

## Table of Contents

Unit and Personal Awards	12
WWII Chronology DD-371	15
Battle Stars	13

U.S.S. CONYNGHAM (DD371)

SHIP'S HISTORY

4 NOVEMBER 1936 - 2 SEPTEMBER 1945

156625

**FILMED**

ENCLOSURE (A)



Commissioned 4 November 1936 at Boston Navy Yard,  
Boston, Massachusetts.

### 1937

26 February - 26 March dock and speed trials at  
Boston Navy Yard.

12 April stood out of Boston enroute Norfolk,  
Virginia. Arrived Norfolk 13 April.

15 April commenced shakedown cruise on which it  
visited Ponta Delgada, Azores; Copenhagen, Denmark; Helsinki,  
Finland; Antwerp, Belgium; Southampton, England returning to  
Boston Navy Yard 14 June for overhaul.

12 October (having completed official trials) en-  
route San Diego, California via Norfolk, Virginia; Guantanamo,  
Cuba; Canal Zone arriving San Diego 30 November.

CONYNGHAM assigned as unit of DesDiv-5, DesRon-3,  
DesFlot-1, Battle Force, U.S. Fleet with San Diego as a home  
base.

### 1938

1 January - 10 July engaged in Gunnery and Tactical  
Exercises. 15 January - 28 April CONYNGHAM participated in  
fleet maneuvers and war games (fleet problem XIX).

11 July enroute San Francisco, California to take  
part in Presidential Review.

16 July returned to San Diego to resume Gunnery  
Exercises.

### 1939

4 January enroute Guantanamo, Cuba via Canal Zone  
with U.S. Fleet. 13 February - 27 February fleet maneuvers  
and war games (Fleet Problem XX) conducted in Gonave Island,  
Guantanamo Area.

21 March enroute Mare Island Navy Yard, California  
via Canal Zone for overhaul. Arrived 25 March.

19 July - 31 December based at San Diego while en-  
gaged in Gunnery and Tactical Problems.

## 1940

1 January - 26 April based at San Diego while engaged in Gunnery and Tactical Exercises. 1-26 April participated in fleet maneuvers and war games (Fleet Problem XXI) off California coast.

26 April enroute Pearl Harbor, T.H. CONYNGHAM operated in and around Hawaiian Islands area for the next 6 months.

4 November enroute San Diego. Arrived San Diego 9 November.

9 December CONYNGHAM returned to Pearl Harbor for overhaul.

## 1941

1 January - 2 March based at Pearl Harbor for overhaul and tactical exercises.

3 March - 10 April CONYNGHAM engaged in tour of South and Southwest Pacific harboring at Pago Pago; Sidney and Brisbane, Australia; Suva, Fiji Islands arriving Pearl Harbor 10 April.

10 April - 22 October operated in Hawaiian Area.

23-29 October enroute San Francisco, California, returning to Pearl Harbor 20 November where she remained until 7 December.

## WAR RECORD

7 December 1941 - Moored alongside WHITNEY, Pearl Harbor, in nest of five destroyers. Assisted in shooting down four attacking planes.

December 1941 - September 1942 - Convoy, escort, and patrol duties in Pacific and Southwest Pacific.

3-6 June 1942 - Battle of Midway. No direct action with the enemy.

26 October 1942 - Battle of Santa Cruz, acting as screening unit for Task Force 16. This vessel was credited with three (3) definites and nine (9) possible enemy planes.

2 November 1942 - Bombarded Kokumbona, Guadalcanal as a unit of TU 62.4.4.



7 February 1943 - Bombarded Doma Cove Area, Guadalcanal.

17 February 1943 - Enemy night aerial torpedo attack off San Cristobal. As a unit of TU 62.7.2. One (1) enemy plane credited to CONYNGHAM.

February - June 1943 - Escort, convoy and patrol duties between South Pacific Islands and Australia.

1-3 July 1943 - Kiriwini and Woodlark Island landings.

23 August 1943 - Bombardment of Finschhafen, New Guinea.

4 September 1943 - Landings at Lae, New Guinea, enemy air attacks. Attacked by three VALS while proceeding independently enroute Buna. Two near misses of 100 lb. bombs off the port quarter caused minor damage to ship and wounded one man, BRANAMAN, Dale Finley, CTM, U.S. Navy, of Arvada, Colorado, who received the Purple Heart.

22 September 1943 - Task Force 76 attacked by 12 enemy torpedo and fighter planes off Finschhafen, New Guinea. This vessel was credited with shooting down one (1) enemy torpedo plane.

15 December 1943 - As a unit of Task Force 76, participated in landing at Arawe, New Britain. CONYNGHAM remaining in area to pick up LCT survivors. At 0900, while steaming independently, a flight of approximately 30 enemy planes were observed approaching to the North. Three (3) peeled off to attack the CONYNGHAM, making successive dive-bomber attacks. One (1) plane was destroyed by main battery fire. All bombs narrowly missed the ship.

26 December 1943 - As a unit of Task Force 76, participated in landing at Cape Gloucester, New Britain.

2 January 1944 - As a unit of Task Force 76, participated in landing at Saidor, New Guinea. The operation was uneventful.

During the operations off New Guinea and New Britain, from 4 September 1943 to 2 January 1944, CONYNGHAM acted as Flagship for Admiral Daniel E. BARBEY, CTF 76.

19 March - 24 May 1944 - Routine overhaul, Mare Island Navy Yard, California.

28-29 May 1944 - Pearl Harbor, T.H.



6 June 1944 - Enroute Saipan as a unit of TG 58.7 of Task Force 58. Took part in preliminary bombardment and counter-battery action 13th June.

19 June 1944 - As a screening unit of TG 58.7, participated in Philippine Sea Enemy Air Attacks. The CONYNGHAM was credited with one (1) enemy plane in conjunction with the U.S.S. MINNEAPOLIS.

23 June - 5 August 1944 - During this time the CONYNGHAM acted as fire support, escort, and patrol vessel in Saipan, Tinian, and Guam areas. In general the fire support was extremely close, with 20mm and 40mm batteries affecting a close coverage.

In October 1944, the CONYNGHAM as a unit of DesRon FIVE was transferred from 5th to 7th Fleet.

4 November 1944 - CONYNGHAM arrived in Leyte Gulf with resupply echelon. General enemy air attacks in area and on shipping.

16 November 1944 - Strafed by a low-flying "JAKE" while a unit TU 78.2.34 in Leyte Gulf, off Dulag. Minor material damage inflicted with seventeen (17) men wounded. Following is the names and addresses of those who were wounded and received the Purple Heart:

Lieut(jg) C.J. FULLER, USNR, Laurelton, Long Island, N.Y.  
ABBOTT, E.G., 382 13 01, CGM, USN, San Francisco, Calif.  
DICKINSON, R.L., 234 13 16, CCS, USN, San Francisco, Calif.  
VAN BAUGH, H., 662 16 17, TMLc, USNR, Fresno, Calif.  
SUTTON, C.T., 337 20 53, WTlc, USN, Springfield, Ill.  
DAGGETT, A.A., 400 46 19, MMLc, USNR, Sebago Lake, Maine.  
DZYACKI, E.J., 386 06 81, EM2c, USN, Puyallup, Wash.  
CUNLIFFE, P.A., 708 38 23, RM3c, USNR, Jersey City, N.J.  
PICKARD, W.L., 376 64 25, RM3c, USN, Berkeley, Calif.  
DOBRUCKI, E.J., 244 05 91, Cox., USN, Philadelphia, Pa.  
BECK, C.D., 604 93 95, Slc, USNR, Selma, Ala.  
JONES, W.J., 837 35 59, Flc, USNR, Verbena, Ala.  
DEE, L.R., 804 27 73, S2c, USNR, Concord, Mass.  
KEENER, G.H., 412 99 60, Slc, USNR, Silver City, N.M.  
TENNEY, D.N., 377 99 96, Slc, USNR, Central Valley, Calif.  
SMOTHERS, J.M., 313 50 79, S2c, USNR, West Frankfort, Ill.  
STEWART, C.J., 838 35 80, Flc, USNR, Springsville, Ala.

7 December 1944 - As a unit of TG 78.3 in the landing of the 77th Division at Ormoc Bay, participated in bombardment and covering fire and resisted enemy suicidal air attacks throughout the day. This vessel escaped damage and shot down one (1) VAL suicide attacker close aboard to starboard, also receiving credit for several assists.



11 December As a unit of Ormoc Resupply Echelon with CDS-14 as OTC engaged in enemy suicidal attack while enroute Ormoc. Two suicide planes crashed into REID sinking her immediately. Remaining enemy suicide planes driven off by heavy automatic weapons fire.

12 December 1944 - At dawn a DINAH strafed ineffectively and dropped a small bomb, landing about 200 yards off the port quarter. Shortly thereafter, two FRANCES's made ineffective strafing runs from astern over the port side. Heavy air attacks continued on the unit as it retired through the Camotes Sea. At one time several planes attacked the CALDWELL and CONYNGHAM, hitting the former and narrowly missing the latter. One, exploding over the fantail, caused several men to go over the side, to be picked up shortly by LCM's of the unit, no casualties to personnel.

After a few escorting duties through the Surigao Straits, this vessel proceeded to Manus, Admiralty Islands.

3-13 January 1945 - Participated in Lingayen assault unit as a member of Echelon G-3. On 12 January, off Manila, the unit was subjected to several air attacks, no ships were sunk, however.

31 January - 2 February 1945 - Participated in bombardment and landing at Nasugbu, Luzon, as a member of TG 78.2.

15-16 February 1945 - As a unit of TG 78.3, participated in Mariveles-Corregidor landings. Several floating mines were exploded by automatic weapons fire. One enemy "Q" boat was destroyed seven miles off Corregidor. One officer was wounded by the explosion, Lieut(jg) Elmo S. Irby, USNR, of Fort Worth, Texas, who received the Purple Heart.

28-29 February 1945 - Participated in the bombardment and landing at Puerto Princessa, Palawan, P.I.

24-29 March - As a unit of TG 78.2, participated in landing operations Cebu Island, P.I. Only enemy forces encountered were midget submarine and three enemy planes.

19-26 April - As a unit of TG 78.2, participated in troop landings at Polloc Harbor, Mindanao, P.I. No enemy contacts. No fire support.

1-4 May - As a unit of TG 78.2, participated in landing operations Davao Gulf, Mindanao Island, P.I. No enemy contacts. No fire support.

9-13 May - As a unit of TG 78.2, participated in resupply operations Davao Gulf and covered minesweeping operations, giving fire support as requested.

26 June - 4 July - As a unit of TG 78.2, participated in amphibious operations Balikpapan, Borneo Island. Conducted shore bombardment as scheduled. Counter-battery fire engaged with enemy shore units. No damage to ship.

9-21 July - Participated as a unit of a resupply group to Balikpapan. No enemy units encountered.

22 July - Enroute to Subic Bay, Luzon Island, P.I., for overhaul.

Arrived Subic Bay 31 July for overhaul. Undergoing overhaul when surrender offer made. Moved to Leyte Gulf 31 August, and present at Leyte Gulf for official V-J Day Celebration.

OFFICERS COMMANDING DURING PERIOD OF WAR:

<u>PERIOD</u>	<u>NAME</u>	<u>RANK</u>	<u>ADDRESS</u>
1941 - 1942	HENRY C. DANIEL	Commander	San Francisco, Calif.
1942 - 1943	JAMES H. WARD	Commander	San Francisco, Calif.
1943 - 1945	BROWN TAYLOR	Commander	Annapolis, Maryland.
1945 -	FRANK W. BAMPTON	Lieut-Comdr	Tacoma, Washington.

AWARDS RECEIVED BY INDIVIDUALS WHILE SERVING ABOARD THE U.S.S. CONYNGHAM:

<u>AWARD</u>	<u>NAME, RANK/RATE</u>	<u>DATE</u>	<u>REASON FOR AWARD</u>
Silver Star	JAMES H. WARD, Comdr., USN.	9-4-43	For excellent ship handling during enemy air attack on Task Force 76, Finschhafen, New Guinea.
Silver Star	BROWN TAYLOR, Comdr., USN.	12-7-44	For excellent ship handling during enemy suicide attacks at Ormoc Bay, P.I.
Bronze Star	JAMES H. WARD, Comdr., USN.	2-17-43	For outstanding service as CTU 62.7.2 while under air attack near Guadalcanal.



# AWARDS (Cont'd)

<u>AWARD</u>	<u>NAME, RANK/RATE.</u>	<u>DATE</u>	<u>REASON FOR AWARD</u>
Bronze Star	BROWN TAYLOR, Comdr., USN.	12-11-44	For excellent ship handling during enemy suicide attacks on TG 78.3 at Ormoc Bay, P.I.
Bronze Star	FRANK W. BAMPTON, Lieut-Comdr., USN.	1-26-45 to 7-5-45	For the Philippine Campaign.
Letter of Commendation (with ribbon)	ROBERT W. PATTON, Lt. MC, USNR.	11-16-44	For his excellent and skilled work caring for wounded, and his organization of a surgical team at Leyte Gulf.
Letter of Commendation (with ribbon)	SAM R. McCAIN, Lt(jg), USNR.	12-11-44	For outstanding work as Gunnery Officer during air attacks, Ormoc Bay, P.I.
Letter of Commendation (with ribbon)	EIMO S. IRBY, Lt(jg), USNR.	12-11-44	For outstanding work as Gunnery Officer during air attacks, Ormoc Bay, P.I.
Letter of Commendation (with ribbon)	BARNES, W.A., GM2c, USNR.	12-11-44	For outstanding work at 40mm directors during enemy air attacks, Ormoc Bay, P.I.
Letter of Commendation (with ribbon)	WILSON, C.C., FC3c, USNR.	12-11-44	For outstanding work at 40mm directors during enemy air attacks, Ormoc Bay, P.I.
Letter of Commendation (with ribbon)	LOMBARDI, F., Slc, USNR.	12-11-44	For outstanding work at 50 Cal. machinegun during enemy air attacks Ormoc Bay, P.I.
Letter of Commendation (with ribbon)	STEELE, J.L., Slc, USNR.	12-11-44	For outstanding work at 50 Cal. machinegun during enemy air attacks Ormoc Bay, P.I.

USS CONYNGHAM (DD-371) -1-  
SERVICE

SOURCE	DATE	DEPARTED	ARRIVED	DATE	REMARKS
CO history					As of 7 Dec 41 undergoing repairs at P. H.; assisting in downing 4 Jap planes and under way by 1700 for patrol. Operated out of P. H. on patrol and convoy duty until Jan 42; entered Mare I. for avail. until 24 Jan. Convoy duty to Johnston I. Returned to Mare I. (1-11 Mar) for availability. Continued convoy escort duty between West Coast and N. H. Screening ENTERPRISE and HORNET in Battle of Midway 3-5 Jun. Resumed convoy duties until Oct 42.
	16 Oct 42	Pearl Harbor	Sortied with TF 16 screening ENTERPRISE in Battle off Santa Cruz; defending carriers from 170-180 enemy planes. Commenced operating in support of Guadalcanal operation. 2 Nov: bombarded Kokumbona; then screening FULLER, forced to maneuver to avoid units of TF 65 and collided with FULLER flooding her firerooms, knocking her no. 1 stack to deck and losing all electrical power forward. Gained enough power to limp to Espiritu Santo (5-11 Nov 42);		
	24 Nov 42	Noumea	Noumea	14 Nov 42	Emergency repairs.
	25 Jan 43	Pearl Harbor	Pearl Harbor	4 Dec 42	Repairs.
			Espiritu Santo	4 Feb 43	Resumed support of Guadalcanal operation. On 7 Feb bombarded Doma Cove area. Continued escort, convoy and patrol duties between S. Pac Is. and Australia through Jun 43. 1-3 Jul: joined TF 76 for landings on Woodlark and Kiriwini Is. off New Guinea. 23 Aug: bombarded Finschhafen, N. G. 4 Sep: screened landings at Lae, N. G.; withdrew to Buna and attacked by 3 bombers for near misses, causing loss temporarily of steering control and injury of 1 man.



USS CONYNGHAM (DD-371) -2-  
SERVICE

SOURCE	DATE	DEPARTED	ARRIVED	DATE	REMARKS
CO history			22 Sep 43:		participated in landings north of Finschhafen, N. G. To
	20 Oct. 43	Townsville, Australia	Brisbane	8 Oct 43	Repairs.
	1944:		15 Dec:		supported landing on Arawe, New Britain.
	6 Jan 44	N. G.	26 Dec:		supported landings on Cape Gloucester, N. B.
	10 Feb 44	Brisbane	2 Jan 44:		landings at Saidor, N. G.
	2 Mar 44	N. G.	Brisbane	9 Jan 44	Drydocked.
	24 May 44	San Francisco	N. G.	13 Feb 44	Resumed escort and patrol.
			San Francisco	18 Mar 44	Overhaul.
			Via P. H. to Majuro and rendezvous with TF 58. Sortied as part of screen for NEW JERSEY for Marianas operation.		
			13 Jun: bombarded Saipan.		
			23 Jun-5 Aug: acting as fire support, escort and patrol vessel in Saipan, Tinian and Guam area. In Saipan duty tried psychological warfare broadcasting assurances of safeconduct over pa system; bombarded diehards who refused to surrender.		
			Leyte Gulf	4 Nov 44	Transferred to 7th flt; screened resupply echelon for Leyte op. On 16 Nov strafed by float plane; 17 wounded.
			7 Dec: covered landings at Ormoc Bay under heavy air attack		
			11 Dec: resupply convoy to Ormoc.		
			Manus	23 Dec 44	Availability. To Hollandia to escort convoy back to Leyte
	1945:		for landings at Lingayen Gulf 4-18 Jan 45.		
			Assisted crippled SHADWELL to San Pedro Bay 25 Jan.		
			31 Jan: bombardment station off San Diego Pt., Luzon; engaged PT and suicide boats on night of 1 Feb.		
			14-16 Feb: participated in Mariveles-Corregidor landings		
			28 Feb-1 Mar: supported landings at Puerto Princessa, Palawan. In Subic Bay for availability 10-16 Mar.		
			Continued routine landings on Polloc Harbor, Mindanao (19 Apr); Davao Gulf (1 May); bombardment of Balikpapan, Borneo		
			26 Jun-4 Jul.		
			Subic Bay	22 Jul 45	Overhaul; still there at end of war. Used in atomic tests in 1946; decommissioned 12/20/46.

(Earned 14 Battle Stars for WW II service).

## Unit and Personal Awards

<b>Unit Awards with Battle and Engagement Stars</b>
AMERICAN AREA DEFENSE - 1 Bronze Star
AMERICAN AREA SERVICE RIBBON
ASIATIC-PACIFIC RIBBON - 2 Silver Stars
PHILIPPINE LIBERATION RIBBON - 1 Bronze Star
BALIKPAPAN, BORNEO OPERATION - 1 Bronze Star
MANILA-BICOL-NASAGBU OPERATION - 1 Bronze Star
CONSOLIDATION OF SOUTHERN PHILIPPINES - 1 Bronze Star

<b>Personal Awards</b>
Commander J. H. Ward: Silver Star and Bronze Star
Commander Brown Taylor: Silver Star and Bronze Star
Ship's Company: 8 Commendation Ribbons
Ship's Company: 18 Purple Hearts

## USS CONYNGHAM (DD-371)

### Battle Stars

1. 1 Star Pearl Harbor 7 December 1941
2. 1 Star Battle of Midway 3-6 June 1942
3. 1 Star Battle of Santa Cruz Islands 26 October 1942
4. 1 Star Capture and Defense of Guadalcanal 2 November 1942
5. 1 Star Consolidation of Solomon Islands 17 February 1943
6. 1 Star Eastern New Guinea Operation
  - Lae Operation 4 September 1943
  - Finschhafen Occupation 22 September 1943
  - Saidor Occupation 2 January 17-19-1944
7. 1 Star Bismark Archipelago Operation
  - Supporting Air Actions 15-16 December 1943
  - Cape Gloucester, New Britain 26 December 1943
8. 1 Star Marianas Operation
  - Capture and Occupation of Saipan 14 June-12 July 1944
  - Battle of Philippine Sea 19-20 June 1944
  - Capture and Occupation of Guam 21-23 July 1944
9. 1 Star Tinian Capture and Occupation 24 July-10 August 1944
10. 1 Star Leyte Operation
  - Leyte Landings 4-13, 19-29 November 1944
  - Ormoc Bay Landings 7-8 December 1944
11. 1 Star Lingayen Gulf Landings 4-18 January 1945
12. 1 Star Balikpapan Operation 26 June- 9 July 1945

13. 1 Star Manila Bay Bicol Operation

Nsugbu 31 January-5 February 1945

Marivolos Corregidor 14-28 February 1945

14. 1 Star Consolidation of the Southern Philippines

Palawen Islands Landings 28 February-1 March 1945

Mindanao Island Landings 17-23 April- 3 May 1945

Visayan Island Landings 26-28 March 1945



# World War II Chronology of DD-371

**Pearl Harbor: 7 December 1941**

**Battle of Midway: 3-6 June 1942**

**Battle of Santa Cruz: 26 October 1942**

**Kokumbona Area, Guadalcanal Bombardment: 2 November 1942**

**Doma Cove Area Bombardment: 7 February 1943**

**San Christobal - Night Aerial Torpedo Attack: 17 February 1943**

**Kiriwini and Woodlark Landings: 1 July 1943**

**Finchaffan, New Guinea Bombardment: 23 August 1943**

**Finchaffan, New Guinea Landing: 22 September 1943**

**Lae, New Guinea Landing and Aircraft action: 4 September 1943**

**Cape Merkus - Arawe, New Britain Landing and Enemy Aerial Attacks: 15 December 1943**

**Cape Gloucester, New Britain Bombardment and Landing: 12 December 1943**

**Saidor, New Guinea, Landing: 2 January 1944**

**Mare Island for Repairs (Ship company granted 30 day leave)**

**Saipan, Marianas - Air strikes and enemy air action: 12 June 1944**

**Saipan- Bombardment and Counter Battery action: 13-14 June 1944**

**Garapan Town - Saipan Bombardment: 16 June 1944**

**First Battle of the Philippine Sea: 19-21 June 1944**

**Saipan, Bombardment of Hagashinara: 25 June 1944**

**Saipan, Bombardment: 4 July 1944**

**Enemy Air Attacks off Saipan: 7 July 1944**

**Fire Support Mission off Saipan: 8-9 July 1944**

**Guam, Marianna Operation: 18 - 22 July 1944**

**Tinian, Mariannas - under air strikes while supporting assault: 26 July - 2 August 1944**

**Marco Point Tinian Bombardment - Assisted in influencing several hundred of the enemy to surrender: 5 August 1944**

**Leyte Gulf; Air Action: 12 November 1944**

**Leyte Gulf Enemy Air action: 9 - 23 November 1944**

**Dispatched to San Pedro Bay, P.I. Enemy action: 19 November 1944**

**Leyte Gulf Air Action: 24-27 November. (Hairy.)**

**Ormoc Gulf Bombardment, covering assault landings, under consistent Suicide bomber attacks: 7 December 1944 (Really hairy.)**

**Surigao Straits heavy enemy air attack: 11 December 1944**

**Leyte Gulf Enemy suicide dive bomber attacks: 14-19 December 1944**

**Off Manila Heavy enemy air action: 12 January 1945**

**Lingayen Gulf, Luzon escort Resupply fleet, heavy air attacks: 13 January 1945**

**Nasugbu, Luzon, Bombardment covering assault landing: 31 January 1945**

**Mariveles Harbor, Luzon Landing: 15 February 1945**

**Corregidor, Resupply: 17 February 1945**

**La Monja Island P.I. Bombardment and destruction of enemy mines: 19 February 1945**

**Puerto Princessa, Palawan. P.I. Bombardment of Shore installations and landing: 2 February 1945**

**Talisay, Cebu P.I. Landing of Troops and Bombardment of Cebu City. Action with enemy submarine: 24-29 March 1945**

**Pollock Harbor, Mindanao, P. I. Participation in the occupation: 19 - 23 April 1945**

**Sanata Cruz, Mindanao Support Assault Landing: 1-4 May, 1945**

**Taloma Bay, Davao, Mindanao. Bombardment of enemy troops, supply dumps, gun emplacements: 9-11 May 1945**

**Cape Augustine, Mindanao, P. I. Bombardment: 19 May 1945**

**Balikpapan, Borneo, N.E. Bombardment, Landing, Counter Battery fire: 26 June - 4 July 1945**

**Balikpapan Escort resupply fleet, support bombardment: 12 - 15 July 1945**

**Ship was anchored in Subic Bay, Philippine Islands when war ended. All hands began "Counting Points." Us regular navy types watched with envy as the crew began to be relieved and returned to civilian life.**



## SHIPS NAMED CONYNGHAM

On 11 December 1944 the destroyer was again underway with reinforcements for Ormoc Bay. The morning of 12 December a suicide plane was buffeted by 5-inch fire as it dived for CONYNGHAM. But shells of CONYNGHAM caused the enemy to plunge into the water barely clear of her port screw guard. Time and again CONYNGHAM gunners met enemy aerial attacks with the limit of the capacity of her gun batteries. She returned to San Pedro Bay the night of 12 December 1944 having earned the high praise of Commander, Destroyer Squadron 14: "To say well done to such a hard fighting and gallant group of officers and men who under the most trying circumstances showed their guts and grit is an honor which I highly prize."

CONYNGHAM continued to cover resupply lanes to Ormoc until 23 December 1944. She then guarded an amphibious landing convoy to Lingayen Gulf, arriving 13 January 1945. Troops were soon ashore and the destroyer next found herself providing gunfire support to the landings at Nasugbu, Luzon, 27 January-2 February 1945. She protected minesweepers at the mouth of Manila Bay 15 February 1945 and destroyed an explosive-laden suicide craft in the early morning darkness of the 16th as she continued to support the landings in the Mariveles Harbor-Corregidor areas of Manila Bay.

CONYNGHAM joined in the assault at Puerto Princesa Harbor, Palawan, 26 February-3 March 1945 and gave gunfire support to troops landing at Talisay, Cebu Island, 24-29 March 1945. She hit enemy supply and troop dispersal areas in Davao Gulf 9-13 May, then joined in amphibious rehearsals on the southeast coast of Morotai to prepare for the impending liberation of Borneo. On 26 June 1945 she got underway for Balikpapan, Borneo, where she provided gunfire support to the landing of Australian troops 1-3 July 1945. She twice protected reinforcement convoys between Morotai and Balikpapan before the end of the month.

CONYNGHAM departed Balikpapan 21 July with an amphibious landing ship convoy which entered Subic Bay, Luzon, 27 July 1945. She was anchored in Subic Bay when hostilities ceased 15 August and got underway 5 September as a unit of the escort for an amphibious convoy which reached Buckner Bay, Okinawa, the 10th. The destroyer returned to Subic Bay 15 September and departed the Philippines 2 November for home.

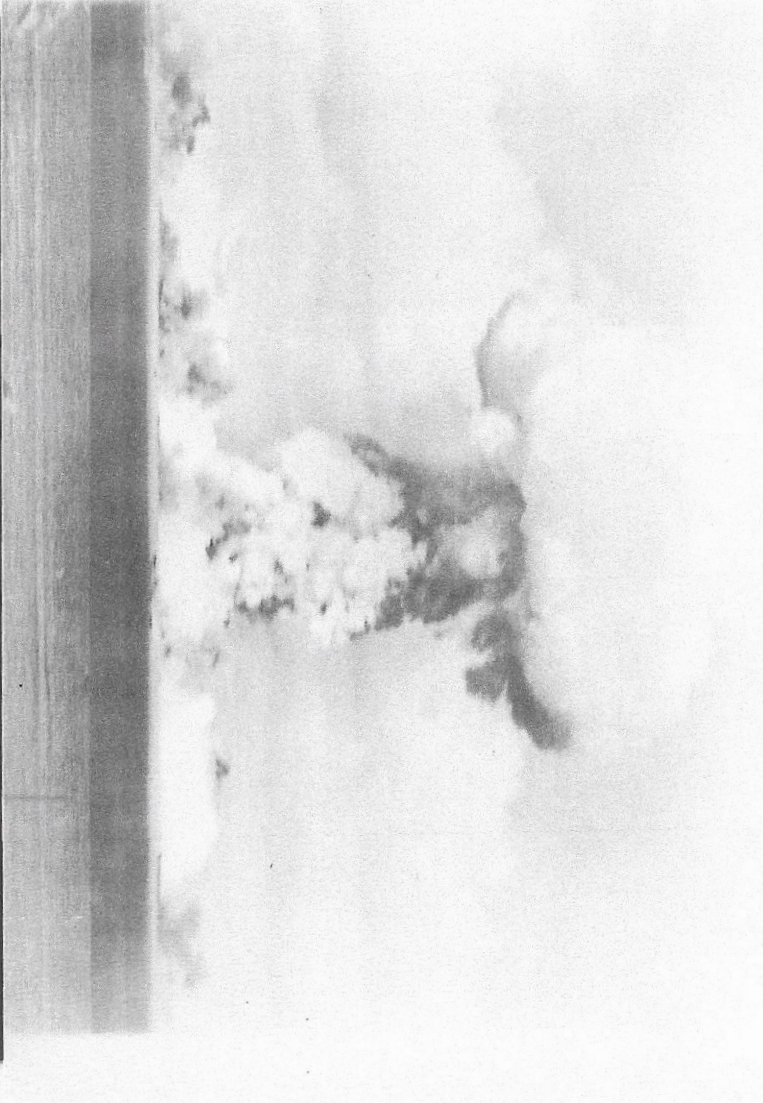
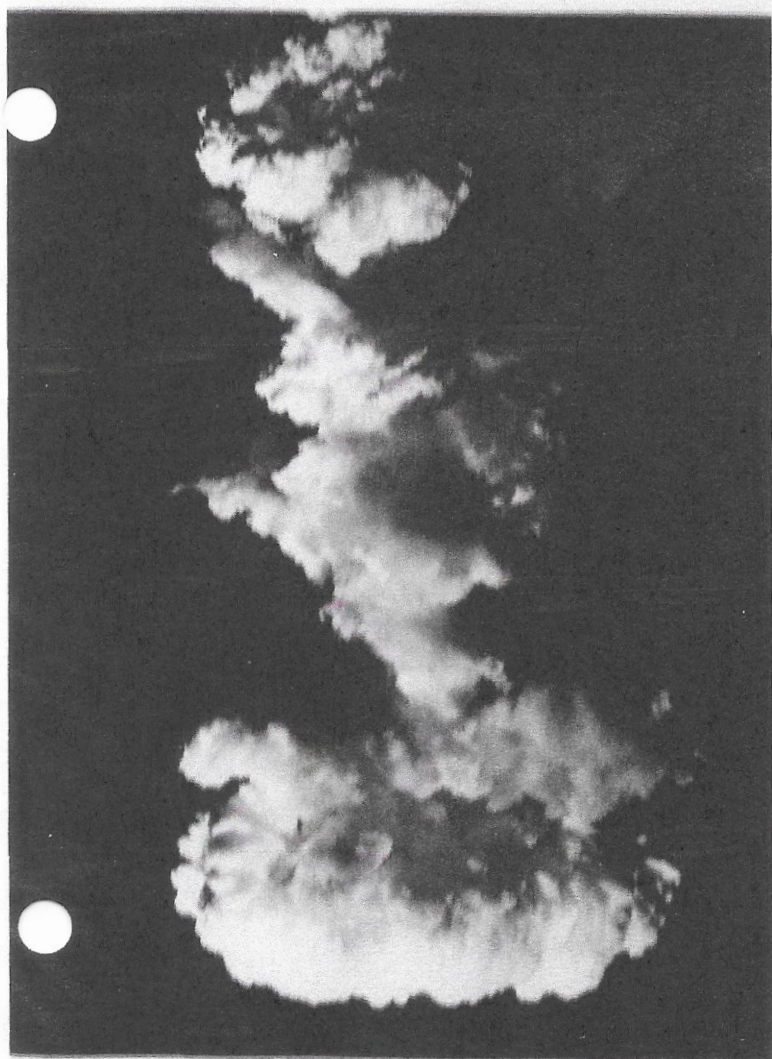
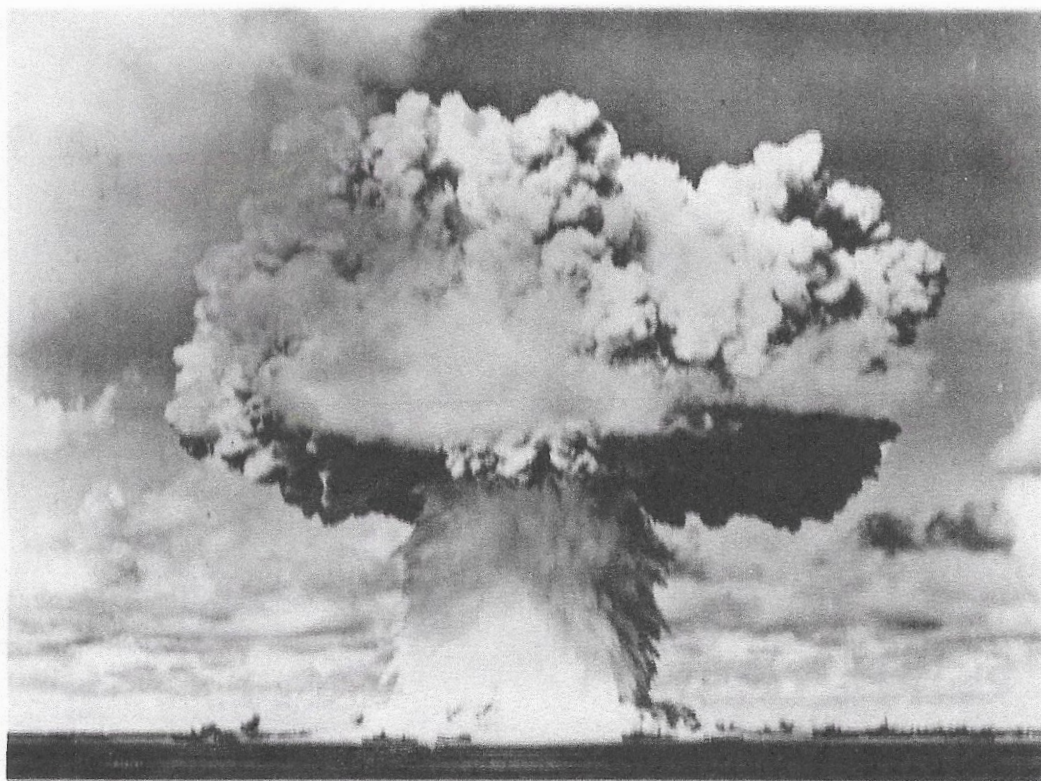
## SHIPS NAMED CONYNGHAM

Following the magnificent victory in the Battle of the Philippine Sea, CONYNGHAM took radar picket station in the Saipan transport area and gave fire support to troops ashore until 9 July. She then joined the screen of escort carriers pounding targets throughout the Marianas in support of advancing troops. On 5 August 1945 she routed Japanese from caves and crevices on East Tinian and persuaded a good number to surrender by appeals made from an electric "bull horn." Thereafter she joined a patrol and escort force operating between the Marshalls and Marianas Islands. Her most frequent convoy escort voyages were made between Saipan and Eniwetok.

CONYNGHAM departed Eniwetok 18 October 1944 and reported to the Seventh Fleet for duty at Hollandia, New Guinea, 20 October 1944. The liberation of the Philippines began 20 October with the landings at Leyte and the remnants of the Japanese Fleet fled in stunning defeat 25 October 1944 as CONYNGHAM departed Hollandia with 19 merchant ships carrying logistic supplies destined for San Pedro Bay. She reached her destination 7 November 1944 and began patrol in Leyte Gulf to guard incoming and outbound convoys.

CONYNGHAM was guarding a tank landing ship (LST) convoy in the deep twilight of 16 November when an enemy float plane passed directly over the destroyer. LST's opened fire on the enemy aircraft with the result that six "friendly" 20-mm shells landed on CONYNGHAM. The phosphorus-filled missiles injured 1 officer and 16 men of the destroyer. She gave bombardment support to the landing of the 77th Infantry Division in the Ormoc Bay Assault Area 7 December 1944. Suicide attacks of enemy planes were repelled throughout the same day. One single engined plane emerged from clouds in a weaving glide and was hit repeatedly as it continued in. When about a hundred yards from CONYNGHAM, the enemy aircraft went into a fluttering spin and dropped into the sea to the tremendous relief of all hands. There was a split second of silence, then a rolling cheer of triumph was heard throughout the ship. Less than an hour later two suicide planes attacked the rear of the LST formation and combined fire from all ships as well as a P-38 fighter followed the enemy within 100 feet of an LST at masthead height. Both enemy planes were knocked down into the sea. The destroyer passed back through Surigao Strait that night and anchored in San Pedro Bay.







## Navy Guns, Bombs Sink Bikini Ship

Gun and aerial bombardment has sunk another of the Bikini atom bomb target ships, the U. S. destroyer Conyngham.

The 11th Naval District announced today the 12-year-old destroyer went down Friday about 130 miles off the Southern California coast—the same area in which the heavy cruiser Salt Lake City was sunk in May. Both ships were targets for gunnery and aerial bombardment practice.

Six other destroyers and Marine Corps planes attacked the Conyngham for 25 minutes before she sank, the announcement said. She was the Navy's second Conyngham, named for Revolutionary War Capt. Gustavus Conyngham.

er touching Eniwetok and Pearl Harbor C' NGHAM reached San Diego, California, 21 November 1945. She set course for Pearl Harbor 27 December 1945 and staged with units of the joint task force preparing for the Atomic Bomb experiments in the Marshalls. She got underway from Pearl Harbor 23 May 1946 and reached Bikini Atoll 20 May 1946. The veteran destroyer survived the atomic tests, departing 22 August for Kwajalein, thence to Pearl Harbor where she remained from 5 September to 11 October 1946. She entered the Mare Island Naval Shipyard 17 October 1946 and decommissioned there 20 December 1946. She was taken out to sea and scuttled 2 July 1948.

CONYNGHAM (DD-371) received 14 battle stars for the World War II Operations

## A brief history of the destroyers involved in the Bikini atomic bomb tests

*This article was prompted by a note on the matter from Denis Gordon*

*By Ed Zajkowski*

In 1945 the world had learned of a frightening new awesome power called the atomic bomb. Soon after, the military and scientific worlds realized how little was really known of this fierce weapon. What would happen to a fleet of ships subjected to this tremendous surge of power and radioactivity?

The tests were labeled "Operation Crossroads." Our accounting will deal only with the destroyers involved. 13 DD's were chosen to participate in the tests. They were repaired and made fleet ready. Only items of historical interest or material desperately needed by the active fleet was removed. During June 1946, all of the ships were in the Bikini area.

The first test (Test A) was an air burst. It detonated on 1 July 1946 at 9 A.M. Bikini time or 30 June 1946, 5 P.M. EST. USS ANDERSON DD-411 was about 1500 feet from target point. Within one minute her superstructure was mostly gone, an intense fire burning. After four minutes she rolled on her port side, in six she was bottom up. Anderson was totally gone at the eight minute mark. She sank in 200 feet of water. Later inspection showed the ship unrecognizable as a DD and totally damaged.

USS LAMSON DD-367, the oldest DD at the test, was a little less than ½ mile from the target point. After the blast, some bridgework and masts were gone and she listed to starboard. Within the hour she was on her side, finally floating bottom up. She disappeared at the eight hour mark. Underwater inspection showed all parts of the ship severely damaged.

The second test (Test B) was an underwater burst. It detonated on 25 July 1946 at 8:35 A.M. Bikini time or 24 July 1946, 4:35 P.M. EST.

Shortly after the burst, USS HUGHES DD-410 was found to be in great danger of sinking. She was taken in tow and beached. All other ships were severely soaked with radioactive sea water. The remaining DD's were monitored and experimented with until disposed of as shown on the chart.

All 13 DD's were in Task Unit 1.2.3 commanded by Cdr. L.W. Sedgwick which was under the general command of Task Group 1.2 under Rear Adm. F. G. Fahrion.

The following destroyers were support vessels called the surface patrol group, task group 1.7:

FLUSSER DD-368	A. SUMNER DD-692	MOALE DD-693
INGRAHAM DD-694	BARTON DD-722	WALKE DD-723
LAFFEY DD-724	O'BRIEN DD-725	LOWRY DD-770

R.K. HUNTINGTON DD-781

The following destroyers were support vessels attached to the Navy air group, task group 1.6:

TURNER DD-834	C.P. CECIL DD-835
FURSE DD-882	N.K. PERRY DD-883

### TEST DESTROYERS AT BIKINI

NAME	HULL	COMM.	SUNK*	YARD BUILT	C.O. AT TEST	WWII STARS
LAMSON	367	10/21/36	7/1/46	Bath I.W.	Ellison	5
MUGFORD	389	8/16/37	3/22/48	Boston NY	Harvey	7
R. TALBOT	390	10/14/37	3/8/48	Boston NY	Spore	12
MAYRANT	402	9/19/39	4/4/48	Boston NY	Buaas	3
TRIPPE	403	11/1/39	2/3/48	Boston NY	?	6
RHIND	404	11/10/39	3/22/48	Phila. NY	Sharer	4
STACK	406	11/20/39	4/24/48	Norfolk NY	Shuman	12
WILSON	408	7/5/39	3/8/48	Puget S. NY	Pauli	11
HUGHES	410	9/21/39	10/16/48	Bath I.W.	Bill, Jr.	14
ANDERSON	411	5/19/39	7/1/46	Fed. S.B. Co.	McMullen	10
MUSTIN	413	9/15/39	4/18/48	Newport News SB Co.	Mathews	13
WAINWRIGHT	419	4/15/40	7/5/48	Norfolk NY	Sedgwick	7
CONYNGHAM	371	11/4/36	7/2/48	Boston NY	Bampton	14

All facts were compiled from historical ship files in Washington, D.C. Dictionary



"IRON NERVES OF NAVY GUNNERS SAVE INVASION FLEET OFF LEYTE"  
"MONEY PLAYERS" Never Falter as Japanese Bombers  
Hammer at Convoy After 77th Division Lands;  
Two Ships Are Lost in 10-Hour Assault.

By Homer Bigart

ABOARD THE U.S.S. CONYNGHAM, Destroyer, off Leyte, Dec. 8----Rain clouds closed in over Surigao Strait early last night, ending one of the strangest and most frenzied Naval-versus-air engagements of the Pacific war. Eastward through the strait into the comparative safety of Leyte Gulf crept the amphibious task force under Rear Admiral A.D. Struble.

The landing of the 77th Division near the entrance to Ormoc Bay had been accomplished with notable success. Then, when virtually all troops and supplies were safely ashore, Japanese bombers struck. For ten hours until dusk new enemy twin-engined bombers and the familiar Hamp and Oscar bombers intermittently knifed through the clouds in screaming dives on the warships and landing craft in the Camotes Sea.

From the bridge, with Commander Brown Taylor, of Macon, Ga., we counted at least twenty-seven Japanese planes crashing like buzz-bombs into the sea. The steady coolness of our gunners saved this destroyer when an enemy bomber, diving toward the starboard quarter, was finally brought down by machine-gun bullets 500 yards astern before the Japanese could release his bomb load.

Here was dive-bombing of such intensity to make our return resemble the Murmansk or Malta runs back in the days when there was still a great Luftwaffe. Perhaps this was worse, for Japanese pilots eager to die for the Emperor are hard to discourage.

There was an element of utter madness in the spectacle of enemy bombers attempting to penetrate solid cones of Naval gunfire. Time and again they tried dive-bombing through suicidal curtains of flak. Occasionally during the afternoon they were favored by low clouds which hid them from the gunners until they came plunging down through the murk directly overhead.

Those were moments of cold sweat. We stared at the cloud cover until our eyes ached. In periods of quiet we could hear the drone of enemy motors above the clouds. Then the drone would swell abruptly into a hideous scream as a bomber plunged. Instantly the scream would be blotted out by the shuddering of 5-inch guns. Sometimes bombers disintegrated in mid air after they plunged in balls of fire. But sometimes they found their target.

In the first hour of the attack we lost an eight-year old destroyer and an over-age four-stack destroyer converted into a transport.

They were far out in a picket line screening the northern passage between Leyte and Ponson Island. They had been warned of an approaching Japanese convoy, which had been reported at dawn forty-five miles off the northwest tip of Leyte, headed for Ormoc.

Since the Japanese were certain to have strong air cover, an attack was expected momentarily, and no one was surprised when five enemy divebombers appeared from the north shortly after 8 a.m.



They peeled off at about 12,000 feet and came roaring down. Fortunately, the transport for which they were headed had unloaded her troops in the first assault wave and now was empty except for her normal complement.

The first bomber overshot, dropping its load 100 yards off the transport's starboard bow. The second scored squarely amidships. There was a soaring burst of flames. We saw one of her stacks crumple, then obscuring pillars of black smoke.

For more than twenty minutes the transport's crew tried to check the fire. Then we saw boats lowered. Another transport hove astern, taking survivors aboard.

Meanwhile, another bomber struck the forecastle of the northern most destroyer. Flames made rapid headway, spreading close to the magazines, and the order to abandon ship came quickly. All but nine officers and men were saved.

Both ships burned throughout most of the morning. Then the destroyer which stood by pumped a few shells into the transport. She blew apart in a series of rapid explosions, and nothing remained when the smoke lifted. Then the destroyer raced up the channel to finish off the other abandoned ship.

There followed a lull, during which our destroyer gave close support to the troops pushing northward from the beachhead toward Ormoc. Getting no reaction from the shore batteries, Commander Taylor sent his ship within 1,000 yards of the village of Ipil, through which Japanese troops and vehicles were reported hurrying southward to contain the beachhead threat.

Six Japanese barges lay high and dry along Ipil's narrow beach and Taylor spotted two small conical huts that looked suspiciously like camouflaged pillboxes.

#### FIELD DAY FOR GUNNERS

But the pillboxes stayed quiet. The beach looked deserted and there was no sign of life around the abandoned barges. As we drew nearer, we saw that Ipil was a typical Philippine small town -- a cluster of nipa huts dominated by the copra warehouse with the tall white chimney and galvanized iron roof.

It was one of those happy situations that prevail once in a destroyer's lifetime. Here were visual targets at pointblank range, and nothing to shoot back at you.

We had a thoroughly delightful half hour. The destroyer's 5-inchers salvoed into Ipil, obliterating huts, uprooting palm trees and crumbling the storage tanks, which we had hoped contained Japanese gasoline but proved empty. Red tracers from her 40MM guns arched lazily into the woods surrounding the town. But there was no sign of the Japanese, and presently we ran out of targets.

Up the coast, barely a mile and a half away, lay Ormoc, Leyte's biggest town and the port of escape for the estimated 25,000 Japanese in the Ormoc corridor. There was no shipping in the harbor and the town's single wharf was a shapeless heap of blackened timber. Surprisingly there appeared to be only moderate damage within the town, although it has been under artillery fire for more than a month and subjected to almost daily air raids.

#### RIVER BRIDGE IS SEIZED

On a hilltop south of the town stood two large wooden barracks of Camp Downes. A gaping hole in the red roof of one showed where General Douglas



MacArthur's bombers had struck. The Japanese had made no attempt to camouflage the building, and we saw no indication of enemy occupancy.

By this time Major General Andrew Dodd Bruce's beachhead force had moved within 200 yards of Ipil, seizing the bridge over the Voad River which the Japanese had mined but failed to demolish. They were now only two miles from the southern edge of Ormoc. Near the river's mouth they uncovered an enemy seaplane which the Japanese had pushed across the beach and hidden in a thicket, evidently for the getaway of high Japanese officers.

Already tanks and artillery were ashore, and there seemed no further need of destroyer support. Thus far the operation had been a model of Army-Navy co-operation.

At first light our ship and other destroyers softened the beaches with a fifteen-minute bombardment. Then small rocket ships moved in, launching thousands of projectiles that ripped through the gray dawn with the sound of tearing cloth. Schools of little boats bearing the assault wave followed close behind.

We saw the infantry men wade ashore, disappear in the fringe of woods and emerge on the rice fields beyond. Not one shot was heard. Groups of soldiers walked boldly across the open ground without drawing fire.

An hour passed without a single reported casualty. Then some slight small arms fire was encountered near Ipil, and the infantry halted while mortars were brought up. Farther down the beach a landing craft jammed for several anxious minutes, a helpless target for enemy fire. Eventually, waves from passing craft nudged it afloat.

By 10 o'clock the division was ashore, but it would take another hour of maneuvering before the convoy re-formed for the return voyage. Meanwhile, we were sitting ducks for the Japanese bombers, which now approached from all around the clock.

It didn't really get hot until afternoon. Then the Japanese started diving on our side of the convoy. The sky was now completely overcast, with intervals of rain, but the weather never got thick enough to hide us from the Japanese.

#### GEOGRAPHY AIDS ENEMY

Moreover, geography favored them. There was little room for maneuver in the island-girt Camotes Sea. To make matters worse, the convoy had to thread through a narrow channel formed by reefs to Bohol before gaining Surigao Strait. So the Japanese always knew where to find us.

Progress was painfully deliberate. We took up our battle station near the rear of the convoy, fish-tailing in dizzy circles. Our destroyer had a reputation for luck -- no fatalities in three action-crowded years -- but as the afternoon wore on some of us could not help wondering if her number wasn't up.

There were six attacks, and then we lost count. Around mid-afternoon four bombers streaked from the clouds and plunged on the destroyer directly astern. Her gunners had forty-five seconds of shooting time. They had to be good. Three of the attackers were knocked down and the fourth was damaged. It pulled out of its dive, slanted across the convoy and then crashed into a destroyer in flames.

Then the P-38's gave the clouds a shaking and more "bogies" tumbled down. One burning plane kept a horizontal course for several minutes, traversing the entire convoy before diving into the sea.

Our turn came at 3:38. I had taken advantage of a brief lull to go below. There was coffee in the wardroom and extra rations of chocolate. No one had eaten since supper, for all the kitchen hands were needed on deck.

We felt better after the coffee, and told ourselves that the worse was over. After all, there were only three more hours of daylight.



Then it happened. Every gun on deck let loose at once. Cups and saucers flew off the table, and the ship heeled so violently that I thought we had been hit.

Suddenly the big guns went silent. Machine-guns kept up their frantic clatter, and we knew that the Japanese bomber was so close that the only hope lay in 40MM and 20MM bullets. We braced ourselves for a terrific jolt. It never came.

From above came shouts and cheering. We reached deck just as the Japanese bomber went down, 500 yards off starboard.

Taylor was on the directing platform, grinning broadly. "The best shooting they've ever done," he cried, "they're real money players."

The Japanese had come in at mast-top level, looming very large and personal in a distressingly brief passage of time. Every gunner had stuck to his post, throwing lead until the Japanese flipped over and slid into the sea.

#### DECKS LITTERED WITH SHELL CASES

The decks were littered with shell cases and reeked of cordite. Six hundred and sixty-two rounds of 5-inch shells and 1,900 rounds of heavy machine-gun bullets had been expended since dawn. This had been the destroyer's busiest action in three action-crowded years that began at Pearl Harbor and carried her through the battles of Midway and Santa Cruz, the New Britain and New Guinea Campaigns, the Marianas and the First Battle of the Philippines.

The ordeal was not yet over. Several more "bogies" were intercepted by P-38's and shot down from the darkening sky. One flaming bomber crashed near the center of the convoy. He was tailed all the way down by a P-38 pilot who didn't pull out of the dive until he was barely 100 feet above the sea, and seemed certain to be caught in the explosion. At dusk we rounded the southwest cap of Leyte. Night closed black and rainy and we knew that we were out of danger. We lost a few hours in Surigao Strait when some of the smaller craft got tangled, but no one cared.

Throughout the action Taylor stayed on the director platform, while Lieutenant Robert T. Schulyer, of Glens Falls, New Y., and Lieutenant (jg) Alfred Gregory, of 42 Mountain Avenue, Maplewood, N.J., alternated as deck officer. Other New Yorkers aboard included Lieutenant Clifford J. Fuller, 137-27 233rd Street, Laurelton, Queens, the assistant engineer. Lieutenant (jg) Sam. R. Mc Cain, of Bremem, Ga., was gunnery officer, and Lieutenant (jg) Elmo S. Irby, of Fort Worth, Tex., the machine gun officer.

Copied from the New York Herald  
Tribune by D.F. Mehl, Y2c.

## STARBOARD MAIN CIRCLATING PUMP CEASED UP

We are off of Saipan suporting our troops with our 5" guns Bombardment when the pump ceased up. We had to secure the Starboard main engines or it would burn up. The purpose of the circulating pump is to pump sea water through the condenser when we are dead in the water or going astern.

The sea water is picked by scoops when we are under way to condense the steam that drives the main turbins (engine) and the water is pumped to a storage tank (Surge Tank and used over again to make steam from the boilers. So you can see the process is used over and over again.

The condenser , fresh water side is under 29.5" of vacuum to help keep the engines cool, along wirh the seawater being pumped or scooped through the condenser salt water side..

The Chief in charge of the engine room at the time was Chief machinist mate Webb, he sent word to the Captain that we would have to go back to pearl harbor to have it repaired. The Captain Taylor told the Chief engineer to get his butt and get that pump repaired. Chief engineer was John Mcquillan a very good engineering officer and a good friend of mind.

It was a very hard job to repair this pump because there was so many steam lines around the pump, it was hot as "H" about 140 to 150 degrees "F".

First the chief engineering officer Mcquillan picked out the men that were going to do the job, Himself, Fussey Sears and myself Jack Dawson. MM1.

We removed all the asbestos insulation from around the steam lines and the pump which, made it that much hotter. It took us about three hours to do this because we could only work about 15 minutes at the time and get under the blower which was still 135 degrees.

We got the main bearing and the thrust bearing out they were wiped pretty bad. We cleand up the shalf with steel wool and crokers cloth. We didnt have any spare bearings so we had to use what we had. We cleaned outthe babbit material on the old bearings because we didn't have any babbit material to pour new ones.

By sraping and blueing the old one on the shaft we final got the old bearings to fit with 75% surface to the shaft with .008" oil clearance. The oil clearance was not supose to be more then .006" oil clearance. But we had to do with that, so we installed the main bearing Then went to work on the thrust bearing, this was the easy part of the job the thrust was supose to be .012" oil clearance, by using shim brass we could ~~we could~~ set at the right clerance.



We got the pump put back together in about four hours, so you can see it took us about 7 hours to do this job. We were ready to test out the pump and it worked fine, it was a job well done, but three very, very tire men.

The best thing about this job it run the rest of the war with out any more trouble.

Know sooner had we got the Starboard engine running that we got orders to join the task force. I would hate to think that we could not been able to carry out those orders, heads would have rolled, ha!.

Boy was the repairs that we had made a few days earlier came in handy. We were in the middle of the first battle of the Philippine Sea. A torpedoe plane came in on us and dropped its torpedo and would have hit us on the port side if hadn't been for the maneuvering of Captain Taylor did, so it would miss the Conyngham. It did hit the Minnoapolis on port side. This was another big battle the jap's lost over 300 planes the first day, they called it the Trukey shoot.

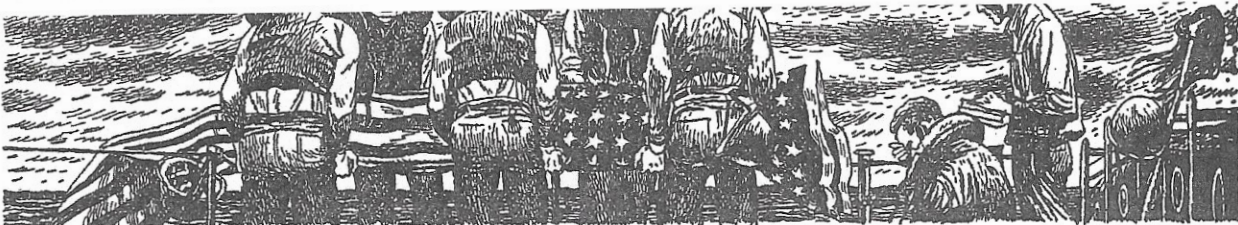
Thank's to "GOD" we got that pump fixed in Time.

#### THE LOST OF WOMEN AND CHILDREN WOULD MAKE YOU SICK

After the invasion of Guam we gave the landing force gun support July 18-22-1944. We were no longer needed at Guam, we ere ordered to return to Tinian for the support of the 2nd and 4th marines invasion, to give them what ever they needed in gun support. We procceded to fire at all the target located in off the sheer clift that over looked the channel. The area was Pock-marked with these neat tunnel caves, and as we rounded the tip of Tinian, on the southern side of the island, it was a terrible sight to see. There were hundreds of bodies floating in the water. The Japanese had convinced the civilian on Tinian and Saipan as well, that that the Americans would kill ever body in sight including the Women and Children. So, they urged them to jump of the clift, Com-mit Hara-Kiri; and many, many did, the bodys had been in the water for several days because their bodies were bloated and floatin high in the water. It is sometning yow willnever forget.

Our job was to fire in the caves and flush out in Japanese that were their, which we proceeded to do. We had a Marine interpreter on board which spoke Japanese, he had a bull horn, and he appealed to the Japanese to come out and surrender. At first they didn't come out, so we fired in the caves, then they started coming out with white flags, so that ended that. I think at the time we would liked to kill them all, but thats not the American way.





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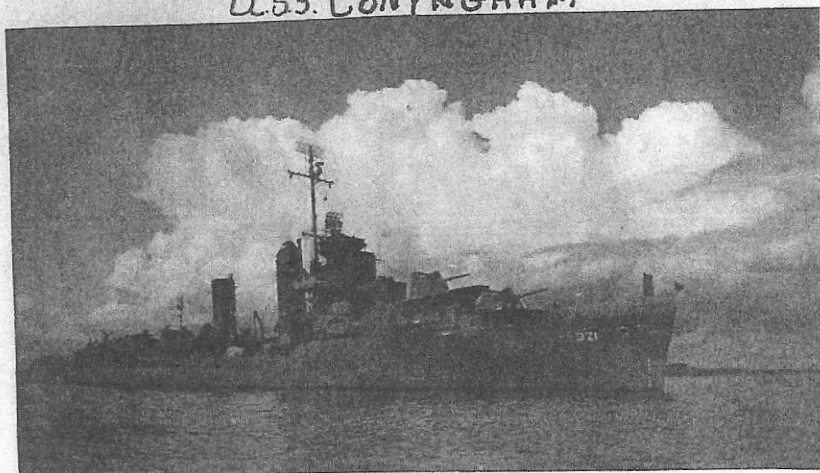
### WORLD WAR II PAYGRADES

Pay Grade	Rate	Monthly Pay	+20% "sea pay"
7	AS	\$21.00	
6	S2c	36.00	43.00
5	S1c	54.00	65.00
4	P03c	60.00	72.00
3	P02c	72.00	86.00
2	P01c	84.00	100.00
1-A	CPO(T)	99.00	119.00
1	CPO	126.00	151.00

\*Source The Bluejackets' Manual - 1940

Jon Holiday who sent us the above went on to say that he spent 4 years, one month and two days outside the continental U.S. and figured his pay, during his hitch, including rate raises, at \$6,290.00. Having earned 12 battle stars that comes out to about \$500.00 per star. It did occur to him that the Japanese who spent three years in detainment received \$20,000.00 and didn't even get shot at!

U.S.S. CONYNGHAM



SEVENTH AMPHIBIOUS FORCE  
\* Fleet Postoffice  
San Francisco, California

P15  
Serial No. 266-43.

28 September 1943.

From: Commander Task Force SEVENTY-SIX.  
To: Commanding Officer, U.S.S. CONYNGHAM.  
Via: Commander Destroyer Squadron FIVE.  
Subject: Headquarters Ship, temporary duty as.

1. During the periods from 2 September to 14 September, inclusive, and 17 September to 25 September, inclusive, while engaged in assault phases of active amphibious operations in the New Guinea Area, U.S.S. CONYNGHAM served as Flag and Headquarters Ship for Commander Task Force SEVENTY-SIX.

2. In spite of the limited space and facilities available in a ship of the CONYNGHAM class, accommodation for me and my staff was cheerfully provided and services were unfailingly performed by the ship's company to contribute to our effectiveness and comfort.

3. I wish to express to you and to the officers and men of your command my deep appreciation for the unflagging courtesy and cooperation afforded me, the members of my staff, and the many officers of the Allied Services who were aboard during the operations.

4. Each department of the ship enthusiastically carried its share of the added burden, but I wish especially to commend the personnel of the radio and signal divisions for their efficient handling of heavy traffic under strenuous circumstances.

/s/ D. E. BARBEY.



Cash

MONEY DRAWN DURING SECOND QUARTER 1944

U.S.S. CONYNGHAM (371)

<u>Pay No.</u>	<u>Name</u>	<u>Rank</u>		<u>Amount brought FORWARD 1st Qtr.</u>	<u>Amount Drawn 2nd Qtr.</u>
0-1	KRONENBERG, Robert A.	Lt.(jg)SC,	USNR	\$142.23	\$165.00
0-2	WARD, James Henry	Commander	USN	296.15	46.
0-8	TOMASINI, Frederick A.	Lt.(jg)	USNR	219.01	600.
0-9	SHREVE, William C.	Lieut.	USN	314.30	70.
0-13	BRYAN, George Raymond Jr.	Lt.(jg)	USN	104.23	128.
0-14	SPEHN, George G.	Lt.(jg)	USNR	324.93	347.
0-17	GREGORY, Alfred I.	Ensign	USNR	231.33	145.
0-19	IREY, Elmo S.	Ensign	USNR	327.41	250.
0-20	ARNOLD, William P.	Ensign	USNR	353.41	249.
0-21	MC CAIN, Sam R.	Ensign	USNR	322.23	95.
0-22	EMMONS, Baird E.	Ensign	USNR	125.85	97.
0-23	GILBERG, Joseph B.	Ensign	USNR	189.75	180.
0-24	KENNEDY, James J.	Ensign	USNR	305.17	125.
0-25	ROESSELER, Clarence A.	Ensign	USNR	190.57	130.
0-26	WILLIAMS, Loren L.	Ensign	USNR	210.81	280.
0-27	PATTON, Robert W.	Lt.(jg)MC	USNR	182.29	300.
0-29	PETTERMAN, Richard C.	Ensign	USNR	(72.29) OVER-	240.
0-30	FREEMAN, John T.	Ensign	USNR	( 7.00) PAID	125.
0-31	FULLER, Clifford J.	Ensign	USNR	.30	40.
0-32	NIX, Everett L.	Bo's'n	USN	61.44	62.
0-33	GASKIN, Edward R.	Ensign	USN	(139.55) OVER-PAID	75.

CREW

0-1	FILOSA, Edward A.	CFC(PA)	46.08	428.
2	ROWE, Henry R.	CRM(PA)	322.31	200.
4	HERMAN, Warren (n)	CMM(PA)	57.10	198.
5	POTYRALA, Zygmunt (n)	CMM(AA)	355.08	405.
12	CALDWELL, Ernest G.	RMI/c.	156.71	160.
13	HENRY, Gerald M.	SMI/c.	445.21	400.

17	HALL, Charles W.	MM1/c.	91.90	30.
18-	SULZMAN, Edward J.	B.1/c.	631.78	50.
19	PERRY, Jesse H.	WT2/c.	231.89	266.
21	HYNUM, James B.	BM1/c.	423.67	320.
22	BARNETT, John (n)	PhM1/c.	411.42	500.
23	GERHARDT, Eugene S.	WT1/c.	146.27	210.
24	SUTTON, Charles L. Jr.	WT1/c.	172.68	318.
25	ROBERTSON, Roy C.	WT1/c.	79.70	170.
27	NEMETZ, Frederick A. Jr.	BM1/c.	129.61	250.
29	HANLEY, Richard F.	QM2/c.	198.07	230.
30	HAMBERLIN, Victor C. Jr.	CM2/c.	277.22	110.
31	SEARS, Charles E.	MM1/c.	391.61	568.
32	SHIRLEY, Raymond R.	MM1/c.	166.53	310.
35	HUGGAN, Roderick C.	EM1/c.	65.19	200.
36	PERKINS, Eugene P.	MM1/c.	185.01	150.
37	WATERS, Roger K.	MM2/c.	161.08	110.
38	ABBOTT, Elmer G.	GM1/c.	271.58	310.
39	BAUGHMAN, Joe E.	FC2/c. (M)	208.89	300.
40	BIBELLO, Anthony (H)	F.1/c.	47.97	224.
41	KIRKELIN, Hollis E.	Cox.	81.22	---
42	PRENTICE, John F. Jr.	WT2/c.	289.03	425.
43	MILLS, Rayford F.	F.1/c.	278.24	210.
44	BARRE, Doyne T.	MM2/c.	188.63	100.
45	HOLLADAY, Richard G.	SF2/c.	473.35	100.
48	BOYERS, Wesley C.	WT2/c.	256.09	100.
51	HOLLAND, James W.	SM3/c.	82.45	162.
53	CASH, Iverson M. Jr.	BM2/c.	100.08	150.
54	SMITH, William "R" Jr.	CM3/c.	334.40	180.
55	WILLIAMS, Vance D.	CK2/c.	48.19	237.
57	DEBELLO, Donald E.	SM3/c.	289.89	210.
58	SARGENT, Stephen "J" Jr.	GM2(a)	300.03	120.
59	WHITE, John V.	RT3/c.	63.27	193.



CREW Con't

C-62	HANCOCK, Donal D.	GM2/c.	295.51	120.
63	MORRIS, Vernon (n)	Blr.3/o.	31.01	75.
64	TENNER, Lewis E.	Cox.	288.99	130.
66	FORBES, Jasper H.	MM2/c.	271.31	130.
67	WELCH, Harry E.	SC3/c.	228.82	120.
68	DENNEY, Stanley A.	F.1/c.	63.92	243.
69	WILLIAMSON, Arthur D.	SC2/c.	353.60	100.
70	GUTHRIE, Cloyce L.	MM2/c.	400.72	30.
71	MOORE, Leonard W.	MM2/c.	31.07	81.
73	SORELLE, Walter E.	F.1/c.	55.01	123.
74	RUSSELL, Fred (n) Jr.	SM3/c.	46.13	110.
75	HASSELL, Ellis D. Jr.	RM2/c.	282.08	410.
76	VAN PELT, Earl H.	S.2/c.	37.91	57.
78	BAGLEY, Bertrand P. Jr.	SoM3/c.	11.42	55.
79	MONTGOMERY, Earnest G.	SC3/c.	82.21	20.
82	EMME, LANQUETTE, John B.	GM2/c.	147.71	197.
83	DZIENGELESKI, Chester E.	S.1/c.	22.65	96.
84	WINSTON, John A.	Cox.	88.19	88.
85	SIMMONS, Charles F.	S.1/c.	99.05	99.
86	RAGLAND, Norman C. Jr.	S.1/c.	167.06	195.
89	RIDDLE, Fay E.	FC1/c.(R)	888.60	1125.
91	DAGGETT, Alfred A.	MM1/c.	173.42	250.
92	MOGER, Frank L.	CBM(AA)	381.08	251.
93	HUPPERT, John A.	CWT(PA)	558.06	774.
94	THOMSON, Sidney T.	EM2/c.	945.92	----
95	JOHNSTON, Paul M.	MM2/c.	94.32	314.
96	JONES, James L.	RdM3/c.	407.53	110.
97	CHAPEL, "R" "A"	S.1/c.	169.41	260.
98	LOVELL, Chester C.	EM2/c.	244.06	160.
99	VAN POOL, George C.	GM3/c.	205.38	220.
100	JOHNSTON, Gordon D.	GM3/c.	88.83	80.
101	JONES, Ralph H.	GM3/c.	172.18	272.
103	HESSLER, Earl J.	EM1/c.	341.61	175.
104	NELSON, Wesley S.	SM3/c.	370.34	400.
105	HERRINGTON, Jess M.	RM3/c.	176.57	240.
106	ROACH, John J.	F.2/c.	37.34	67.
107	TROJAN, Stanley (n)	S.1/c.	127.58	10.

108	WICKARD, Calvin L.	S.2/c.	84.69	124.
109	REMLINGER, Robert P.	F.2/c.	25.64	90.
111	JEGLENSKI, Alexander (n)	CGM(BA)	257.48	120.
113	TURIK, John J.	RT1/c.	781.87	10.
114	MOSS, Wilbert (n)	STM1/c.	161.53	200.
115	QUATTROCIOCCHI, Frank(n)	SM3/c.	317.97	----
116	GILES, Dana L.	MM2/c.	112.87	129.
118	PROSISE, Clarence C. Jr.	GM3/c.	127.70	120.
119	PLEUS, Hartwig C.	F.2/c.	37.27	87.
221	MIKSELL, John (n) Jr.	S.1/c.	79.47	----
122	MORPHEW, Thomas E.	S.1/c.	279.07	130.
123	MELTON, Hubert D.	GM3/c.	131.52	175.
124	NEWTON, Joe D.	F.1/c.	35.66	115.
126	MEADOWS, Rasha F.	SF3/c.	87.36	107.
127	MACUFFEE, Dolphus E.	S.1/c.	168.37	190.
128	KOLESAR, Henry (n)	Cox.	324.80	467.
130	HICKEY, William T.	S.1/c.	213.96	240.
131	LUCAS, William E.	FC3/c, (M)	384.23	390.
132	KANTIN, James D.	FC2/c, (M)	51.76	91.
133	CARROLL, John W.	SF3/c.	86.21	40.
134	NICKEL, Avalon E.	S.1/c.	163.13	93.
137	LEIGHTON, Ralph E.	F.2/c.	110.82	205.
138	MONTGOMERY, Jake G.	S.1/c.	374.68	500.
139	MILLER, Melvin (n)	F.1/c.	96.05	190.
140	DELGADO, Victor M.	STM1/c.	198.13	100.
141	MORET, Paul (n)	F.2/c.	436.66	585.
142	MYERS, Paul J.	Y.3/c.	138.11	210.
143	MORRIS, Denver D.	S.1/c.	59.60	154.
147	ALTON, Gerald C.	S.1/c.	190.68	30.
148	GIBLIN, Edward E.	S.2/c.	64.35	114.
149	STRATTON, Donald G.	RdM3/c.	58.30	183.
150	CALDWELL, John S.	S.1/c.	274.89	330.
151	MC KERNAN, Edward J. Jr.	RdM3/c.	39.15	110.



CREW Con't

C-152	SINGLETON, Bille B.	S.2/c.	111.81	160.
153	LOPEZ, Joseph W.	S.1/c.	156.14	110.
154	MC INTIRE, Lloyd H.	S.1/c.	79.98	99.
157	DONINI, Adolph J.	S.1/c.	121.87	145.
158	DUNCAN, Howard F.	Cox.	254.08	299.
159	LOWE, Harry R.	CPHM(AA)	774.71	300.
160	QUINLIVAN, Frank B. Jr.	TM3/c.	166.85	220.
161	PISTA, Louis M.	TM2/c.	259.33	310.
162	HILL, James E.	TM2/c.	412.36	130.
166	BLAY, Joseph J.	EM3/c.	113.69	120.
167	COUDEYRAS, Raymond (n)	S.1/c.	519.92	115.
168	DAVIDSON, Keith K.	S.1/c.	106.89	206.
170	HARLAN, William M.	S.1/c.	45.86	155.
171	ANDREWS, William L.	FC2/c.(N)	362.88	50.
173	ALABRODZINSKI, Zigmund	W. E. 3/c.	104.14	124.
174	ALLISON, James W.	GM3/c.	27.10	57.
176	APODACA, Arthur J.	S.1/c.	176.10	310.
177	ATTENELLO, Preston A.	S.1/c.	120.94	150.
178	BABB, Richard P.	S.1/c.	147.20	130.
180	BAILIE, Raymond L.	F.1/c.	132.65	148.
181	BARTLETT, John A.	RdM3/c.	282.30	420.
182	BATTENFIELD, Frank (n)	F.1/c.	288.70	215.
183	BILLINGHAM, Charles A. Jr.	S.1/c.	99.20	109.
184	BENOIT, Carl J.	TM3/c.	85.90	80.
185	PRANTE, Delton H.	S.1/c.	98.17	180.
187	ARROWSMITH, David A.	F.1/c.	156.80	110.
188	ATKINS, Glen G.	F.1/c.	188.68	88.
190	BARNES, William A.	S.1/c.	112.35	110.
191	MEAR, Charles E.	EM2/c.	93.62	93.
194	RUSSELL, Claude R.	SON2/c.	83.87	83.
196	JOHNSON, Earl (n)	S.1/c.	118.01	140.
197	PARK, Robert J.	S.1/c.	26.78	149.

207	REDD, Everett R.	St3/c.	13.42	PAID	111.
201	NIELSEN, Alfred (n)	MM1/c.	2.65		90.
203	ROBERTS, Victor H.	MM1/c.	577.60		----
205	HADLEY, Delos Jr.	S.1/c.	35.44		75.
207	ROCHA, Jenaro A.	S.2/c.	222.32		110.
208	MOLAND, John L.	S.1/c.	31.46		61.
209	WORLD, George L.	S.2/c.	107.43		100.
213	KING, Calvin H.	F.1/c.	250.51		353.
214	KRAMER, George P.	S.2/c.	174.07		255.
215	GERLEMAN, Phillip W.	GM2/c.	158.92		150.
216	CRENSHAW, Elza R.	TM2/c.	504.63		410.
217	KATZ, Marvin (n)	EM2/c.	43.65		100.
218	TISDALE, Cecil E.	TM3/c.	166.34		150.
219	MINOGUE, Michael C.	F.1/c.	247.38		170.
220	MILLER, John T.	M.2/c.	83.88		205.
221	NICKELS, Harry E.	S.1/c.	57.93		97.
222	MYRAND, Robert J.	S.1/c.	112.44		100.
223	GIBBS, William D.	S.1/c.	125.27		135.
224	WILSON, John L.	S.2/c.	139.53		140.
225	TAYLOR, William D.	S.1/c.	200.94		295.
226	BARBAS, Robert J.	S.1/c.	199.95		250.
228	ZIMMERMAN, Robert L.	RdM3/c.	117.95		130.
229	ERODE, Bernard J.	F.1/c.	126.48		151.
230	KEARNEY, Michael J.	F.1/c.	224.67		120.
231	KUNESH, Otto (n)	F.1/c.	318.96		42.
232	BROWN, Lloyd R.	F.1/c.	160.56		130.
233	RAPP, Raymond E.	FC3/c.(R)	389.77		130..
234	LAWSON, Gordon B.	S.1/c.	63.72		130.
235	TELECKY, Eugene A.	Y.2/c.	106.19		130.
236	DOBRUCKI, Edward J.	S.1/c.	559.79		100.
237	RAMSEY, Arthur L.	F.1/c.	96.70		116.
238	DICKINSON, Richard L.	CGStd(AA)	152.47		277.
239	DAWSON, Jack P.	MM1/c.	106.59		125.
241	VAN BAUGH, Holly (n)	TM2/c.	182.43		250.

(3)



CON'T CREW

C-242	CHATMAN, Robert L.	StM1/c.	78.53	108.00
243	KIRK, Alton E.	S.1/c.	89.63	119.
245	MULFORD, Lloyd M.	S.1/c.	263.51	210.
248	PHILLIPS, Edward J.	SoM2/c.	254.10	360.
249	MEYERS, Robert G.	MM2/c.	95.58	145.
250	KIESLER, Walter J.	MM2/c.	151.50	----
251	PROFFITT, James D.	S.2/c.	204.93	120.
252	PICKARD, William L.	RM3/c.	88.65	248.
253	BLACK, Raymond E.	S.1/c.	215.65	130.
254	BERG, Melvin R.	S.2/c.	253.59	210.
255	BELL, Archibald A.	S.2/c.	81.05	146.
256	BECK, Charles D.	S.2/c.	98.45	148.
257	BARTOS, Vladimir J.	S.1/c.	234.61	340.
258	BATLEY, Thomas P. Jr.	S.1/c.	108.01	215.
259	BROWN, Stewart E.	S.1/c.	93.13	100.
260	BLANKENSHIP, Jerry L.	F.2/c.	180.59	100.
261	ARMETTA, William (n)	S.1/c.	189.24	----
264	SORELLE, James H.	TM2/c.	78.20	78.
267	LINCH, August (n) Jr.	MM2/c.	26.00	----
268	NATHAN, Donald H.	F.1/c.	81.94	108.
270	EVANCHYK, Nicholas C.	SF3/c.	279.30	XXXX 414.
271	PUMPHREY, Marion R.	F.2/c.	130.72	70.
273	ROEHL, Robert E.	S.2/c.	35.48	95.
275	LINDEMULDER, William "R"	SK2/c.	54.77	302.
276	MURRAY, Michael M.	GML/c.	65.98	135.
277	WEBB, Raymond E.	CMM(AA)	116.48	243.
278	MORGAN, Doss P.	MoMM2/c.	206.46	190.
280	FRIEDMAN, Louis A.	S.1/c.	271.72	400.
281	NOON, Minnie C.	S.1/c.	74.44	104.
282	MARCOVITCH, Bernard (n)	RM3/c.	13.44	100.
283	GOTCHER, Estel H.	WT2/c.	91.28	310.
284	APPLEWHITE, Jack M.	S.1/c.	84.82	114.
285	WOOTAN, Warren R.	RM3/c.	82.38	227.
286	RAINEY, Walter R.	F.1/c.	473.86	246.
290	BEAN, Jim A.	F.2/c.	5.40	56.
291	KLESMAN, Nelson R.	F.2/c.	14.90	80.

292	AUSTIN, Roy L.	F.2/c.	14.58	150.
293	BROWN, Wilson R.	F.2/c.	26.67	185.
294	BROWN, James H.	F.2/c.	OVER PAID--1.53--	76.
295	WICKER, Lawrence R.	F.2/c.	14.35	170.
296	JONES, Claude E.	S.2/c.	32.00	140.
297	JONES, Leonard R.	S.2/c.	14.20	115.
298	HERNANDEZ, Raul O.	S.2/c.	32.02	80.
299	HOHMANN, Hubert H.	S.2/c.	10.28	30.
300	WHITMORE, Robert W.	F.2/c.	13.70	175.
301	HORN, Lindon B.	S.2/c.	OVER PAID--5.43--	90.
302	WILSON, Carl C.	S.2/c.	16.85	160.
303	JONES, Willard H. Jr.	S.2/c.	31.95	150.
304	HUGHES, Everett W.	S.2/c.	OVER PAID--5.26--	100.
305	WILLIS, Martin L.	S.2/c.	.80	100.
306	HOGUE, Farris A. Jr.	S.2/c.	14.06	150.
307	ZADOROCNY, John M.	S.2/c.	16.60	70.
308	WILLIAMS, Willard R.	F.2/c.	49.16	90.
309	WILLIAMS, Harry T.	F.2/c.	36.54	60.
310	JONES, Walter Jr.	S.2/c.	13.48	90.
311	FOLLETTIE, Joseph F.	S.1/c.	27.56	20.
312	JACKSON, Thomas L.	S.2/c.	7.55	135.
313	JONES, William J.	S.2/c.	OVER PAID--14.39--	50.
314	JACKSON, Hubert D.	S.2/c.	10.00	70.
315	KEENER, George H. Jr.	S.2/c.	OVER PAID--4.49--	90.
316	LAMB, James E.	S.1/c.	27.81	120.
317	HUBBARD, James T.	S.2/c.	13.20	100.
318	BANDY, Thomas W. Jr.	S.1/c.	10.95	30.
320	MEHL, Dwight F.	Y.2/c.	33.87	----

*R. A. Kronenberg*  
 R. A. KRONENBERG  
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 Disbursing Officer  
 U.S.S. CONYNGHAM