the CORAL SEA, and dispelled to a large extent the sense of apprehension subsequent to the tragedy of the LISCOME BAY.

The objective was the Marshall Islands, and the "JEEPS" arrived in the vicinity of Kwajalein Atoll on Dog-Day, the 31st of January, about two days after fast carrier forces had effectively struck opposing airpower. Flying Anti Submarine Patrol and Combat Air Patrol and strikes on the objective, the CORAL SEA settled to a smooth-running routine of direct and indirect air support for the amphibious landings that she was to employ so many times in the future. The errors and deficiencies which had come to light in the Gilberts campaign had been rectified, the capabilities of the CVE had been more fully explored. As an example, CORAL SEA's complement of aircraft was now sixteen fighters and twelve torpedo bombers as compared with the twelve and twelve of the previous operation. And the damage inflicted on the enemy was correspondingly greater. Bombs ranging in size from 100 to 2000 pounds blasted pin point

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targets as the CORAL SEA's pilots received their instructions from Army and Marine observers. Over her radio receivers her crew could hear the well-integrated control of the multi-pronged strike and learned the obvious superiority of U.S. Forces, also many times in the future to be demonstrated. The sweeping assaults were rapidly successful on the tiny islands of Kwajalein and Roi at both ends of the mammoth, 70-Mile Kwajalein Atoll, while other forces were equally successful at Majuro Atoll to the Southeast. Bogies were numerous, however, day and night, and on the 5th, for example, the CORAL SEA went to general quarters at midnight, 0143 and 0223.

The same day (February 5) COMTASKGROUP 52.9 initiated an innovation by despatching his carriers into Kwajalein Lagoon one at a time for refueling and rearming - even as beachhead battling was in progress - and so the CORAL SEA sent off five of her planes to other ships and steamed into the ATOLL. Inasmuch as the Marshalls had been the uncontested Pre-War territory of the Nipponese Empire, this movement made the CORAL SEA the first American aircraft carrier to anchor in Japanese waters. In one of the first examples of the Fleet's new policy of prompt mail delivery to its units even in battle areas, she received mail the following day. During the afternoon the crew aired their bedding on the flightdeck beneath a glaring sun while watchers with binoculars could observe Marines with fixed bayonets carrying on more war-like actions on the beach. During the evening movies on the hangar deck, those who preferred other entertainment could go topside and watch the bombardment of the objective that was continuing, and the glow of resulting fires.

Refueling was accomplished from the tanker GAZELLE in a 22-Knot wind without camels, none being available. Both ships were anchored and employed tugs with stern lines to hold them steady. Despite all precautions, however, slight damage was done to the flagbag catwalk of the CORAL SEA. The next

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morning the little carrier launched more of her planes to augment U.S. planes already in the area, the first time she catapulted aircraft while at anchor.

Sailing out past the Pagoda-Like Nipobouys off Kwajalein Island on the 7th of February, the CORAL SEA continued operations in the vicinity, and on the 11th was assigned, with CARDIV 24, to Task Group 51.6, with Rear Admiral Davidson in the MANILA BAY retaining Command. The next day the return bombing by the Japs of Roi on the Northeastern extremity of the Lagoon was observed aboard from a distance. On February 12 Pilot Penbroke of the CORAL SEA set his plane down on Kwajalein airstrip, then in a state of semi-completion, when engine trouble prevented his return to the carrier; thus becoming the first American plane to land on Japanese soil.

On the 24th of February the group set its course for Eniwetok, the westernmost of the Marshalls, which was to be the next Atoll taken. However, on the 25th, orders were received to reverse course and, with the COR EGIDOR and Escorts, as Task Unit 55.1.2, return to Pearl Harbor. After an uneventful trip, they arrived off Oahu on the 3rd of March, Partners in two Campaigns, having sailed into Japanese waters and left them American, and never once having been hit by the enemy.

CHAPTER IV

THE BISMARCH ARCHIPELAGO

On March 11, 1944, the CORAL SEA with CORREGIDOR and escorting destroyers stood out of Pearl Harbor under orders from a command new to her - ComSoPac - to sail to Espiritu Santos. However, these orders were changed en route to the Port of Tulagi in the Solomons. She crossed the Equator appropriately enough during the Ides of March and celebrated the entry into Neptune's Domain of her small proportion of Pollywogs, this time much more ingeniously though less roughly than in November of '43. The ceremonies and preparations lasted for three days, culminating in a colorful spectacle on the flightdeck.

It was during this trip that the CORAL SEA sustained her first and most tragic operational loss. During routine landing operations, a TBF, fully armed for Anti-sub work, overshot the flightdeck and dove into the water just off the port bow. Almost instantly the ship heaved to the explosion close aboard of one of the plane's depth charges and a few seconds later, at greater depth but close to the ship's stern, to a second under-water blast. Seams of the ship were strained and some compressed air lines broke, but no serious damage was done. Neither the plane nor its three occupants were seen after hitting the water. A grisly message from the planeguard destroyer reported the only remains as being a small piece of human flesh.

As the heat increased proportionately with her approach to the Solomons Islands, the CVE-57 passed thru an awesome electrical storm on the night of March 18, during which the sky was aflame with nearby lightning, radio reception was almost blacked out, and the ship was phenomenally illuminated with a ghostly display of St. Elmo's Fire. The SK radar screen rivaled any electric sign on Broadway. After making landfall on Malaita Island, the morning of the Vernal

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Equinox, her crew witnessed another rare natural phenomenon - three waterspouts simultaneously. Passing the mountainous, green Guadalcanal, the CORAL SEA stood into Tulagi harbor on March 21 and anchored between the main Florida and Tulagi Islands. Although some of her sisters, and many other warcraft were anchored at Purvis Bay, this was the first time an aircraft carrier had anchored at Tulagi; the CORAL SEA and CORREGIDOR were soon surrounded with swarms of sight-seeing small craft. For most of her crew it was the first view of the true jungle of the tropics, but to a few old hands it was a return to a familiar spot haunted with memories of the nightmare battles of Guadalcanal and the crippling and sinking of fine American cruisers. Many of the CORAL SEA's officers were long to remember the more playful hours of the "Iron Bottom Bay Club" at Purvis Bay.

After provisioning and fueling, Task Unit 36.3.1 - the CORREGIDOR with OTC, CORAL SEA and escorts - sailed on the 30th of March, 1944. Steaming up thru the Solomons, they passed out between Santa Ysabel and Florida Islands, passed the Green Islands, and skirted New Ireland to reach the St. Matthias group on April 2. They relieved the MANILA BAY and NATOMA BAY providing Anti-Submarine Patrol and Combat Air Patrol for the American Forces newly landed on Emirau and for new forces still arriving. On the 6th of April one of the CORAL SEA's Wildcats shot down the first enemy plane credited to the ship - A Jap "Betty" Twin-Engined Bomber, which was contacted by Radar and to which the planes were directed by CORAL SEA Fighter Director. Nighttime G.Q.'s became so frequent as to be monotonous, occasioned by the presence of enemy planes, oftentimes near enough to be audible, and several times passing overhead. On April 10, shortly after midnight, the ship's gunners received their first command to open fire on an enemy target, but the plane apparently never came within effective range. A few minutes later, however, the Escorts fired at other enemy aircraft within range and by way of deception all ships made heavy smoke. The

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formation was not attacked, however. It was concluded that the frequent bogies were enemy evacuation planes from the garrisons of Rabaul and Kavieng. On the 11th, with the airstrips on Emirau operative, the group left the vicinity and arrived at Tulagi three days later.

CHAPTER V

HOLLANDIA-AITAPE, NEW GUINEA:

The CORAL SEA left Tulagi again on April 16, joining Taskforce 78, bound for the Hollandia-Aitape area of the northern coast of New Guinea. This was to be the CORAL SEA's first assignment to General Douglas Mac Arthur's SOWESTPAC Theatre of Operations. The crew was impressed with the great distance that lay between them and the U.S.A., 6,000 miles - for they were now almost as far west as Tokyo itself. Realization of the remoteness of the states was inspired by the breaking off of radio communications with Pearl Harbor and establishing them with Noumea, New Caledonia, and Canberra, Australia. On the 19th the CORAL SEA joined with the CORREGIDOR, MANILA BAY and NATOMA BAY to form Taskgroup 78.2 and to provide Air Support and Sub Defense for the Amphibious Operations at Aitape and Hollandia, commencing April 22.

The CORAL SEA was operating in a veritable fleet of her younger Kaiser-hatched sisters and not infrequently other formations passed by and crossed her path. During this operation the full capabilities of the CASABLANCA class CVE's were exploited thoroughly for the first time, and their Polo-Pony characteristic of being able to "Turn on a Dime" developed thru exhaustive maneuvers. On one occasion Taskgroup 78.2 slipped neatly thru another group of four "Jeeps" with their respective courses at near right angles, passing bows across sterns in an exacting display of expert ship-handling. This agility, a result of twin-screw and well-designed hulls, was to prove the deciding weapon of defense against enemy air attack during the Marianas operation and against high calibre gunfire in the battle of Leyte Gulf. At this time, too, the CORAL SEA reached a peak of efficiency in plane-handling, launching and landing aircraft consistently faster than some of the other carriers with her.

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On Dog-Day for the Mitape landings, the 22nd of April, the baby flat-tops cruised off the coast of New Guinea providing air support. The CORAL SEA's pilots here encountered terrain conditions decidedly in contrast with the small, low atolls of the Pacific islands which had previously been the target of their bombs. Dense forests and undergrowth rendered concealment of targets comparatively easy. It was soon discovered, however, that a majority of the enemy forces had withdrawn into the hills to the south of the coast line and, after the pre-landing bombings, there was little call for direct air support. The following day the group was joined by the Australian heavy cruisers AUSTRALIA and SHROPSHIRE and three Aussie Destroyers. Operating in formation with vessels of a foreign Navy taxed skill in manoeuvring coordination. There were some occasions both confusing and amusing resulting from T.B.S. voice transmissions spoken, as they were, in the highly varied accents of America and Australia. On the 25th the group provided air support for the further amphibious operations at Hollandia, and the following day set their course for Seadler Harbor in the Admiralty Islands.

Arriving at Manus Islands April 28, the CORAL SEA and the other ships of her group fueled and took on provisions. The islands had just recently been captured, and were jointly occupied by Australians and Americans. Supplies which she took on were her first examples of reverse Lend-Lease, and added novelty to the diet of the officers and crew with such commodities as cranberries, mutton, rather husky rabbit, and cream in "tins" instead of in cans. Ready once more for further operations, the ships departed on the 29th of April and returned to the Hollandia area, where things were progressing smoothly and with relatively little loss of American life on the beaches. On the 4th of May, the CORAL SEA anchored once more in Seadler Harbor.

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Her engines had been giving signs of trouble for some time and the CORAL SEA was subjected this time in port to a through examination of her machinery. It was found that numerous piston rings had broken in the forward main engine. It was decided to send her to Espiritu Santos for necessary repairs. During the three-day stay in the Admiralties, however, the ship's company was afforded some recreation in the form of excellent natural swimming facilities on the beaches of tiny islands in the harbor. The ship departed Seeadler May 7th as part of Taskgroup 78.4.

The beautiful islands of the New Hebrides rose blue from the sunny Pacific before the bow of the CORAL SEA the morning of May 12. Captain H. W. Taylor inspected his men in their gleaming whites for what was to be his last time. The ship anchored on May 12th in Second Channel and on the 14th Captain Taylor was relieved as Commanding Officer by Commander Paul Wesley Watson, USN Executive Officer of the CORAL SEA since commissioning. Commander Watson was promoted to the rank of Captain on May 21. Lieut. Commander E. W. Davis, USN, originally Assistant Air Officer but at this time Air Officer, was promoted to the rank of Commander and assigned as Executive Officer. Engine repairs were completed with the aid of working parties and engineers from the N.A.B., although not in the originally allotted time and the ship's availability at Espiritu Santos was lengthened. On the 2nd of June, however, she was ready for combat once more, armed and provisioned, and departed that day with the CONREGIDOR as Taskunit 53.7.2, escorted by Destroyers as Taskunit 53.7.4.

CHAPTER VI

THE MARIANAS:

Entering waters which she had played a ~~vital~~ part in winning, the CORAL SEA reached Kwajalein in the Marshalls on the 8th of June and anchored in its northern anchorage near Roi Island. The night before standing into the anchorage she had received the word by shortwave radio that allied forces had landed on the Normandy Beaches; the crew was in unusual state of excitement and suspense the following few days as the first news was being expanded. The CORAL SEA was ready to operate once more with the CORREGIDOR, Flagship of Rear Admiral Felix Stump, Commander of Carrier Division 24.

Thus, on the 10th of June, 1944, in company with the light cruisers HONOLULU and ST. LOUIS and a division of battleships, these carriers sailed as part of Taskgroup 53.15 for the Marianas Islands. Under protection of these carriers and other warships was a formation of transports and other auxiliaries. On Dog-Minus*One Day, upon rendezvous with the escort carriers KITKUN BAY (with flag) and GAMBIER BAY, the group of CVE's formed Taskgroup 53.11, operating at various times under both task organization designations. It was June 14 when they arrived off Saipan, the first objective of the campaign. CORAL SEA and the other CVE's continued their mission of providing Anti-Submarine, Combat Air Patrol, over our forces, and now provided also bombing and strafing attacks on the objective.

On Dog-Day, June 15, 1944, landings were made on the beaches of Saipan with little opposition, covered entirely by aircraft from escort carriers, the first time such a procedure had been undertaken. (The First-Line Carriers were standing into the Philippine Sea to hunt down and attack an enemy surface force reported to be underway.) During the evening of the 15th several

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Japanese planes were sighted from the CORAL SEA and attack threatened, but the disposition was not attacked. Several snoopers were sighted from the ship early the next morning, causing another in a monotonous series of day and night G. Q.'s. One ship of the formation opened fire, but the Japs did not press home an attack. At this period the famed Taskforce 58 was endeavoring to establish contact with a powerful enemy surface force to the west.

On the 17th of June, 1944, an all-out coordinated Jap aerial attack was launched, well-timed both in the Philippine Sea as well as against the smaller carriers providing air cover for the newly-won beachheads of Saipan. While Vice Admiral Mitscher commenced the famous "Marianas Turkey Shoot" some 500 miles to the west, a large formation of enemy planes, of mixed types, approached the CVE disposition.

At 1750, CORAL SEA in Task Group 52.11, numerous Bogies were reported on the Radar Screen - more enemy planes than the operators had ever seen on the screen before. At 1803 the OTC ordered General Quarters, and several different groups of enemy planes began closing formation. Fighters from the group were vectored to intercept, which they did at 1840, 27 miles from the formation. Enemy planes continued to close, however, and at 1848, the precise minute of sunset, the force was attacked by Japanese Dive Bombers.

The Task Group opened fire promptly and accurately. The first ship attacked was GAMBIER BAY; a twin engine bomber, attacked her from dead ahead and dropped a bomb about 100 feet on her port bow. The plane also apparently strafed her. CORAL SEA took this plane heavily under fire; the plane hit the water and exploded.

At 1851 a Judy attacked CORAL SEA from bearing 055° T, then dead ahead and the ship fired on it during the dive from 65° elevation, 8000 feet altitude. The bomb landed 100 feet off CORAL SEA's starboard quarter. The

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plane hit by CORAL SEA's fire lost control in the pull out at 1500 feet, spun in, and crashed and burned 300 yards off the starboard quarter.

At 1853 a Jap Kate attacked the ship from the port bow, on a course about 160° relative, as it came in about 50 feet above the water. It was hit by the CORAL SEA's port batteries, cartwheelled, and disintegrated 400 feet astern.

At 1905 a fourth plane attacked CORAL SEA, from the starboard bow crossing to port; it was brought down by the ship's guns, 2000 yards off the port quarter.

The task group executed numerous evasive maneuvers during this action. No ship of the formation was seriously damaged, although several other CVE's under simultaneous attack in the vicinity fared less well. Several planes on CORAL SEA's flight deck were slightly damaged by bomb fragments; the stern light was splintered, and two members of the crew were slightly injured.

On Sunday June 18th, 1944, Bogies were reported at 0425 and at 1022, but on neither occasion was the formation attacked. At 1435 enemy aircraft were reported in the general vicinity, and at 1615 forty to forty-five Bogies were reported at 97 miles. As they continued to close, the formation (T.G. 52.11) went to general quarters, and at 1636 CORAL SEA launched 6 fighters, vectored by CORAL SEA's fighter direction to intercept. Despite the interception - CORAL SEA planes downed a total of 8 Tonies and 2 Irvings sure, plus 3 Tonies and 5 Irvings probable - six Jap Irvings broke through and at 1755 made a torpedo, strafing, and bombing attack on the Task Group. They came from the direction of the starboard quarter, out of the setting sun. One Torpedo was launched at GAMBIER BAY and one at CORAL SEA; both missed. One bomb dropped 30 yards off CORAL SEA's starboard beam, without damage to the ship. Attempted strafing of CORAL SEA was not successful. The starboard batteries

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opened fire promptly and brought down two planes; the first fell 800 yards off the port bow and the second in flames attempted to crash on deck but was knocked down 300 yards short, on the starboard bow. A third plane which this ship brought under fire passed low over the water from starboard to port, and in turning to attack CORREGIDOR was set afire by this ship's forward port batteries; it pulled up to 300 feet and crashed into the sea. The fourth plane engaged flew 50 feet above CORAL SEA's flight deck, dropped a bomb off the starboard beam, was set afire by our port batteries, and crashed 1500 yards off the port quarter. Two other Irvings are believed to have joined in the attack, in addition to the six first sighted. Of these eight planes, seven were shot down by ships of the formation; the eighth, smoking as it fled away, was shot down by a CORAL SEA Fighter Aircraft.

During this engagement the ship made numerous evasive turns, both on signals from the OTC and to avoid torpedoes. At 1755, in the midst of the attack, CORAL SEA launched two fighters. The attack was over at 1758, and CORAL SEA ceased firing. A few scattered bogies appeared from time to time on the screen, and CORAL SEA secured from General Quarters at 1947.

The Japs were not dissuaded from attacking our CVE's. At 0613 a bogey was reported at a distance of 26 miles. CORAL SEA went to General Quarters and commenced launching emergency fighters at 0619. At the same moment a group of four high altitude and dive bombers attacked the disposition, coming from dead ahead out of the rising Sun. At 0619 a near miss landed 50 yards ahead of CORAL SEA but without damage to the ship. Two planes dropped bombs astern of but near GAMBIER BAY. One dive bomber attempted to attack CORREGIDOR but was driven off. CORAL SEA opened fire, but the planes were too high (10000 or 12000 feet) for accurate marksmanship. There was no damage to any ship of the formation and, so far as is known, none to the enemy.

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At 0750, the radar screen being clear, CORAL SEA secured from General Quarters.

The gunnery of CORAL SEA was fast, accurate and effective, the result of many previous hours of gunnery practice. Morale was high, in contrast to that at Makin, for all hands felt that the Japs were mastered. It had originally been planned to land troops on Guam three or four days after the Saipan landings, and the CORAL SEA sailed South to commence softening-up operations at that island. The unit was recalled to the Saipan area when it became obvious that the penetration of Saipan by American Soldiers and Marines was not progressing as favorably as the initial beach fighting.

During the entire period off Saipan, CORAL SEA continued to provide bombing and strafing attacks on the objective. On June 18th, one pilot was fatally injured in landing aboard. Turning a successful bombing strike on Tinian on June 20th, several CORAL SEA planes were forced down, with pilots and crew missing.

There were numerous further reports of enemy planes but no further attack reached the CORAL SEA. Commencing on 21 June, CORAL SEA and CORREGIDOR joined Task Group 53.1, a transport group East of Saipan, and commenced providing air cover for it. On 25 June the entire formation set course for Eniwetok; CORAL SEA remained there from 28 June to 1 July, and then returned to the Saipan area in company with CORREGIDOR and escorts. CORAL SEA planes took part in the bombardment of Guam from 9 July to 12 July, with considerable damage to the enemy installations there.

Leaving the Mariana area on the 12th of July, the CORAL SEA dropped anchor in Eniwetok Lagoon on the 15th. After replenishment, on the 17th

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she departed once more for the Marianas. Just outside the anchorage she suffered an engineering casualty and was forced to leave formation and return to anchor. Later, orders were received to return to Pearl Harbor. It had generally been supposed that the CORAL SEA would be given a much-needed Stateside yard period after the Marianas operation. As joyful as were all hands at the prospect of returning to the U.S., they were still understandably annoyed at not being able to return to Guam for D-Day, of being cheated out of the honor of being present when the first landings were made on Japanese-occupied American soil.

With the PC-1139 as escort, the CORAL SEA departed Eniwetok on the 23rd of July, and arrived at Roi, Kwajalein Atoll, on the 25th. Leaving most of her planes at Kwajalein, the next day CORAL SEA departed for Pearl Harbor, escorted by the COMPEL, AM-162. It was with a warm sense of nostalgia that her crew scanned the now nearly empty navy yard as they pulled in and tied up at berth Fox-1. The same day, the 2nd of August, slipping away from the dock to the sentimental strains of Hawaii's National "ALOHA OE" and the meaningful "California, Here We Come," the CORAL SEA stood out of Pearl Harbor, singly, her course set for San Diego.

Expecting many alterations and repairs, as well as limited recreation and leave for the crew, the ship was engaged in a bustle of activity even as she pulled into San Diego at North Island on August 9th. Immediately she discharged her squadron, VC-33, and personnel of ship's company, who were being detached. After shifting her berth to the USN Repair Base the next day, the first leave party shoved off, comprising approximately half the ship's company, on a well earned and highly appreciated 15-day leave. The second leave part left on the return of the first. Because of the

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urgency and amount of work to be accomplished aboard, liberty for the crew during the five-week yard availability was minimized and more than once cancelled. On the 31st of July the CORAL SEA went into Drydock No. 1 at the Repair Base, when the bottom was cleaned and painted. Altogether at the Repair Base, much work of overhaul, repair, and alteration was accomplished, including a new measure of camouflage painting. Numerous personnel received special training during this period. On September 12th and 13th CORAL SEA conducted post repair trials off San Diego; these proved satisfactory and the ship returned to North Island, San Diego and loaded aircraft and personnel for transportation.

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CHAPTER VII

THE PHILIPPINES

Rejuvenated and ready for battle once again, the CORAL SEA stood out of San Diego and passed Point Loma on September 16, 1944, her course set for Pearl Harbor. Packed aboard her hangar and flightdeck were 71 aircraft, spares, ammunition, personal effects and about 200 passengers for Hawaii. Leaving her blimp escort at sunset the first day out, she made an uneventful voyage, arriving at Ford Island on the 22nd. For the next two weeks she underwent final alterations and material additions, including special night landing lights, which had not been effected in the States, sending many of her personnel meanwhile ashore for formal training in the use of lately developed weapons and instruments. Embarking her new squadron, VC-82, she sailed for exercises in the Hawaiian area on the 8th of October.

The CORAL SEA's new assignment was that of anti-submarine warfare, in which a unit composed of one escort carrier equipped for night flying and five destroyer escorts conducted an intensified anti-submarine campaign involving 24 hour-a-day flight operations and the use of highly specialized radar, radio and underwater sound gear. While CORAL SEA was still in Pearl Harbor, Captain F. M. Hughes, USN, of the BLOCK ISLAND, came aboard and delivered a lecture on A.S.W. operations which he and others had long and successfully pursued in the Atlantic and which were generally credited with the near removal of the Submarine menace in those waters. Thus, while A.S.W. was not new to the Navy, it was to be the CORAL SEA who was to pioneer 24-hour-a-day around-the-clock Hunter-Killer tactics in the Western Pacific.

Operating in and out of Pearl Harbor until October 8, she conducted various exercises to familiarize herself with her new task, coordinating her escorts and planes to make a permanent team, and sometimes with a tame submarine making

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simulated attacks upon the ship. The novelty of the venture, and strangeness of the tools at hand, more than once led to humorous incidents in which the pretended stalking sub was thoroughly lost to the ship and resurfaced in unexpected areas. An actual example of split-second thinking and quick maneuvering was afforded the conning officers of the CORAL SEA during these exercises one day when a friendly submarine surfaced directly in her path. Swift judgment on the bridge avoided potential tragedy. CORAL SEA also conducted gunnery exercises. By the time she was ready to sail on her first A.S.W. mission, her deck crews and pilots had trained in night flight operations.

It was during the period at Pearl Harbor, that the CORAL SEA received notification that her name was being changed. It was assumed at the time, and correctly, that the noble name of CORAL SEA would be given to one of the mighty CVB's than a building; the name of one of America's most vital naval battles seeming a fitting name for the world's largest carrier. (The CVB-42, the CORAL SEA-to-be, was subsequently renamed to honor the late President Franklin D. Roosevelt.) Nonetheless, her crew could not calm a feeling of resentment at the change, for they had developed an understandable pride in their ship, had sailed her untried into battle assignments seemingly too severe for her to handle, and had brought her back an uninjured veteran with Nip flags painted on her bridge. The CVE-57 put to sea from Pearl Harbor on the 16th of October as the USS ANZIO.

The ANZIO was flag of Task Group 12.3, consisting of herself and Escort Division 72, less LERAY WILSON (DE-414), namely LAWRENCE C. TAYLOR (DE-415), MELVIN R. NAWMAN (DE-516), OLIVER MITCHELL (DE-417), TABBERER (DE-518) and the ROBERT F. KELLER (DE-419), bound for Eniwetok Atoll in the Western Marshalls. The Captain of the ANZIO was Commander of the TASK GROUP, and the Commander

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of Escort Division 72, Commander A. Jackson Jr, USNR, was Commander of the screen in the TAYLOR. The group, including destroyer escorts and planes, coordinated, and continued their exercises to develop smooth A.S.W. operations, as well as routine flight and gunnery drills. During the exercises at Pearl Harbor and while en route to Eniwetok the ANZIO utilized a search plan which it used throughout its A.S.W. career and until the conclusion of the war. The plan, simple in operation but effective as a search medium, involved the use of only two VT's per flight. Each plane, one to Port and one to Starboard, flew a flank search, at right angles to the ship's course. Then at the end of the outboard legs the planes turned ninety-degrees, flew parallel to the ship for a prescribed distance at which point they once more turned ninety-degrees and commenced their inboard legs which brought them back to the ship, where the search was begun anew. The ease of aerial navigation afforded by this plan, plus the fact that the planes could reorient themselves on the ship's position at the inboard ends of the legs, permitted day and night flights under difficult weather conditions. The plan had the added advantage of being extremely economical on the number of planes employed and thus freed the balance for use against any sudden sub contact.

Arriving at Eniwetok and anchoring on the 25th of October, the ANZIO took on fuel, aviation gas, supplies and ammunition, and received her next orders directly from the commander of the THIRD Fleet, Admiral William F. Halsey. With her same DE's she was designated Task Group 30.7 and directed to proceed on an A.S.W. mission en route Ulithi Atoll in the Western Carolines; this designation she was afterwards to use for the greatest part of ten months of intense, round-the-clock flight operations in the far Western Pacific.

During this trip and during the entire period of operation of this hunter-

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killer group there were sound contacts reported by DE's. On each occasion the first DE to make the contact developed it, usually assisted by one or two other DE's. ANZIO with the remaining DE's then cleared the immediate area and provide air patrols when necessary. No contact is abandoned until it was evaluated non-sub.

Sustaining several plane crashes enroute, involving loss of aircraft, and death and injury to squadron personnel, the ANZIO did not proceed directly to the designated search area but anchored in Ulithi on November 1. Three days later, after taking on replacements, fuel and provisions, the ANZIO was underway once more, headed for her assigned area for A.S.W. searches. That same day (November 4), however, she received orders to proceed to the aid of the light cruiser RENO, reported torpedoed and disabled in the Philippines Sea. The next afternoon the stricken RENO was sighted, and upon rendezvousing, given diesel fuel and aviation gasoline, Task Group 30.7 then continued anti-sub sweeps in her vicinity. Upon arrival of the tug EXTRACTOR, which took the cruiser in tow, the ANZIO gave her a suggested course to avoid the path of an approaching typhoon, and for two days provided air cover for her. The seas became steadily heavier and several times prevented flight operations.

On November 8, Task Group 30.7 was ordered to a fueling area to the westward to rendezvous with Task Group 30.8, the Logistics Group supporting Task Force 38, during this period winds frequently exceeded 50 knots, seas were correspondingly heavy, and flight operations were often impossible. For the rest of the month the monotony of their new duty began to impress the ANZIO's crewmen, who quickly tired of the tedium of 24-hour-a-day landings and launchings, and the repeated false contacts, the C.Q's, the searches and occasional attacks which followed them, yet never experiencing the satisfaction

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and thrill of making a kill. Then, early on the morning of November 18, before dawn, Lieut. Commander C.H. Holt, USN, Squadron Commander, made a surface contact with his radar and dropped flares, whereupon the contact disappeared. He dropped float lights to mark the spot and the planes of the flight attacked as DE's rushed to the spot at flank speed, one of them establishing an underwater sound contact about dawn. The TAYLOR then attacked, and observed three immediate and violent underwater explosions and then, after an interval, a deeper, duller explosion. Soon the sea was covered with oil, papers, deck planking and other debris. Numerous sharks appeared, rising partially out of the water in an unusual state of excitement, even attacking the boat put over the TAYLOR's side to recover samples of the wreckage and oil. Continuing to give the area close attention from her DE's and extra aircraft, the ANZIO the next day became confident of her first sure kill when she passed thru two miles of obvious diesel oil slick, spreading and still rising to the surface over the spot of the preceding night's attack. ComTHIRDFleet, on being notified of the attack, reported: "Action makes you member of plucking board for Nip Submarines. Well done to all hands." CinCPac added: "Congratulations on your ably following the example set by your predecessors. We are confident of additional successes by your Task Group. Well done."

On the 23rd of November, Task Group 30.7 set its course for Ulithi, conducting sweeps around the Atoll for two days before anchoring on the 28th. On the 4th of December, Captain George Cannon Montgomery, USN, of Vallejo, California, relieved Captain P.W. Watson as Commanding Officer of the ANZIO and as Commander of the Task Group. With its new commander, then, the Hunter-Killer Group departed Ulithi on December 10, reaching the fueling area in the Philippines Sea once again in support of the Mindoro operation, covering the Logistics Group which supplied Admiral Halsey's Task Force 38, then spearheading

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the latest Philippines landing.

On December 16th, in company with the THIRD Fleet, Task Group 30.7 was proceeding to a newly assigned fueling area to the Northwest as a tropical typhoon developed and approached during the day, steadily attaining dangerous proportions. All hands turned to and secured the ship for the storm. After planes and movable objects were secured then many more lines were added for good measure. The ship was ballasted for the storm. The destroyer escorts were stationed astern since it was considered that such position would be safest for all vessels of the group. Before the sea became too high the group took maximum distance on other groups to minimize danger of collision during the storm. On the 18th the full force of the storm struck the formation. During the morning the winds rose steadily and the barometer dropped to a startling depth (978.0 MB. or 28.88 inches) and a 90-knot wind force was clocked before ANZIO's Anemometer vanes were carried away, after which estimated forces up to 120 knots were encountered. Consistent with the location of other task units a course was chosen to avoid the worst of the storm and simultaneously heading into the sea. Since the greatest weakness of the ship was in hogging and sagging stresses, the wind and sea was kept as near the quarter as possible. As ballasted the weight of the island reduced the roll to port compensating in part for the wind on the starboard hand. During the worst of the typhoon the steering control was so limited that with 30 degrees left rudder and starboard engine ahead 15 knots and port engine 5 knots it was impossible to hold the wind and sea more than 10 degrees abaft the starboard beam. About noon she passed thru the worst of the storm. Danger from fire was kept in mind. Two false fire alarms were made. Her crew worked with the speed and strength of men possessed; on both the flight and hangar decks they fought with planes,

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Endeavoring to keep them safely lashed down. For an hour the ship rolled 38 and 39 degrees. Water broke over the edge of the Flightdeck and small amounts down her port stacks; seas that crashed against her crushed one of her Motor Whale Boats, bent stanchions on her fantail, twisted and deformed her catwalks and lookout stations forward, and swept ^{overboard} two of her aircraft, some liferafts, and one Radio Antennae. The only personnel injury sustained was a broken arm experienced by an Aircrewman in a flight to secure a plane that came adrift on the Hangar deck and crashed into the bulkhead before it was finally secured. The ship received no important damage, and commenced flight operations as soon as the weather abated. Several other carriers received severe damage to aircraft equipment and ship's structure. The Task Group became scattered during the typhoon due to interference by another Task Group and limited steering control, The TAYLOR was the only one of her own Destroyer Escorts who remained with the ANZIO, although the KELLER and MITCHELL re-joined in the evening. The TABRERER and NAWMAN were both dismasted, but had the satisfaction of rescuing numerous survivors of the Destroyer HULL and SPENCE who went down in that storm. Neither of the crippled DE's re-joined their sisters until several weeks later, after repairs had been completed at Pearl Harbor. The ANZIO, with the TAYLOR, KELLER and MITCHELL, was assigned the duty of searching for further survivors of the HULL and SPENCE and on December 21 the KELLER picked up four men from the HULL on a liferaft. There were no further incidents in the operating area other than several reports of Bogies; on the 22nd Task Group 30.7 headed for Ulithi and arrived there on Christmas morning, December 25, 1944.

The Task Group was joined by the Destroyer KALK and continued its anti-submarine warfare in support of the crucial Lingayen Gulf landings on Luzon.

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Departing Ulithi on the 29th of December after replenishment, the group returned to their routine of day and night hops, false contacts, and occasional Bogies. Sweeps were continued for a month off Luzon and in the fueling area before the ANZIO and company returned to Ulithi, once more flying Anti-Submarine Patrol in the area of Ulithi for three days, entering on January 28, 1945. During the two previous operations, many of the pilots demonstrated lack of sufficient training and caused damage to aircraft in landing aboard but fortunately no injury to personnel occurred. Assigned the designation Task Unit 50.7.1, the ANZIO, KELLER and MITCHELL departed on February 2nd for Eniwetok, conducting extensive training in night landings technique enroute, which had a marked effect in the further quality and success of flight operations after sunset. Anchoring in Eniwetok on the 6th and sailing the next day, the Anti-Submarine Warfare group provided air coverage for Task Group 51.12 and 51.11, Amphibious Groups, enroute to Saipan, whence the latter two groups proceeded to Iwo Jima for the next U.S. Amphibious assault.

CHAPTER VIII

IWO JIMA

Reaching the vicinity of Saipan on February 11, 1945 the ANZIO group continued their sweeps until the 13th when they were assigned to Task Unit 52.2.2, composed of the LUNGA POINT, MAKIN ISLAND, BISMARCK SEA, ANZIO and Escorts sailing for Iwo Jima on St. Valentine's day. Arriving off the tiny island on the 16th, the ANZIO got a taste of her old fighting tactics once again when she flew strikes and provided combat Air Patrol, and in addition maintained night target anti-submarine patrol under control of Commander Air Support Control Unit. The ANZIO group separated from the larger Task Unit during the night and operated independently, providing target ASP, and rejoining for day operations. On the 19th the ANZIO sent a strike to Chichi Jima in the Bonins to the north. Frequent G.Q.'s, "Flash Reds", and Bogie reports roused an excitement on board not experienced since the Marianas Campaign. The new Japanese weapon, the Suicide attack, called for increased aggressiveness, better marksmanship by planes and ship's gunners since a suicider not shot down was almost certain to score a hit. The ANZIO group frequently operated at night within sight of the gunfire and flares of the objective.

Enemy aircraft pressed down an attack about sunset on the 21st of February. At the time the ANZIO was cruising in formation with Task Unit 52.2.2 and 52.2.3 but preparing to separate for the night to conduct the usual target anti-submarine patrol. Bogies first appeared on the screen at 1707 at which time the O.T.C. (COMTASKUNIT 52.2.3) ordered general quarters and an air defense formation. At 1825 Bogies were again reported and at 1849 the group was attacked by five Jap planes which approached low over the water from the starboard bow. On the horizon could be seen the glow from the SARATOGA action. That vessel shot down several planes and had sustained several hits by Suicide Planes. The LUNGA POINT and BISMARCK SEA bore the brunt of the attack upon the CVE's under

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fire from the formation, one of the planes crashed into the sea near the LUNGA POINT and another near the BISMARCK SEA. A third ricocheted off the LUNGA POINT's flightdeck and set fire to planes on deck, then plunging into the sea to port; the fire was quickly brought under control and the ship continued to maneuver with the disposition. A fourth plane dove into the BISMARCK SEA aft with a immediate explosion followed by fire and, in a few minutes, by more violent explosions. The stricken vessel was unable to keep her station in formation and, at 2013, turned over on her side and sank. About 700 survivors were rescued by escorting vessels - A much happier record than that of the LISCOMB BAY, the last CVE sunk alongside the veteran ANZIO. A fifth Jap plane, about 60 feet above the water, bore down on the ANZIO but turned away under heavy A-A fire. The plane was seen by one observer to explode in the air some 1500 yards on the port beam while under fire from the JOHN C. BUTLER (DE-339).

The planes as observed from the ANZIO were apparently suicide planes, as no attempt to straff or to launch bombs or torpedoes was seen. After a short breathing spell, further Bogies appeared on the Radar screen and between 1918 and 1948 the disposition opened fire momentarily on unidentified planes, perhaps friendly, for they immediately turned away. There were no further attacks upon the surface ships that night and the ANZIO came through unscratched. With the screen clear, she was detached with the TABBERER a half-hour later and carried out her accustomed mission of night A.S.P. during the hours of darkness, having been at general quarters for four hours and 40 minutes.

Another near-two-hour G.Q. occurred the evening of the 23rd when four groups of unidentified planes approached the same formation. While the disposition twisted evasively in emergency turns, the bogies circled, apparently,

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at a safe distance. At 1936 a single-engined fighter came in from astern toward the ANZIO, the aftermost carrier in the formation, the destroyer BAGLEY on the port beam and DE MELVIN R NAWMAN on the port quarter opened fire. The plane turned, however, at about 2,000 yards and moved out of range apparently having inflicted and received no damage.

Not long after this, ANZIO planes made attacks on Jap submarines on two successive dates, the 26th and 27th of February. The first was made by Lieutenant(jg) W.J. Wilson, USNR, during routine night T.A.S.P. On patrol, Wilson was vectored to the assistance of the destroyers BENNION and NEWCOMB who were working a contact in that sector. Flown within ten miles of the estimated point of the underwater contact, his search was unsuccessful for 80 minutes. Then, at 0220, he made a radar contact and almost immediately sighted a large I-class submarine - at a distance of about three miles. Maneuvering into a favorable position, he attacked, but it was not until he was relieved at 0300 that enlarging oil slicks were sighted near the position of contact. All indications were of a successful kill.

The following night Lieutenant (jg) F.M. Fay, USNR, was flying his regular patrol under control of Commander, Air Support Control Unit, when he made a radar contact and, at 0308, saw a submarine crash-dive just 25 miles offshore. No successful attack was practicable at that moment, but vigilance was rewarded when, a half-hour later, the submarine resurfaced and Fay made an attack under favorable circumstances. Oil began to appear on the spot shortly afterwards, and this attack was officially assessed "B" - probably sunk.

One of the ANZIO'S primary duties at IWO JIMA was night anti-submarine patrol. Flying six sectors (with 14 VT's available) during actual darkness,

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she made a practice of launching her first flight just before sunset and landing her last just after dawn. This schedule was maintained from 15 February through 4 March except for one night when the ship was outside the objective area and another when the flight was secured by C.A.S.C.U. because the weather was too bad for successful operations. Only on four other occasions were flights recalled or cancelled for bad weather, and only on three flights was anything less than the full complement of planes launched. Even on the few incidents when mechanical failure lowered the number of planes in the air, five of the six sectors were successfully covered. During these operations ANZIO completed 106 sorties with 657.5 hours of night flight.

In addition to her routine night flying, the ANZIO's planes inflicted severe damage on land targets, flying 98 direct support sorties (70 by fighters and 28 by VT's), her fighters also making 48 sorties as T.C.A.P. additionally, 102 sorties of anti-sub patrol and 124 of combat air patrol over the CVE group were flown. Despite these long hours in the air, plane losses were held to an enviable minimum. Not a single launching or landing accident occurred at night. One pilot and fighter were lost in combat and one avenger operationally. All other damage in planes was repaired aboard by her skillful mechanics. In this performance many commendatory messages were received. Commander Task Unit 52.2.3 flashed to Commander Task Unit 50.7.1: "To you and the ships in your Task Unit - You have collectively performed the finest carrier operation it has yet been my pleasure to observe. In this my heartfelt appreciation. Good luck. God speed." This message boosted the spirits of all hands and was immensely appreciated by every officer and man on board. On the 7th of March, the ANZIO departed the Iwo Jima area in company with DALY(DD519) for Leyte Gulf in the Philippines.

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In San Pedro Bay off Leyte on March 12 the ANZIO anchored for her first time in Philippine waters. Her crew was provided with long-awaited recreation at a Fleet Center on Samar Island, officers at San Antonio, and the capital of Leyte itself, the city of Tacloban. There had been some extremely limited liberty facilities at Ulithi which permitted one-fourth of the crew to go ashore. Most of the ANZIO'S men had not been ashore since the departure from Pearl Harbor five months before. On the 14th Composite Squadron 82 was relieved by VC-13, honored veterans of a year's A.S.W. operations in the North and South Atlantic.

OKINAWA

On the 19th of March the ANZIO stood into Leyte Gulf to conduct refresher landing operations for her new squadron, and returned to her anchorage that night. On March 21st she formed Task Unit 51.1.2 with the MARCUS ISLAND and SAVO ISLAND and Escorts and departed Leyte for the Ryukyu Islands. This unit provided air cover for the amphibious group TG 51.1 enroute to Okinawa. On March 26, forming with Task Group 52.1 in the vicinity of the Ryukyus, the ANZIO flew day and night anti-submarine patrols and provided air support covering the amphibious assault on Kerma Retto, preliminary to the assault on nearby Okinawa. Continuing operations with other ships during the day, on alternate nights she and her DE's cruised independently providing target A.S.P., and were, in addition, frequently assigned some area to investigate where a sub contact had been reported. During the Easter-Day landing on April 1 on Okinawa itself, and thereafter the ANZIO flew direct support missions, and also investigated several reported sub contacts. Enemy suicide attacks in the vicinity of Okinawa steadily increased in frequency and intensity, although never coming within gun range of the ANZIO. On April 6th a group of ANZIO planes, assigned a direct support mission, were vectored to the assistance of the destroyer COLHOUN under heavy air attack. In aggressive defense of that ship and others they shot out of the air four Jap Vals and three Zekes, reported two Vals as probable and chalked up one Val as "assist".

On April 9th the ANZIO entered Kerama Retto for replenishment, departing again before sunset and a matter of minutes before a Japanese aerial attack upon that anchorage. The daily, and more frequent "flash red" of near-closing bogies, the sinking of U.S. ships in the area, of holocaustic attacks upon carriers and transports and other auxiliaries, with especially avid attention being directed on screening vessels, all tended to keep the Ship's Company on the alert and determined not to be caught short.

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On April 16th, as the ANZIO ASW Group had just completed fueling, a bogie showed on the ANZIO's radar screen. Her C.A.P. were swiftly vectored to intercept. The bogie split and a section of ANZIO fighters were sent after each. One two plane section sighted and identified two enemy planes. One of the latter jettisoned his bomb-load or wing tank and streaked away, but the other a Zeke was splashed by the two ANZIO fighters. The other Nip planes turned and escaped before contact could be made. It was unfortunate that the Jap planes had speed advantage over the ANZIO FM-2 fighters. The ANZIO continued both hunter-killer operations and numerous direct support missions for the hard-battling forces on Okinawa, and on occasion for troops on Ie Shima and other nearby islands. On the 25th a Jap sub had been sighted by one of ANZIO's planes, and several attacks were made by planes and DE's, but without conclusive evidence of damage to the sub. Repairs to ANZIO's rudder bearing were urgently needed, and the ANZIO was ordered to Ulithi. The ANZIO arrived at Ulithi on April 30th, fueled and provisioned effected the necessary repairs, took aboard nine TBM-3E's in exchange for TBM-1C's painted out her many-striped camouflage with Navy gray, and departed for the Ryukyus again on May 18th. Three days later she resumed A.S.W. operations in the Okinawa area, as usual with her five DE's as Task Group 50.7 and continued thus until May 27 when ANZIO's part in the Okinawa campaign terminated.

The ANZIO's two functions during the Okinawa operation were that of a support carrier, and A.S.W. duties. In her support phase of the Campaign she flew 22 sorties and 114 hours of night T.A.S.P. The night flights were not without great difficulty under these particular circumstances, however, since the enemy was making frequent raids in the area of the objective and the prescribed searches carried ANZIO planes over friendly batteries. Her planes were not infrequently under A-A fire and, in fact, two of them, and crews, failed to return

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from missions. In shipping lanes southeast of Okinawa she flew 342 sorties accumulating over 1500 hours of flight time, with 405 hours of them in darkness. Thru all types of weather, she launched and landed 73 sorties at night without a single barrier crash, damage or incident of any kind.

On direct support missions, the ANZIO flew 250 sorties, the majority of which resulted in land target strikes. Ground targets were, for the most part, so well camouflaged that it was impossible to assess accurately the damage from the air. The many favorable comments volunteered by the air coordinators in regard to the ship's flights, however, were testimony to the fact that the strafing was accurate, rockets and bombs well placed in target areas and that extensive damage was sustained by the enemy aground. ANZIO planes took a toll of surface craft including 29 suicide boats, 20 landing craft and one 500-tonner. A message from COMTASKUNIT 52.1.1. to ships of his unit stated: "You have been congratulated by those in authority for your work in the current operations. Your spirited performance of duty and devotion have been superb. I worked with the big fellows and this outfit can hold its head up to any of them." Again, a dispatch from COMTASKFORCE 51 to the Task Group 52.1, said: "We can't tell you how much we regard the performances of the CVE's and their pilots in this as well as in previous operations. You not only do your usual difficult support tasks without complaint but also take on important offensive missions with eagerness and success. Well done."

CHAPTER X

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STRIKES ON THE JAPANESE HOMELAND

On the 28th of May, the task group designation was changed to 30.7. The group was then cruising southeast of Okinawa on A.S.W. duty and was given a new assignment sweeping a designated area under direct control of the commander of the Third Fleet. The new job started off propitiously with a submarine kill on May 31. About 0430 that morning, Lieutenant (jg) S. I. Stovall, USNR, picked up a radar blip while on the last leg of a five-and-a-half hour search. Alerting the task group, from which the ANZIO immediately despatched two planes, he manoeuvred into position and sighted a fully surfaced I-161 class nip sub cruising along at about 12 knots. The craft submerged as he attacked, but the relief planes spotted an oil slick over the spot a half-hour later, which continued to increase in size until it was about 300 yards wide and 4,000 yards long. DE's arriving soon afterward commenced a search, but it was quickly obvious that the only assistance needed was the picking up of debris which floated to the surface. Deck planking, a report form printed in Japanese, cork, and Nip light bulbs were retrieved as evidence of the sinking. Radioed Admiral Halsey: "A rousing well done to you and your gang for pulling the plug on that Nip for the last time".

Day and night, then, the ANZIO went on with her never-ending flight schedules. From 23 May to 15 June she had planes in the air every minute of the day, round-the-clock, with but three momentary breaks - once for bad weather and twice for fueling.

While proceeding with these routine operations (Generally southeast of Okinawa) ANZIO was ordered to conduct deception radio traffic - the transmission of messages skillfully designed to give the appearance of those sent out by Admiral Halsey's own flagship. Taking aboard a radioman from ComThird

Fleet's flag complements for the purpose of more effective deception - enemy monitors readily recognize one operator's style from another - she started her deception traffic at the very time (June 11) when the marauding task force 38, presently engaged in strikes on Honshu, headed south for replenishment, maintaining strict radio silence en route. The object was to give the impression to enemy radio monitors and traffic analysts that the powerful task force was still operating in the vicinity. Thus the little ANZIO was left as bait for the enemy aircraft based on nearby Kyushu, inviting attack either if her deception was successful or if it was discovered. Her crew has ever since insisted that theirs was the only ship to relieve the entire task force 38.

On the date of commencing the actual deception radio traffic, the ANZIO ruptured her aviation gas tanks while receiving aviation gasoline. During the rest of the day her voids, cofferdam and tanks had to be educted of Aviation Gas. Small leaks later proved to be more serious than first suspected, and eduction of Avgas continued every day. However, flight operations were continued until the next fueling. When the ANZIO went alongside a tanker on the 17th to fuel, she was unable to receive any gasoline, so she completed that day her deception traffic, and the task group set course for Leyte.

On arrival in Leyte on June 20th, ANZIO proceeded with replenishment, the repair of her gasoline tanks, and various other needed repairs in preparation for the next operation.

The ANZIO departed San Pedro Bay the morning of July 6 with her escorts as Task Group 30.6. The Group headed for a rendezvous about 600 miles due east of Tokyo, and there resumed anti-submarine sweeps in the vicinity of Task Force 38's replenishment force lying off to service Admiral Halsey's mighty naval torch on its spectacular "Month of fire" raids on the Japanese home islands.

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On the 10th of July the Commander of the THIRD Fleet commenced his attacks on Honshu, swinging North to Hokkaido for his next swooping foray, while the ANZIO continued anti-submarine warfare in empire waters East of Honshu. Once again the ANZIO had a round with a Nip sub. At 0747 the morning of July 16, Lieutenant (jg) W.M. McLane, USNR, on a regular TBM sweep sighted a submarine. He attacked at once and damaged it so that when it dived it left a trail of oil. The ANZIO dispatched the TAYLOR and KELLER to the scene and followed with remaining two escorts. A relief avenger, piloted by Lieutenant R.J. Nelson, USNR, tracked the leaking sub in its oil slick and made a new attack at 1000, apparently inflicting further damage to the wounded craft. Just before noon, the TAYLOR made a sound contact at a position in the slick indicated by Nelson and made a third and final attack, which was followed by several small and two violent underwater explosions. Admiral Halsey promptly praised: "Violent explosions emanating from Nip subs are music to all ears. Well done." Debris recovered included deck planking, cork, candles, Japanese personal letters and Jap paper money. The kill was subsequently officially awarded a "B" assessment - Probably sunk.

During the remainder of the Month ANZIO continued her daily round-the-clock anti-sub offensive, variously operating before fueling areas east and south of Tokyo, usually within 500 miles of Honshu. Her closest approach to the Japanese mainland was 241 miles from Honshu - the closest approach of any combat CVE to Tokyo prior to the surrender. Although the ANZIO had been prepared for protracted operations it had been expected that the THIRD Fleet raids, and consequent logistic support, would be completed at the end of the first week in August. However, for the first time in her career, world events were to crowd in on the ANZIO and change her orders time and again to keep her at sea for 47 continuous days. The delivery of the Potsdam Ultimatum on the 26th of

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July the unexpected entry of Russia into the war and the unbelievably advent of the Atomic Bomb were news items of great interest to all. Then, just before midnight on the 10th of August, a rumor was received on board the ANZIO that shook her as it did every ship in the fleet - Japan was ready to surrender!

All thru the night and morning in the ANZIO's radio shack, as everywhere else in the world where there were radio receivers, a nervous watch was kept waiting for the development of the rumor. For five long nerve-wracking days vigilance was maintained. Then, at two minutes past 0800 on the morning of August 15, 1945, just as the ANZIO's crew was moving topside for quarters for muster and physical drill, the word flashed in across the air waves. "President Truman announced Japanese have accepted Allied counter proposal on the surrender terms without qualification!" The announcement was made to all hands a few minutes later from the bridge, then were secured from quarters and celebration was spontaneous. The flight deck in the next few moments became a veritable madrigal of odd costumes and hysterical antics, one crewman masquerading as a Japanese war criminal, others "hanging" him from the island in mock gravity. The "EXTRA" edition of the ship's press news was promptly distributed so all could read the welcome words about peace. Two hours later the ANZIO received a dispatch from Admiral Nimitz which included the order to cease all offensive operations against Japanese forces.

Night flight operations were discontinued, however daylight defensive searches, were made. It was not until the 19th that orders were to proceed to Guan for a relief squadron. Arriving there the morning of August 22, the ANZIO's Task Group was dissolved upon entering Apra Harbor and reported to the Commander of the THIRD Amphibious Force for duty. Availability for machinery repairs was granted. That night her crew read with disappointment press dispatches which named a great force of men-o-war and auxiliaries which were slated to enter Tokyo harbor with Admiral Halsey's occupation force. The ANZIO's crew had

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been extremely proud of the fact that ANZIO had been the only escort carrier offensively to engage the enemy during his final forays in July and all hands had cherished the thought that they would have the distinction of entering Tokyo bay with Admiral Halsey's striking force. Even the hope of quick return to the States gave way to the realization that there was still work to be done as VC-13 left the ship relieved by new Composite Squadron 66.

The ANZIO on August 29, sailed from Guam and conducted refresher flight operations for her new pilots, and the next day reformed her old unit with CortDiv 72 (less the LERAY WILSON, as usual), and directing their course for Okinawa to participate in the occupation of Korea. On 2 September ANZIO had logged 156,518 miles two years after commissioning.

CHAPTER XI

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OCCUPATION OF KOREA

The ANZIO on August 29, sailed from Guam and conducted refresher flight operations for her new pilots, and the next day reformed her old unit, later designated task group 78.3, with CortDiv 72 (less the LERAY WILSON, as usual), and directing their course for Okinawa. After encountering heavy seas and high winds en route, the group entered Buckner Bay on September 3, reporting to the commander of the Seventh Amphibious Force for duty. On the 5th, the ANZIO stood out of the anchorage to provide air cover and anti-submarine patrol for the last time. Under ComTransRon 17 she provided air cover for occupation forces during sortie from Okinawa and en route to Korea. Numerous Jap mines were sighted and destroyed in the China Sea and Yellow Sea by the task group. The disposition passed through a swept channel in a Jap minefield in the vicinity of Kokuzan To. The transports proceeded to Jinsen (Inchon), while task group 78.3 continued on to an assigned operating area west of Korea. The ANZIO then provided air support for the landings, including A.S.P. and C.A.P. for the convoy entering the harbor. In the shallow Yellow sea her crew remarked the unusual color of the water, especially while in proximity to the mouth of the Yangtze River, which actually approached its name in hue, taking on a brazen cast and revealing its lack of depth in local discolorations at various points. On September 9, the ANZIO while fueling, cruised close enough to the China mainland to see the Shantung Peninsula. On the tenth, the support mission was completed, and task group 78.3 was dissolved, although the escorting vessels remained with this former command until the following morning.

The ANZIO entered Jinsen Harbor the morning of September 11. At noon, she dispatched her first "on the spot" radio press release as follows: "Jinsen,

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Korea, Sept. 11. First American carrier to anchor in Korean waters, USS ANZIO, at noon today anchored in Yellow Sea port Jinsen. Mutual curiosity expressed by U.S. Bluejackets who had never seen oriental sailing vessels before and by Korean sailors getting first look at aircraft carrier. Escort carrier ANZIO accompanied Seventh Fleet as 'just in case' air cover for American occupation landings. ANZIO had been first American carrier to anchor in Japanese waters (in Kwajalein Lagoon in February 1944)." orders were then received to lift personnel from the Jinsen area for the U.S.A., and the ANZIO'S crew rejoiced in the best word they had received since the end of the war - stateside-bound! on the 13th, the ANZIO, with officers and enlisted personnel billeted as passengers on her hangar deck, sortied from Jinsen escorted by the APD BALDUCK and the DE ROLF. The next day the ROLF was detached and ANZIO and BALDUCK continued as task unit 78.12.6 en route to Okinawa.

To men who had known the sea only during wartime, the majority of them never having seen the peacetime Navy, the luxury of steaming with ports and sponson doors wide open at night, a civilized waking in the mornings at the lazy hour of 0600, the pleasant tones of the bugle again heralding taps, the delightful ventilation where once dogged ports and hatches had made compartments at nighttime stuffy and oppressive - all these left them dazed until the final realization of peace gradually came over them and left them tired, relaxed and relieved in a way none had known since December 7, 1941, almost four years before. Already the comfortable neatness and efficiency of a ship at peace became evident: despite the addition of 400 passengers, meals were served with greater speed than ever and with just as high quality. And finally, on September 23, that crowning comfort of all - the disgarding of the onnipresent weight of lifebelts, helmets and gasmasks - left a warm sense of well-being throughout the whole ship.

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The ANZIO anchored in Hagushi Wan near Naha, the capital of Okinawa, on September 15, dismissing her escort and preparing to fuel and embark more passengers. But the following day a typhoon to the southward was threatening to pass close to the island, and the execution of the typhoon plan for retirement westward was ordered accordingly. The ANZIO reported for sortie to the light cruiser ST. LOUIS and sailed westward from Okinawa in heavy weather. During the 16th and 17th as the typhoon passed Okinawa, the ANZIO rolled and pitched in high seas, but her crew nonchalantly lashed all gear securely and paid the weather little heed; since the December typhoon in the Philippines Sea they hadn't considered anything under 25 degrees a real roll. On the 18th, with the typhoon well clear to the northward, the ANZIO stood into Buckner Bay, anchored and refueled. She then received additional passengers and, on September 19, 1945, got underway as task unit 16.12.2 with an 824-foot homeward-bound pennant streamed, her course set for Pearl Harbor. The journey was uneventful, and the ANZIO arrived at Pearl Harbor on September 30th, having logged 163,600 miles since she first put to sea two years and 6 days before.

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SUMMARY OF DAMAGE INFLICTED ON ENEMY

THE GILBERT ISLANDS

Land Targets: Enemy troop concentrations, gun emplacements and shore installations.

THE MARSHALL ISLANDS

Land Targets: Enemy troop concentrations, gun emplacements and shore installations.

THE BISMARCK ARCHIPELAGO

Enemy planes by ANZIO aircraft: 1 Jap Betty shot down

HOLLANDIA AIRFIELD, NEW GUINEA

Land Targets: Enemy troop concentrations, gun emplacements and shore installations.

THE MARIANAS

Shipping: Sank 10 landing barges.

Land Targets: Enemy troop concentrations, gun emplacements and shore installations.

Enemy planes by ANZIO AA: 8 shot down

Enemy planes by ANZIO aircraft: 10 shot down plus 8 probables plus 8 destroyed on the ground.

LEYTE OPERATIONS

Submarines: 1 sunk (Class "B" assessment)

IWO JIMA

Land Targets: Command Posts, caves, airfields, pill boxes, gun positions, troop concentrations, villages, trench and block houses.

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Enemy planes grounded: 2 destroyed, 5 damaged
Shipping: Damaged; 12 small craft of 500 ton.
Submarines: 1 sunk (Class "B" assessment)
1 damaged (Class "C" assessment)

OKINAWA

Land Targets: Warehouses, mills, factories, dwellings,
radar and radio installations, ammunition
dumps, tanks, observation posts, miscel-
laneous buildings and entire villages,
troop concentrations and concealed positions.

Enemy planes grounded: 2 destroyed.

Enemy planes by ANZIO aircraft: 8 shot down plus 3 probables.

Submarines: 1 attacked but insufficient evidence of
damage.

Shipping: Probably sunk: 5 suicide boats and
1-500 ton small craft.
Damaged 24 suicide boats.

STRIKE ON JAPANESE HOMELAND

Submarines: 2 sunk (2 class "B" assessments)

TOTAL DAMAGE TO TARGETS

Aircraft:

By ANZIO planes:

	<u>DESTROYED</u>	<u>PROBABLES</u>
Airborne	19	11
Grounded	12	8

By ANZIO AA:

Total	<u>8</u> 39	<u>19</u>
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Submarines: 4 sunk 1 damaged 1 insufficient
evidence of damage

Shipping: Sunk 10 landing barges
Probably sunk 5 suicide boats, 1-500 ton
small craft.

Damaged: 13 500 ton small craft
and 24 suicide boats.

All data on the ship's movements and task unit, group, and force designations have been taken from the ship's official records: log, war diary, and action reports. Additional references follow.

- Page 1. Date of launching from James C. Fahcy, "The Ships and Aircraft of the U.S. Fleet." (New York 1944).
- Page 29. Dispatch 191340 from ComThird Fleet to Commander Task Group 30.7, 19 November, 1944.
- Page 29. Dispatch 210554 from CinCPac to Commander Task Group 30.7, 21 November, 1944.
- Page 35. Dispatch 231957 from CominCh to CinCPac Rear, 23 June, 1945.
- Page 36. Dispatch 070753 from Commander Task Unit 52.2.3 to Commander Task Unit 50.7.1, 7 March, 1945.
- Page 40. Dispatch 090447 from Commander Task Unit 52.1.1 to TU 52.1.1, 9 April, 1945.
- Page 40. Dispatch 150540 from Commander Task Force 51 to Commander Task Group 52.1, 19 April, 1945.
- Page 41. Dispatch 311402 from ComTHIRD Fleet to Commander Task Group 30.6, 31 May, 1945.
- Page 43. Dispatch 170051 from ComTHIRD Fleet to Commander Task Group 30.6, 17 July, 1945.

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APPENDIX I

DOCUMENTS

- Page 36. Dispatch 040550 of 4 March 1945 from Commander Task Force 51 to Commander Task Unit 52.2 near conclusion of IIO operation: "Reduce night ASP as required to prevent dangerous pilot fatigue. xxx Consider that Anzio pilots deserve well done for their difficult night missions during adverse weather".
- Page 36. Dispatch 040800, 4 March 1945 from Commander Task Unit 52.2.3 to ANZIO quotes above dispatch and "xxx adds his well done xx".
- Page 36. Dispatch 050339, 5 March 1945 from Commander Task Group 52.2 to Anzio: "CTG 52.2 adds another 'Well Done' to the excellent skill and fortitude displayed by ANZIO night flyers during present arduous operations".
- Page 36. Dispatch 050519, 5 March, 1945 from ComFesCarFor to all carriers of TG 52.2, CTU 52.2.1, CTU 52.2.3, "The spirit of cooperation by all CVEs so tangibly manifested in public relations fields most gratifying. Results already becoming evident in return clippings from States. Keep up good work".
- Page 39. Dispatch 092115, 9 April 1945 from Commander Task Unit 52.1.1 to ANZIO, "Msg. Capt. Montgomery. Considering lateness of information given you your morning operation was smartly executed, well done".
- Page 41. Dispatch 022211, 2 June 1945 from Commander Task Group 30.8 to Commander Task Group 30.6 in regard to sub kill on 31 May 1945, "Congratulations on the haul of monkey meat. Keep up the good work".
- Page 43. Dispatch from CTG 30.8 to ANZIO in regard to sub kill on 16 July 1945, "Congratulations and well done to you and your gang for getting a Jap sub".

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Page 45. First endorsement by ComThirdFleet on Action Report of USS ANZIO and Task Group 30.6 Operation, 28 May - 1 July 1945. Serial 00282 26 August 1945, "xxx Excellent attacks as described in this report are a result of a well trained unit. The Commanding Officer, USS ANZIO is to be congratulated for maintaining such a high degree of training during long and tedious patrols".

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APPENDIX II

SQUADRONS ATTACHED

<u>SQUADRON</u>	<u>DATE REPORTED</u>	<u>DATE DETACHED</u>
VC 33	8 October 1943	9 August 1944
VC 82	6 to 8 Oct.(inc) 1944	14 March 1945
VC 13	13 March 1945	22 August 1945
VC 66	22 August 1945	-----

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APPENDIX III

ENEMY AIRCRAFT DESTROYED BY SHIP'S AA

<u>NUMBER</u>	<u>ASSESSMENT</u>	<u>DATE</u>
4	Certain	17 June 1945
4	Certain	18 June 1945

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APPENDIX IV

BIOGRAPHICAL SKETCHES

BIOGRAPHICAL SKETCH OF CAPTAIN H.H. TAYLOR, USN

Herbert Watson Taylor, Jr. was born on 13 August 1897. His boyhood home was in New Jersey, and his father was a Member of Congress from that state. The son entered the Naval Academy in 1917 and experienced some sea duty during World War I. He completed flight training at NAS Pensacola, and had deep interests in the aviation branch. For instance he experimented in landing aboard the USS RANGER with a list on the ship up to seven degrees. Like many others of the original USS CORAL SEA officers, he served aboard the RANGER, and was at one time her Navigator. In Washington he was assigned to the Photographic Division, Bureau of Aeronautics.

Captain Taylor's date of rank is 20 June, 1942. He became the first Commanding Officer of the CORAL SEA, after he had served several months in the pre-commissioning detail at Astoria, Oregon. Officers and men had mostly never been to sea before, and the primary responsibility of their training rested on Captain Taylor. One of his favorite (and necessary) admonitions was, "Don't dope off". He led the ship through the Gilberts, Marshalls, Bismark Archipelago, and Hollandia-Aitape operations, and was detached on 14 May, 1944 and became Commanding Officer of the CORPES (CVL 25).

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BIOGRAPHICAL SKETCH OF CAPTAIN P.W. WATSON USN

Paul Wesley Watson was born on 20 August 1902 and graduated from the Naval Academy with the Class of 1926. He completed flight training at NAS Pensacola Florida, and later served aboard the USS RANGER. He was the first Executive Officer of the USS CORAL SEA, and on 14 May, 1944 relieved Captain Taylor as Commanding Officer. He was shortly thereafter promoted to the rank of Captain. In this new assignment he mainly continued to carry out the previous policies, which he had already carried out as Executive Officer and had had a share in formulating. Captain Watson was in command of the CORAL SEA during the Marianas operation, while the ship was several times under enemy air attack, and he also was Commanding Officer of the MIZIO and task group commander when the MIZIO (3) group sank its first Jap sub. He was relieved on 4 December 1944 by Captain G.C. Montgomery, USN.

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BIOGRAPHICAL SKETCH OF CAPTAIN G.C. MONTGOMERY U.S. NAVY

George Cannon Montgomery was born on 4 February 1900 in Warrior Alabama, and attended high school in Blountsville, Alabama. After preparing at Marion Institute he entered the Naval Academy and graduated in 1924. His first regular duty assignment was on board the IDAHO where he served for a year, followed by four years of destroyer duty. He received his flight training at NAS Pensacola and then served three years with VS 9 aboard the USS PENSACOLA, after which he returned to NAS Pensacola for two years duty as instructor. The next two years he served with VF 3 followed by a year's duty as senior aviator of the MARYLAND. After attending the Naval War College and a tour at NAS Anacostia, D.C., he commanded VS 42 on the RANGER. During World War II he was Commanding Officer of the USS HUMBOLDT, primarily engaged in supporting patrol squadrons operating against enemy submarines off the Brazilian Coast, and skipper at NAS Chicago (Glenview) before taking command of the ANZIO and her anti-submarine task group on 4 December 1944.

Captain Montgomery inaugurated many new policies aboard the ANZIO. Notably he delegated more responsibility than did his predecessors. He carefully trained his subordinates in discharging these responsibilities, pointing out the "reasons why" concerning instructions to inexperienced officers. Hard training to develop the correct technique in night flight operations was initiated. This practice bore fruit in the Philippines, Iwo Jima, and Okinawa operations, and during the Third Fleet Strikes on Japan. While he was Commanding Officer, the ANZIO participated in many supporting missions against the enemy, attached squadrons knocked down ten Jap planes, and the ASW Group sank three Jap subs and damaged another.

In his address to the crew upon assuming command of the ANZIO he told them how proud he was to command a ship with such a fine war record. After V-J Day he expressed his admiration to all hands for their unexcelled fighting spirit, devotion to duty, and enviable war record.

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APPENDIX V

PHOTOGRAPHS

It will be noted that action photographs are missing from the enclosed set; all action photographs with negatives have been forwarded to Bureau of Aeronautics, Photographic Section, and are on file there.

Appropriate action photographs illustrating the activity of the ANZIO are as follows:

- CRLS #93 20 November 1943- Makin-Landing operations after bombardment by aircraft and ships, including CORAL SEA aircraft.
- CRLS #95 20 November 1943- Makin-Landing craft proceeding to objective under protection of air group.
- CRLS #100 20 November 1943- Makin- Numerous fires have been started by bombing and bombardment.
- CRLS #103 20 November 1943- Makin- Supply dumps and pill boxes being worked over by CORAL SEA air group.
- CRLS #154 26 January 1944- At Sea- Destroyer receives fuel from CVE-57.
- CRLS #163 1 February 1944- Kwajalein Island- Amphibious force moves toward flaming beach after bombing by air groups and by ships, including CORAL SEA planes.
- CRLS #176 3 February 1944- Kwajalein Island- Landing operations in full swing.
- CRLS #188 14 February 1944- Manus Island- Devastation to installations from air and surface attacks.
- CRLS #236 6 April 1944- Ward Room- Commemorating "First Jap plane shot down" by VC-33 - a cake is presented to pilots and fighter director who assisted in "splashing Jap Betty".
- CRLS #241 10 April 1944- Emirau- Building an American air field after driving Japs out. CORAL SEA provided air support.

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- CRLS #261 23 April 1944--NewGuinea--Pock marked Jap air strip at Aitape after heavy bombing by air groups, CORAL SEA group participating.
- CRLS #265 23 April 1944--NewGuinea--Bomb and shell craters on air strip at Aitape.
- CRLS #316 17 June 1944--Off Saipan--U.S.S. CORREGIDOR fires AA at incoming Jap torpedo plane as Task Group is attacked.
- CRLS #317 17 June 1944--Off Saipan--Burning Jap plane explodes astern U.S.S. CORREGODOR when attempting to press home attack
- CRLS #320 18 June 1944--Off Saipan--Accurate CORAL SEA fire brings down Jap planes as Task Group is attacked.
- CRLS #321 18 June 1944--Off Saipan--Jap plane brought down by CORAL SEA off starboard bow during evening attack.
- CRLS #325 20 June 1944--Saipan--CORAL SEA TBF makes observation run over U.S. Troop positions around Aslito Air Field.
- CRLS #352 9 July 1944--Guam--CORAL SEA TBF returns with a large hole in bomb bay from AA fire while TBF was on bombing mission over Guam.
- CRLS #356 5 December 1944--Ulithi--Capt. P.W. Watson, USN, gives farewell address to men prior to being relieved by Capt. G. C. Montgomery, USN.
- CRLS #381 19 December 1944--At Sea--Escorting DE comes alongside ANZIO.
- CRLS #420 20 February 1945--Off Iwo Jima--ANZIO FM takes a hit in fuselage but returns to base after completing its strafing mission at Chichi Jima.
- CRLS #422 7 March 1945--Iwo Jima--Mt. Suribachi, objective of numerous ANZIO support missions.
- CRLS #425 7 March 1945--Iwo Jima--Air support being given ground troops in the rugged North Western part of the island, ANZIO planes participating.

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- CRLS #444 16 April 1945-Aboard ship-Captain G. C. Montgomery, USN, congratulates Lt. F. B. Underman, USNR, for 5000th landing aboard.
- CRLS #447 18 April 1945-Okinawa-shows portion of town of Naha, target of ANZIO planes.
- CRLS #448 18 April 1945-Okinawa-Fires blaze in target area after ANZIO air group makes run.
- CRLS #449 18 April 1945-Ie Shima-U.S. amphibious forces have secured "Red" beach after bombardment in which ANZIO planes participated.
- CRLS #450 18 April 1945-Ie Shima-Damage done to sea wall and pier by rockets, bombs and shells near "Red" beach.
- CRLS #451 21 April 1945-Okinawa-Target for ANZIO planes, air field revetments at Naha after bombing.
- CRLS #452 18 April 1945-Ie Shima-Jap plane destroyed in its revetment.
- CRLS #454 18 April 1945-Ie Shima-Tanks and infantry move up under cover from air group.
- CRLS #457 18 April 1945-Ie Shima-Yanks dig in, now halfway across the island.
- CRLS #462 24 January 1945-At Sea-Stretcher patient from one of our DEs is transferred aboard for surgical treatment.
- CRLS #478 20 April 1945-Aboard ship off Okinawa-Ordnance crews readying 100 lb bombs for the next strike.
- CRLS #479 20 April 1945-Aboard ship off Okinawa-Arresting gear crew keep the traffic moving as plane after plane comes aboard from a strike on nearby bases.
- CRLS #525 21 May 1945-Aboard ship off Okinawa-Pilots explain to their intelligence officer, system they used in downing Jap planes.