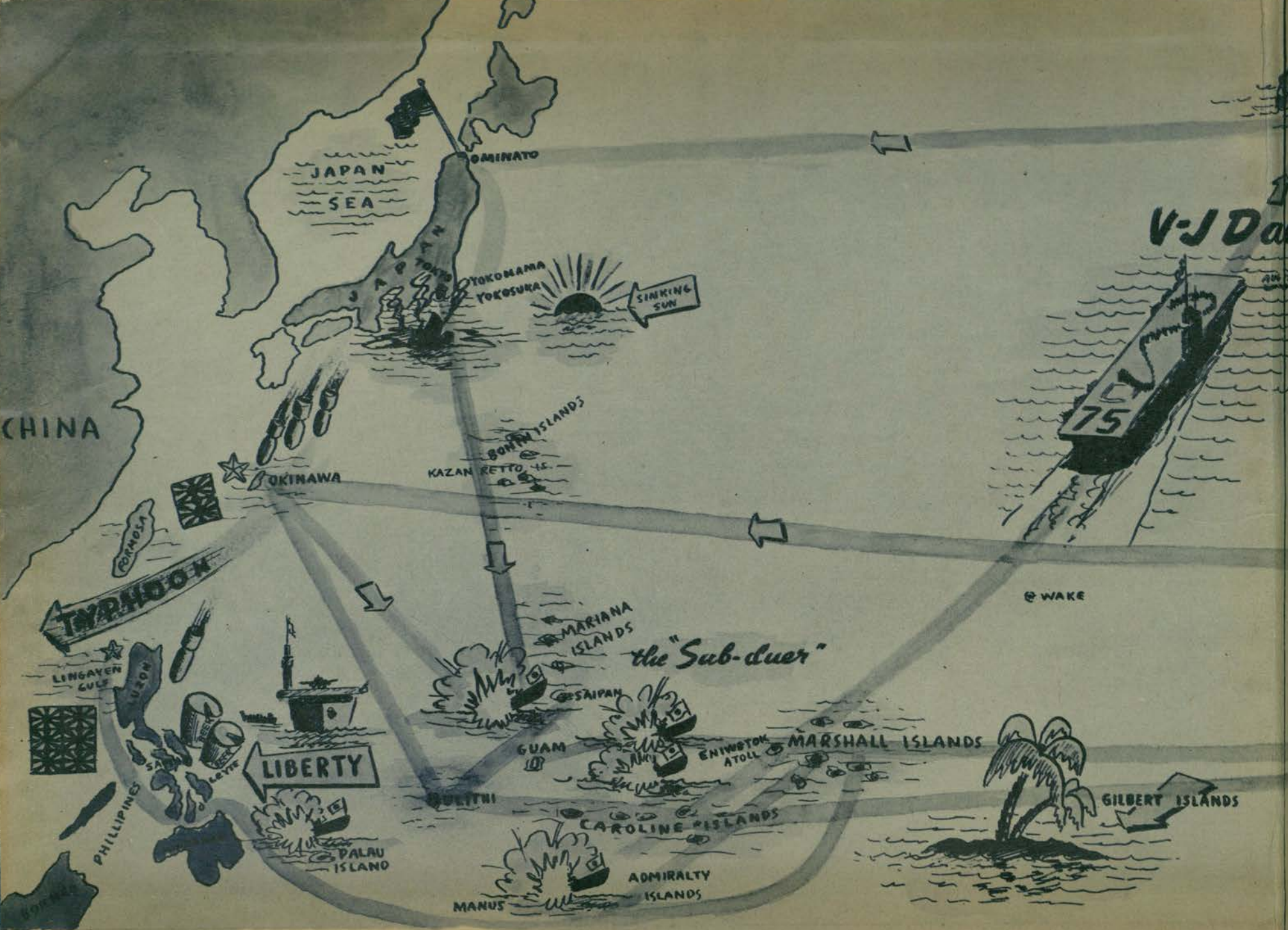


CVE-75



the story of the

U.S.S. Hoggatt Bay





HOGGATT BAY

CRUISES of the U.S.S. Hoggatt Bay

JANUARY 11, 1944 to DECEMBER 7, 1945

CANADA

SEATTLE

UNITED STATES

SAN FRANCISCO

LOS ANGELES

SAN DIEGO

LIBERTY FOR ALL

ORDERS
CHANGED TO
OKINAWA



U.S.S. Hoggatt Bay

Queen of the CVE's



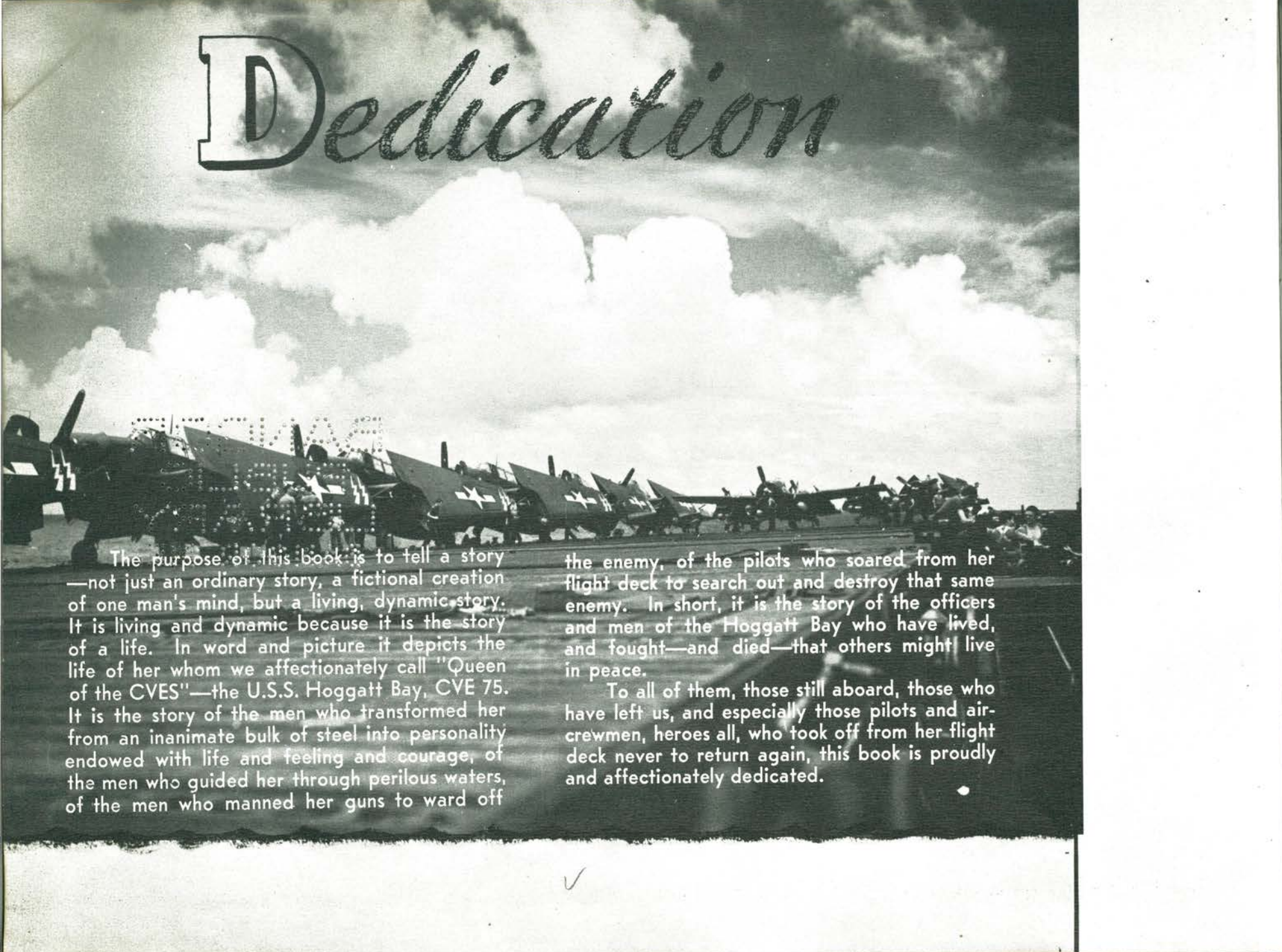
Keel Laid Aug. 17, 1943

Launched Dec. 4, 1943

Commissioned Jan. 11, 1944

Inactivated June, 1946

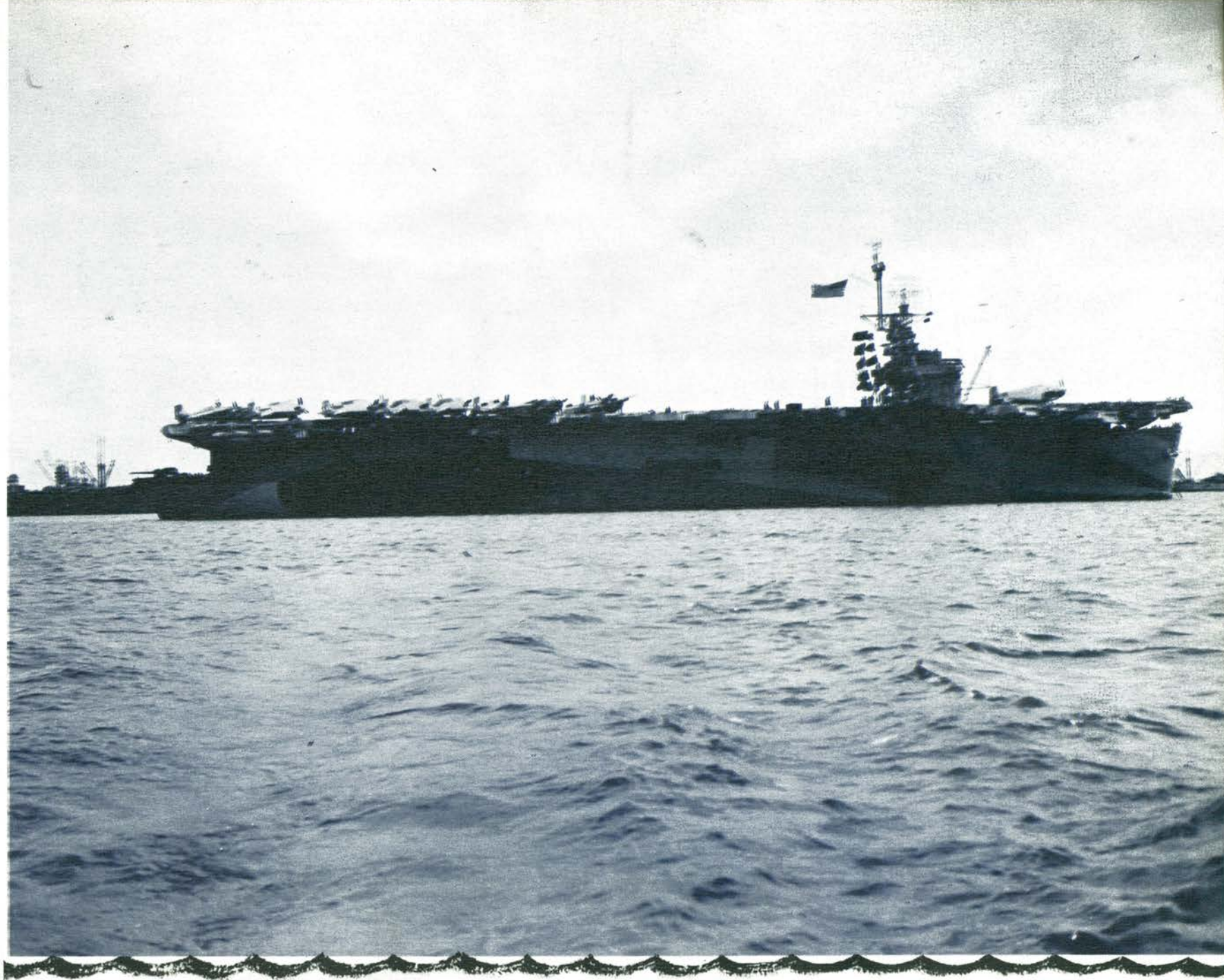
Dedication



The purpose of this book is to tell a story—not just an ordinary story, a fictional creation of one man's mind, but a living, dynamic story. It is living and dynamic because it is the story of a life. In word and picture it depicts the life of her whom we affectionately call "Queen of the CVES"—the U.S.S. Hoggatt Bay, CVE 75. It is the story of the men who transformed her from an inanimate bulk of steel into personality endowed with life and feeling and courage, of the men who guided her through perilous waters, of the men who manned her guns to ward off

the enemy, of the pilots who soared from her flight deck to search out and destroy that same enemy. In short, it is the story of the officers and men of the Hoggatt Bay who have lived, and fought—and died—that others might live in peace.

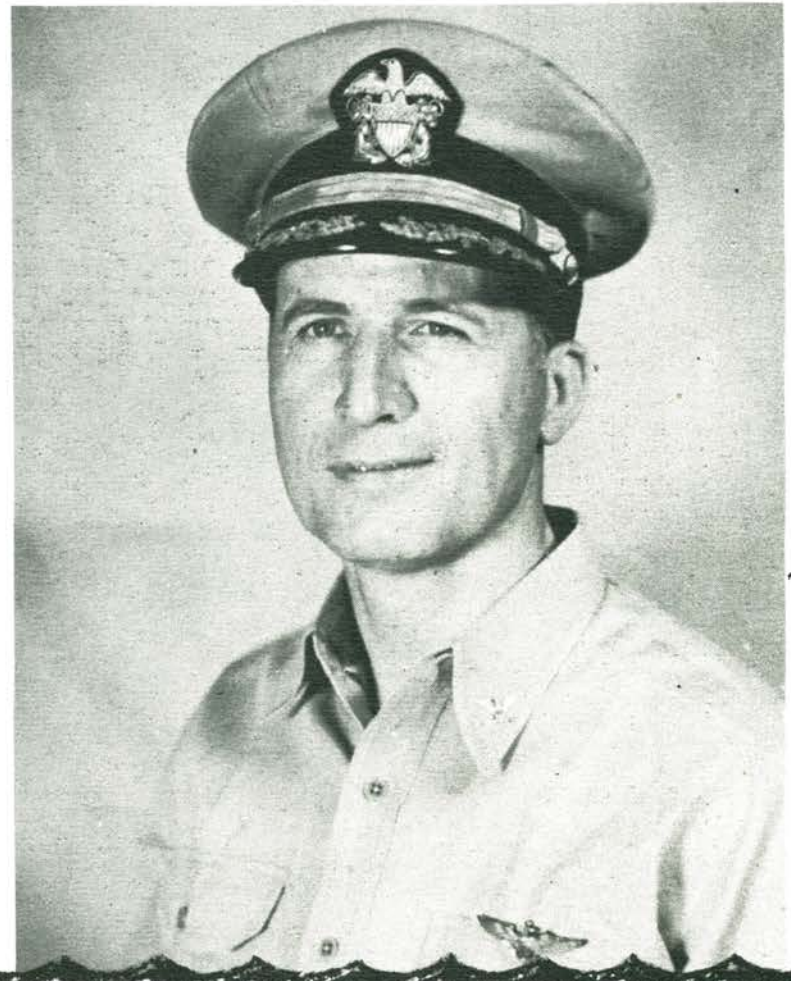
To all of them, those still aboard, those who have left us, and especially those pilots and aircrewmen, heroes all, who took off from her flight deck never to return again, this book is proudly and affectionately dedicated.



Commanding Officers of



CAPT. W. V. SAUNDERS, USN
JAN. 11, 1944 to DEC. 22, 1944



CAPT. J. A. BRIGGS, USN
DEC. 22, 1944 to SEPT. 14, 1945

the U.S.S. Hoggatt Bay



CAPT. F. N. KIVETTE, USN
SEPT. 14, 1945 to JAN. 30, 1946



CAPT. M. P. EVENSON, USN
JAN. 30, 1946 TO PRESENT

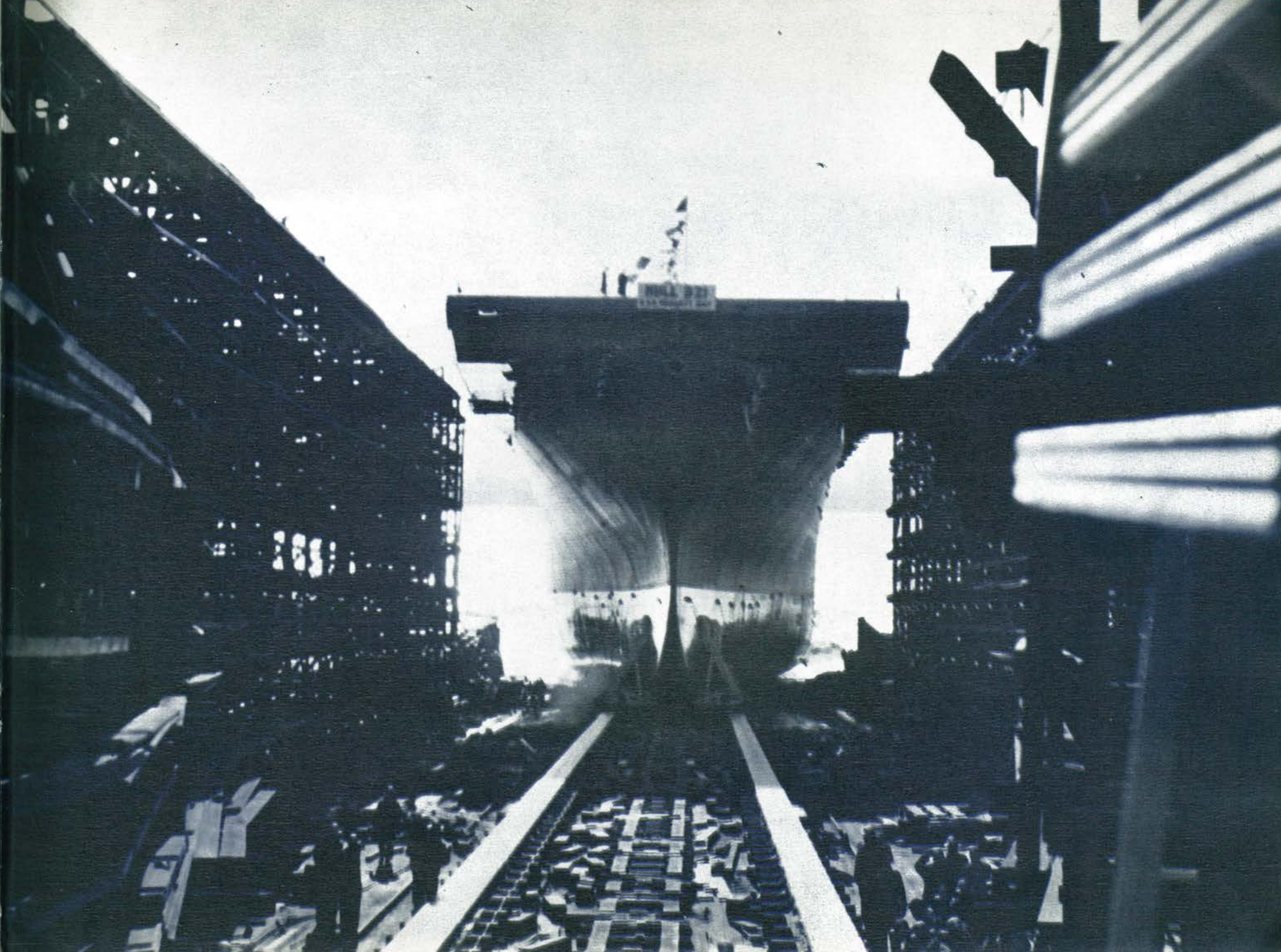
Executive Officers



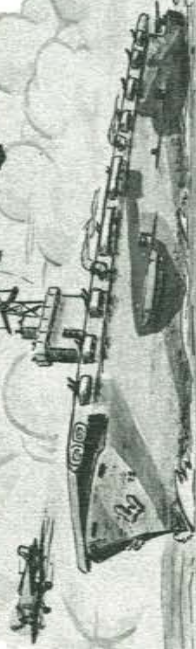
COMDR. E. J. O'NEILL, USN
JAN. 11, 1944 TO JAN. 25, 1945



COMDR. W. P. SCHROEDER, USN
FEB. 15, 1945 TO PRESENT



Ship's Log



June 18, 1942 Construction of CVE 75 Authorized.
 Aug. 17, 1943 Keel Laid at Kaiser Yard, Vancouver, Washington.
 Dec. 4, 1943 Launched.
 Jan. 11, 1944 Commissioned U. S. S. HOGGATT BAY at Naval Station, Astoria, Oregon.
 Jan. 12-31, 1944 Fitting Out.
 Feb. 1, 1944 Left Astoria.
 Feb. 2-14, 1944 In Puget Sound—Illakee, Seattle, Bremerton, Port Townsend, Port Angeles.
 Feb. 18-22, 1944 At NSD, Oakland, California. For provisioning.
 Feb. 23-Mar. 5 At San Diego.
 March 4, 1944 Received first planes—I TBM and 1 FM for drill.
 March 5-8, 1944 Shakedown training off San Diego.
 March 9, 1944 Loaded planes and cargo for transportation.
 March 16-19, 1944 At Ford Island. Pearl Harbor—discharged planes and cargo.
 March 25, 1944 Arrived San Diego.
 March 26, 1944 Composite Squadron VC 14 came aboard.
 March 27, 1944 First Flight Operations. Captain W. V. Saunders made first landing. Sixty eight (68) landings during day without casualty.
 April 3-30, 1944 At San Diego for overhaul and loading ammunition.
 May 1, 1944 Underway for Pearl Harbor in T.U. 15.19.1.
 May 5, 1944 First plane casualty—VF barrier crash.
 May 8-10, 1944 At Ford Island, Pearl Harbor.
 May 11, 1944 Underway in T.U. 16.14.6 for Majuro Atoll, Marshall Islands.
 May 16, 1944 Sighted sub, made attack with negative results.
 May 17-21, 1944 At Meijuro.
 May 22, 1944 Underway for anti-submarine warfare south of Truk.
 May 23, 1944 Pollywogs become shellbacks.
 May 25, 1944 First bogie reported at 32 miles—interception unsuccessful.
 May 26, 1944 Commenced patrolling area Northwest of Manus.
 May 30-31, 1944 Submarine contacts made by screen. Two probable kills.
 June 3, 1944 At Seeadler Harbor, Manus, Admiralty Islands, for replenishment.
 June 4, 1944 Returned to submarine area.
 June 10, 1944 Sighted Sub, sank same.
 June 19-20, 1944 At Manus.
 June 26-30, 1944 At Eniwetok.
 July 1, 1944 Underway again for Hunter—Killer duty.
 July 19, 1944 Another Sub.
 July 22-25, 1944 At Eniwetok for replenishment.
 July 26, 1944 Departed from Eniwetok for anti-sub warfare.
 July 28, 1944 Sighted and sank sub—the fifth.
 July 30, 1944 1000th catapult.
 Aug. 9-20, 1944 At Eniwetok for replenishment.
 Aug. 21, 1944 2000th landing.
 Aug. 22-24, 1944 At Kwajalein.
 Aug. 31, 1944 Arrived at Manus in TG 30.7.
 Sept. 1, 1944 Underway for rendezvous with TF 38, protecting landings on Palau.
 Sept. 5, 1944 West of Tokyo.
 Sept. 15, 1944 Proceeded to area northwest of Peleliu Island to conduct anti-sub warfare.
 Sept. 26, 1944 Enroute to area northwest of Saipan to conduct anti-sub warfare.
 Oct. 3, 1944 Made contact at 30,000 yards, identified as submarine and sunk—the tenth kill or probable kill for the ship and escorts.
 Oct. 9-12, 1944 At Manus to refuel and rearm.
 Oct. 13, 1944 Underway for Palau. At 1642 the 3000th plane landing was made.
 Oct. 16, 1944 CAP sighted and sank a mine by gunfire.
 Oct. 17, 1944 Enroute to conduct anti-sub operations and furnish air cover for convoys off Leyte Gulf.
 Oct. 29, 1944 We got the word—Uncle Sugar.
 Oct. 30, 1944 Cancelled.
 Oct. 27-Nov. 9 At Ulithi for replenishment.
 Nov. 11, 1944 Entered Kossel Passage and anchored.
 Nov. 13, 1944 Underway to furnish air cover for ships in vicinity of Philippines.
 Nov. 18, 1944 Sighted Periscope, but attacks failed.
 Nov. 20, 1944 Arrived Kossel Passage for replenishment.
 Nov. 25, 1944 Held Practice torpedo runs.
 Nov. 27, 1944 Anchored at Manus for replenishment.
 Nov. 29, 1944 Squadron VC 14 detached; VC 88 came aboard.
 Dec. 14-15, 1944 Held training in carrier landings.
 Dec. 16, 1944 Enroute to Huon Gulf, New Guinea in T.G. 77.4.
 Dec. 20-26, 1944 At Manus. Captain J. A. Briggs relieved Captain W. V. Saunders as Commanding Officer.
 Dec. 27, 1944 Underway to Kossel Passage.
 Dec. 31, 1944 Anchored in Kossel Passage.

Jan. 1, 1945 Underway for operation at Lingayen Gulf.
Jan. 3, 1945 Jap plane attempting suicide dive, crashed into water 1000 yards away.
Jan. 4, 1945 Two (2) Jap planes made unsuccessful suicide dives, crashing into water.
Jan. 13, 1945 Jap believed to be diving on this ship was downed by four rounds from 5"/38.
Jan. 15, 1945 Bomb exploded in TBM on landing; pilot, crew and five others killed.
Jan. 17, 1945 Enroute Lingayen Gulf to Ulithi via Suragao Straits.
Jan. 20, 1945 Sank floating mine.
Jan. 23, 1945 Arrived at Ulithi.
Jan. 25, 1945 Composite Squadron VC88 detached.
Jan. 27, 1945 Underway for Pearl Harbor.
Feb. 6-7, 1945 At Pearl Harbor.
Feb. 15, 1945 Arrived in San Diego. Commenced yard overhaul and repair of bomb damage.
LEAVE and LIBERTY.

Logistic replenishment.
Rear Admiral H. W. Martin, ComCarDiv 23 and his staff came aboard.
Underway for Pearl Harbor.
Made full power runs. (19 knots)
Arrived Pearl Harbor.
Conducted carrier landing practice.
Underway for Guam with cargo of planes and vehicles.
At Apra Harbor, Guam. Unloaded.
Moved to Saipan.
Embarked Squadron VC99. Commenced practice operations off Saipan.
Two (2) men fell overboard. Rescued uninjured. Arrived Ulithi.
V-E Day.

Underway for Okinawa.
Began conducting air operations South of Okinawa, covering landings.
Anchored at Kerama Retto for logistic replenishment.
Encountered typhoon; rolled 27° winds up to 100 knots. Some damage.
Attacked area near Sakishima Jima. One bogie downed.
Splashed One (1) Oscar.
Replenishment at Kerama Retto.
Departed from Okinawa Area for Leyte.
Arrived at Leyte for replenishment and availability.
Conducted training operations off Samar.
Underway for Eniwetok via Ulithi.
At Eniwetok. Loaded cold weather equipment.
Underway for Adak.
V-J Day.

At Kuluk Bay, Adak.
Underway for Ominato, Honshu, Japan.
Arrived off Northern Honshu.
Commenced flight operations over Honshu and Hokkaido. Dropped supplies for prisoners of war.

Anchored in Ominato Harbor at Japanese Naval Station.
Captain F. N. Kivette relieved Captain J. A. Briggs as Commanding Officer.
Lt. Comdr. McAllister brought Lt. Col. Devereaux aboard.
Rode out typhoon.
Underway for flight operations, covering amphibious landings at Aomori.
In Tokyo Bay. Liberty in Yokosuka, Yokohama.
Rear Admiral Martin, ComCarDiv 23, detached.
Underway for Guam, escaping typhoon.
At Guam. Took on first load of passengers.
Lost two (2) men overboard and recovered both.
At Pearl Harbor.

Arrived at San Francisco. Composite Squadron VC99 detached.
Moved to Richmond, California for availability. LEAVE, LIBERTY.
Underway for Pearl Harbor.
Diverted to Kwejalein.
Diverted to Guam.
Diverted to Saipan.
At Saipan. Loaded more passengers.
Passed leper colony on Molokai.
Arrived San Pedro, California.
Underway for Noumea, New Caledonia.
Diverted to Okinawa.
Arrived Buckner Bay, Okinawa. Loaded passengers.
Underway for Guam.
Arrived Guam. Embarked passengers. Underway for San Francisco, California.
Arrived San Francisco, California
Left San Francisco, California on last cruise.
Arrived San Diego, took on planes.
Arrived Balboa, C.Z.
Transited Panama Canal. Arrived Colon.
Arrived Jacksonville to unload planes.
Arrived Norfolk.
Arrived South Boston.
Reported 16th fleet for deactivation.
Ship deactivated, placed in reserve, out of commission.

April 1-5, 1945
April 2, 1945
April 6, 1945
April 10, 1945
April 13, 1945
April 15, 1945
April 18, 1945
April 28-30, 1945
April 30, 1945
May 1, 1945
May 5, 1945
May 7, 1945
May 8, 1945
May 12, 1945
May 28, 1945
June 5, 1945
June 7, 1945
June 8, 1945
June 14, 1945
June 24, 1945
June 27, 1945
July 17-21, 1945
July 28, 1945
Aug. 3-11, 1945
Aug. 11, 1945
Aug. 15, 1945
Aug. 18-30, 1945
Aug. 31, 1945
Sept. 7, 1945
Sept. 8, 1945

Sept. 12, 1945
Sept. 14, 1945
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Oct. 21, 1945
Oct. 22, 1945
Nov. 3, 1945
Nov. 5, 1945
Nov. 9, 1945
Nov. 18, 1945
Nov. 19-22, 1945
Dec. 1, 1945
Dec. 7, 1945
Dec. 13, 1945
Dec. 16, 1945
Jan. 1, 1946
Jan. 9, 1946
Jan. 13, 1946
Jan. 28, 1946
Feb. 11, 1946
Feb. 12, 1946
Feb. 24, 1946
Feb. 27, 1946
Mar. 7, 1946
Mar. 17, 1946
Mar. 20, 1946
Mar. 22, 1946
July,

54-40 AND FIGHT ★ 54-40 AND FIGHT ★ 54-40 AND FIGHT

54-40 AND FIGHT ★ 54-40 AND FIGHT ★ 54-40 AND FIGHT

54-40 AND FIGHT ★ 54-40 AND FIGHT



Plank Owner's CERTIFICATE

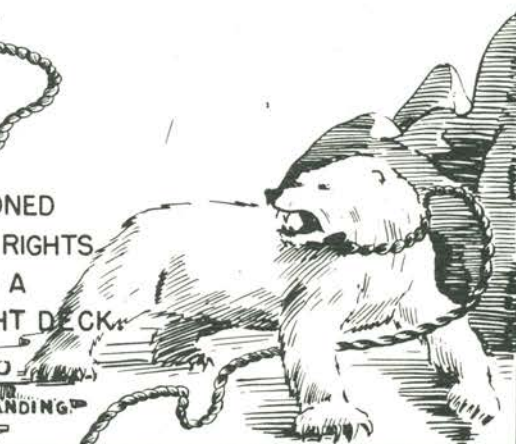
TO ALL SAILORS AND AVIATORS, WHEREVER YE MAY BE ...
GREETINGS; KNOW YE BY THESE PRESENTS THAT ...

W. T. Door S¹/_c

WAS A MEMBER OF THE ORIGINAL CREW WHICH COMMISSIONED
USS HOGGATT BAY AND IS THEREFORE ENTITLED TO ALL THE RIGHTS
AND PRIVILEGES OF A PLANK OWNER ON SAID SHIP INCLUDING A
CLEAR AND UNENCUMBERED TITLE TO ONE PLANK IN THE FLIGHT DECK.

11 JANUARY 1944
DATE OF COMMISSIONING

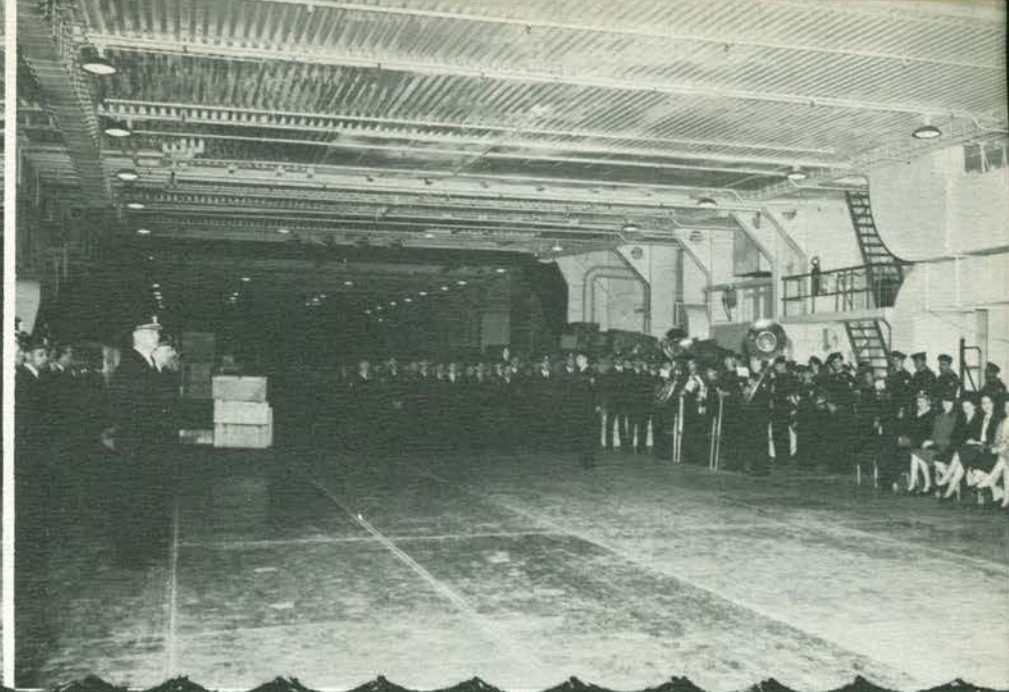
W. Saunders
CAPT. U.S. NAVY, COMMANDING



54-40 AND FIGHT ★ USS HOGGATT BAY ★ 54-40 AND FIGHT



OFFICERS



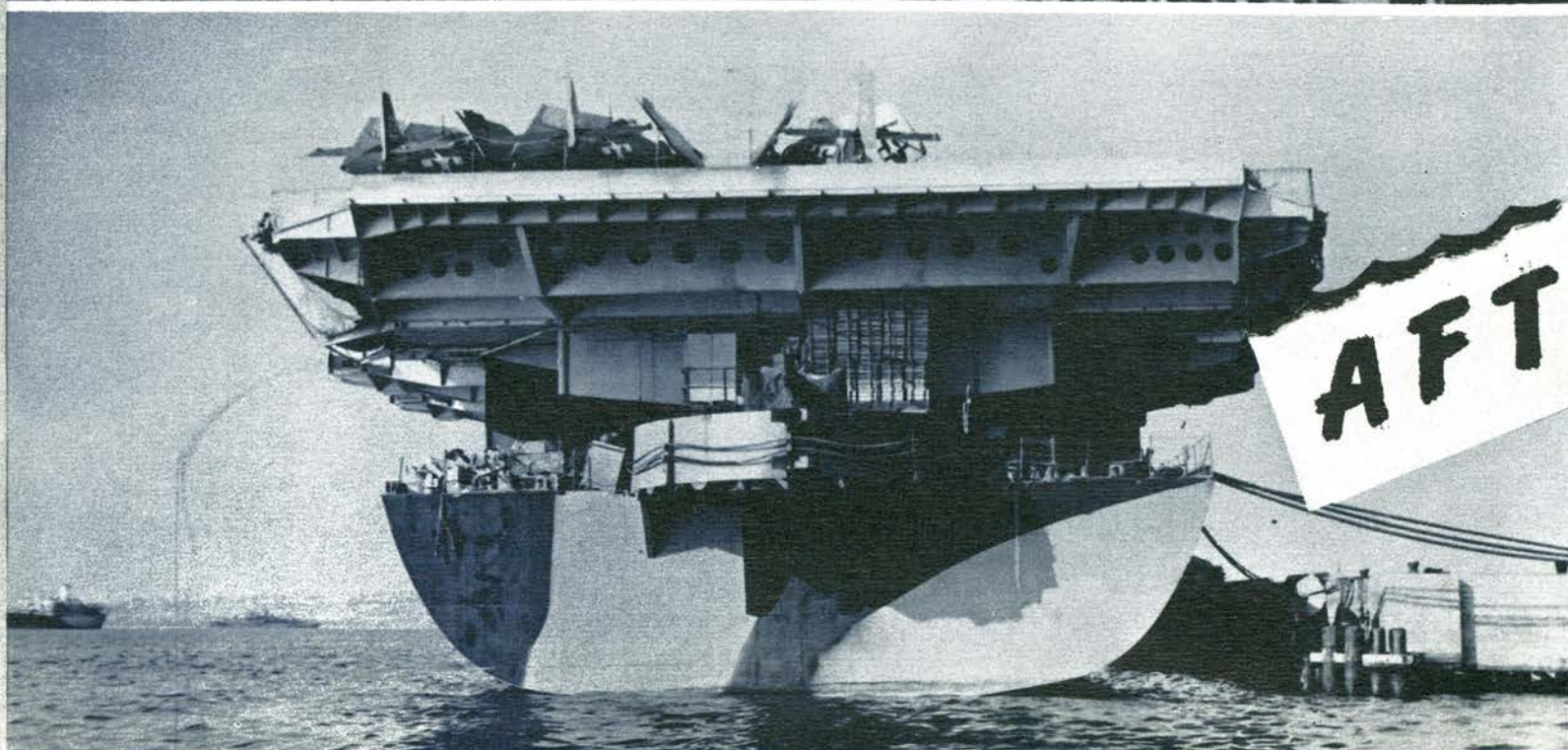
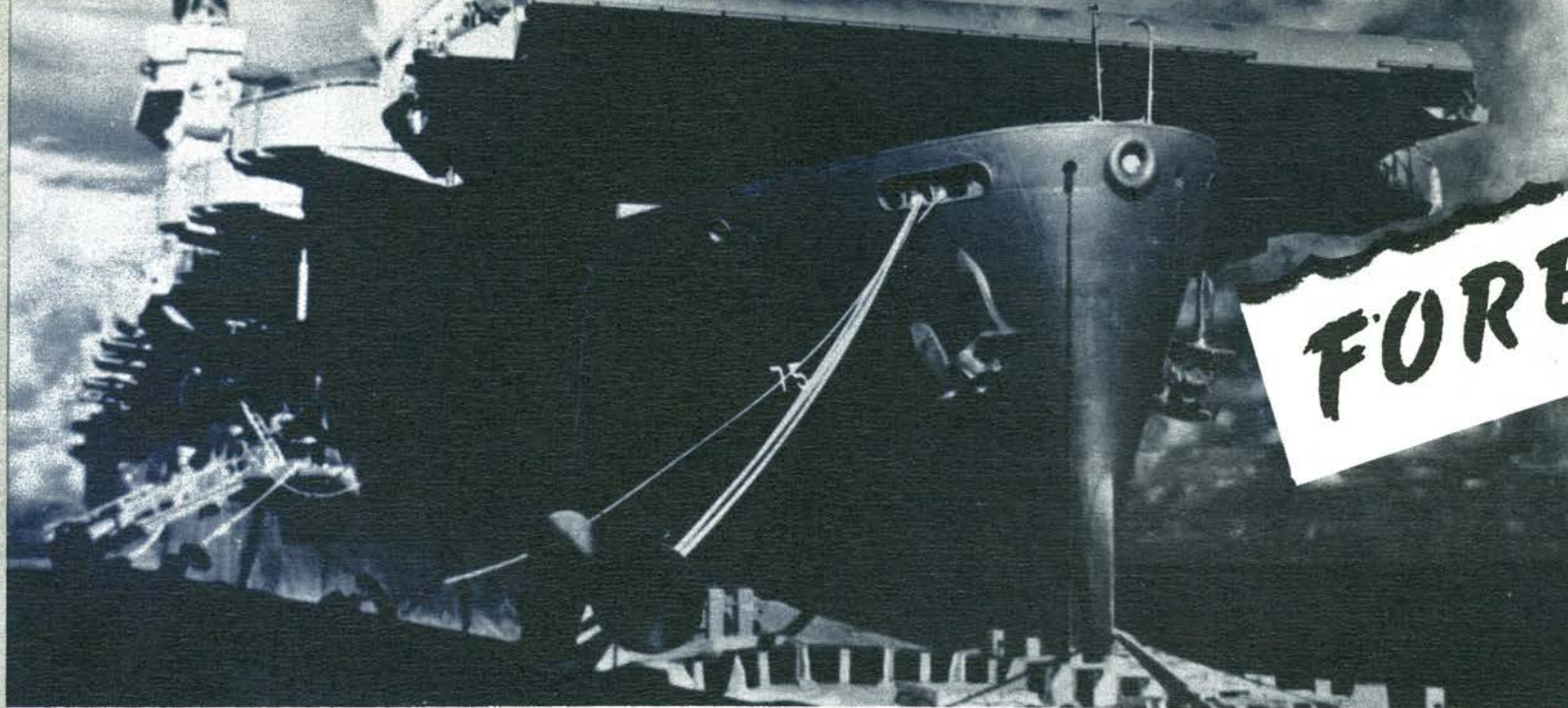
AND MEN



CAPT. SAUNDERS READS HIS ORDERS



HOISTING THE COLORS



Hoggatt Bay Alaska

Hoggatt Bay is one-half mile wide and extends three miles back into the mountains of Baranof Island in southern Alaska. its sides are steep and bold and the water deep, over 100 fathoms in the middle. It opens into Chatham Strait which runs northward from the Pacific between Baranof and Kuin Islands.

The HOGGATT BAY is a ship 108' 11/4" wide and extends back 498' 6'. Her deck is flat, and her planes are bold. Her career opens in the offensive phase of History's bloodiest war, and she will run northward, southward, and finally westward until she has sunk every vulnerable Jap 100 fathoms or more.

Reprinted from the first issue of the "Sub-Duer".





The U. S. S. HOGGATT BAY, twenty-first of the CASABLANCA class carrier built at the Kaiser Yard at Vancouver, Washington was commissioned at 1015 hours, January 11, 1944, at the Naval Station, Astoria, Oregon. In a brief ceremony, Captain J. D. Barner, U. S. Navy, Commanding Officer of the Naval Station, transferred command to Captain W. V. Saunders, U. S. Navy.

Through the month of January the ship was outfitted at the Naval Station, and then proceed to the Naval Repair Base, San Diego, California via Illahee, Washington, for ammunition and torpedoes; Bremerton, Washington, for engine tests, degaussing, performance statistics, and bomb loading; and Alameda, California, for aviation supplies. She arrived at San Diego, February 23, 1944.

During the early part of March, exercises including anti-aircraft and surface gunnery, aircraft deck spotting, and tactical drills, were conducted.

The ship got underway for Pearl Harbor on March 10, transporting aircraft and personnel, arrived March 16, and returned to San Diego.

The latter part of March was utilized in conducting extensive aircraft operations and general training. Captain Saunders made the first take-off and landed aboard the HOGGATT BAY on March 27 — an unusual feat for the commanding officer of a carrier.

Leaving the United States on May 1, with Composite Squadron 14 having TBMs and FMs and commanded by Lieutenant Commander F. H. Tammany, USNR, (later by Lieutenant C. H. Obrist, USN) aboard, the HOGGATT BAY, Flagship of the Task Group, proceeded to a patrol area in the Southwest Pacific, near Emirau Island, to conduct intensive submarine searches.

The escort carrier had already proven itself in the Atlantic. In this case in the Pacific, it proved perfectly suited to anti-submarine warfare. Flying

thirty to forty flights a day, often two torpedo planes flying from 0200 until dawn, the aircraft were able to keep the submarines submerged a large part of the time and the destroyer and destroyer escorts continued the search underwater.

Already versed in anti-submarine warfare, VC 14 conducted extensive indoctrination aboard the HOGGATT BAY en route to the operating area and was in top condition for the strenuous assignment. Torpedo plane pilots flew at least one four-hour flight every day, and occasionally flew two.

Initial submarine contacts were made on May 30 and on May 31 by the destroyer escorts screening the formation. Attacks were made, scoring hits which caused violent underwater explosion, heavy oil slicks, and much Japanese debris. Evidence indicated very probable kills of both contacts.

On June 10, the U. S. S. TAYLOR (DD-468), upon investigating a report from Lieutenant C. A. Elliott, USNR, leader of the airborne CAP of an oil slick and feather wake, established contact with another enemy submarine and proceeded to attack. The submarine rose to the surface and was hit an estimated ten times. The submarine sank stern first with the usual but unexplained underwater explosions.

Completing the assignment in the doldrums in late June, another Task Group was formed with command in the HOGGATT BAY, and preceeded to Eniwetok Atoll, Marshall Islands.

During the period of July 5 to August 9, the Task Group conducted anti-submarine warfare, in support of the invasions of Saipan, Tinian and Guam in the Central Pacific area.

Shortly after midnight on July 19, the HOGGATT BAY made a surface contact and directed the U. S. S. WYMAN (DE-38), and later the U. S. S. REYNOLDS (DE-42) to investigate. The contact proved to be an enemy submarine. The first attack produced negative results, but the second was

effective. A few minutes later underwater detonations so severe as to break light globes in the WYMAN were felt as she closed for a third attack.

At 1731 on July 28, an alert lookout, B. D. Tipton, Seaman Second Class, USNR, on the HOGGATT BAY sighted a surfacing Japanese Class I submarine on the starboard quarter, distance about eight miles. The WYMAN and REYNOLDS were again sent in for the kill. The submarine remained on the surface for approximately two minutes, apparently having surfaced unintentionally for the deck guns were never manned and no personnel were observed topside. The WYMAN scored hits leaving nothing as a target for the REYNOLDS, which closed in. Violent underwater explosions followed, with oil coming to the surface for several days after. From that time on, after the second quick kill for the WYMAN, she was known aboard as the "One Punch WYMAN". This probable kill proved to be very timely, for within twenty-four hours the Guam invasion force, consisting of numerous troop-loaded transports, steamed directly through the area of the kill.

Upon completion of the Marianas Campaign the HOGGATT BAY and escorts formed a Task Group with command in the HOGGATT BAY, and proceeded to Seeadler Harbor, Manus, Admiralty Islands, via Eniwetok and Kwajalein Atolls, Marshall Islands.

September 1, the Task Group rendezvoused with Task Force 38 to furnish searches 50 miles in advance of the assault and invasion forces enroute to the Palau Islands. It was at this time that Captain Saunders, when detaching his "Baby Flat-top" and destroyer escorts from Admiral Marc A. Mitscher's mighty carrier armada to return for the invasion troops, sent his much-publicized message, "Am proceeding in accordance with previous orders, you are now on your own". To this the Admiral replied, "Thank you very much for your protection."

Early in October, while still in support of the Pelelieu and Angar invasion forces, the Task Group was dispatched to investigate a possible submarine contact made earlier by a patrol plane. At 0411 on October 3, the HOGGATT BAY made contact. Due to extremely high seas the contact was visible only for seconds at a time. The U. S. S. MILES (DE-183) was ordered to investigate. The target disappeared completely when the MILES closed to 5000 yards and attacked. Three underwater explosions, of such intensity as to cause damage to the MILES and to be felt on the other four ships of the group (eight miles away), resulted. It was believed to be another definite kill.

Still conducting searches in support of the newly-won Palau Islands, and in support of striking groups on the Philippines, the HOGGATT BAY and screen was ordered to rendezvous and report for duty with another Task Group in order to provide anti-submarine protection and air coverage for two cruisers, the U. S. S. HOUSTON and U. S. S. CANBERRA, that had been badly damaged off Formosa and were proceeding to Ulithi Atoll, Caroline Islands. Menaced by submarines, at least one attack was thwarted, a feat which brought praise from Admiral Halsey.

Ships that screened the HOGGATT BAY during these times in the several operating areas were the destroyers, U. S. S. McCORD (DD-534), HAZELWOOD (DD-531), HERRMANN (DD-532), HOEL (DD-768), NICHOLAS (DD-449), O'BANNON (DD-450), TAYLOR (DD-468), HOPEWELL (DD-681), RADFORD (DD-446), JENKINS (DD-447), LAVALETTE (DD-448), FLETCHER

(DD-445), and destroyer escorts U. S. S. ENGLAND (DE-635), SPANGLER (DE-696), RABY (DE-698), GEORGE (DE-697), OSMUS (DE-701), WYMAN (DE-38), REYNOLDS (DE-42), LAKE (DE-301), DONALDSON (DE-44), MILES (DE-183), STEELE (DE-8), BEBAS (DE-10) and SEID (DE-256).

Because of the urgency of the operations and the resulting heavy flying schedule the HOGGATT BAY and escorts remained in port only long enough to fuel and replenish. During these rush visits to port extensive engineering maintenance had to be accomplished because of the weeks of steady operations. Yet planes were kept at top efficiency.

On October 29, the ship was ordered to return to the United States, but due to circumstances concurrent with the initial landings in the Philippines, the orders were cancelled and the month of November was spent with Carrier Division 29, furnishing air cover for ships in the vicinity of the Philippine Islands which were supporting the Leyte and Samar beachheads.

In late December with Composite Squadron 88, having TBMs and FMs, commanded by Lieutenant Commander E. N. Webb, USN, aboard, the HOGGATT BAY and Carrier Divisions 28 and 29 were engaged in rehearsal amphibious operations in Huon Gulf, New Guinea. Upon return to Manus, Captain Saunders was relieved as commanding officer by Captain J. A. Briggs, U. S. Navy.

On December 27, after spending a Christmas a little out of character in climate but authentic with tree, carols, feast, presents and mail in abundance, the HOGGATT BAY, now with a large Task Group of the Seventh Fleet, set course for the Lingayen Gulf landings on Luzon, Philippine Islands. The force of battleships, cruisers, destroyers, and escort carriers, was divided into two groups, the HOGGATT BAY with Carrier Division 29 in the forward group. Beginning on January 3, 1945, when the formation was in range of aircraft from the Philippines, until the end of the operation and departure from Philippine waters about three weeks later, the ship went to General Quarters one hour before sunrise and remained at General Quarters until at least one hour after sunset daily.

The formation proceeded to the Manila area via Surigao Straits, Sulu, Mindoro and South China Seas. Possibility of attack by surface ships and the continuous enemy air attacks enroute demanded a heavy CAP and ASP schedule. Sixteen HOGGATT BAY fighters met the enemy attackers on January 4, thirty-two on January 5, and twenty on January 6. Twelve torpedo planes were used in ASP on Jan. 4.

At 1901 on January 3, as the last fighter plane landed for the night, unidentified aircraft were sighted. They did not remain unidentified for long, for at 1908, while steaming through the Sulu Sea, a low-wing, single-engine plane attempting a suicide dive, crashed into the sea 100 yards astern of HMAS Shropshire, about 1000 yards from the Hoggatt Bay. Although darkness prevented observing the activities of the other planes, no damage resulted from the attack except for disturbing the peace of mind of all concerned.

The following day at 1712 the formation was given air attack warning and several minutes later two enemy planes made unsuccessful suicide dives out of low cloud cover, crashing astern of the U. S. S. CALIFORNIA and U. S. S. LUNGA POINT, respectively. At the same time fire was opened on a formation of Japanese planes high on the starboard quarter. They turned, apparently discouraged at the heavy volume of AA fire, and at-

tacked the rear group. Bombs were dropped on both formations. The OMMANEY Bay (CVE-79) was set afire by a suicide plane and later exploded and sank.

During the entire next day enemy planes were reported approaching from North, South and East. The van and rear groups were under attack by suicide planes and bombers several times during the day. Many of the attacking planes were shot down, but the combination of ship's AA fire and CAP planes could not prevent several of the ships from being hit and sustaining damage. In the van force, a suicide plane crashed into the U. S. S. LOUISVILLE'S No. 2 turret. In the rear formation the U. S. S. MANILA BAY (CVE-61) and a destroyer were hit.

Late in the afternoon of the same day the mine-sweeping force, located ahead of the striking and carrier force, reported being attacked by two new Japanese destroyers and requested air support. Planes from the HOGGATT BAY and other carriers were quickly loaded and dispatched to attack. The planes found the U. S. S. BENNION (DD-662) holding off the attackers from the fragile minesweepers and proceeded to attack in the face of heavy AA fire, with 500-pound bombs, torpedoes and .50 calibre ammunition. Many near hits were made and fires were started on one destroyer. Both ships were left dead in the water as a result of one torpedo hit, the near hits with 500-pounders, strafing, and damage by shellfire from our destroyer.

Fighter pilot Ensign W. G. Mance, USNR, of the HOGGATT BAY's combat air patrol, splashed one Zeke during the day.

Upon arrival at Lingayen Gulf on January 6, the battleships, cruisers, and most of the destroyers entered the Gulf for beach bombardment. The carriers, screened by only a few destroyers, flew much-needed cover from outside.

While the battleships blasted the beaches, carrier planes bombed, rocketed and strafed supply buildings, ground installations, fuel storage tanks, barges, ammunition dump, railroad yard, communications lines, shipping, destroyed aircraft in the air and on the ground, and scored a direct hit on an enemy submarine in the Gulf.

Lieutenant (jg) C. L. Newburn, USNR, was shot down during the heat of battle by friendly forces in the Gulf after he had shot down an enemy "Nick" making a suicide dive on one of our cruisers. He was rescued by a friendly destroyer.

On the morning of January 13, the U. S. S. SALAMAU (CVE-96) was hit on her flight deck by a suicide plane whose bomb detached itself upon impact, went through the ship, pierced the skin below the waterline, and failed to detonate. Another plane crashed into the water alongside her. The HOGGATT BAY's 5" gun opened fire on another, believed to be an Oscar, making a long diving run from astern. From the angle of approach it was believed that this ship was the target, for the tactics resembled those the Japs had successfully used against the U. S. S. MANILA BAY earlier. All four shots fired at the plane appeared to burst on the target, and after the fourth shot the attacking plane rolled over and dove into the sea.

Cover flights for the ground forces that had arrived in Lingayen Gulf on January 9 continued regardless of the constantly disturbed South China Sea that bounced the carrier around unmercifully, putting the flight deck at odd angles. It was indeed a test and challenge to the ability of every

pilot and landing signal officer

On the afternoon of January 15, a 100-pound bomb from a battle-damaged HOGGATT BAY torpedo bomber accidentally exploded as the plane landed aboard. The pilot, two aircrewmen and eleven ship's company crew members died as a result of the blast. Fire broke out on the flight deck and catwalks, but the flames were quickly extinguished by alert damage control and repair parties. The flight deck was back in operation that afternoon. It proved to be a hard day for the Hoggatt Bay, for another torpedo bomber was lost in action as it nosed over for a bombing run against enemy installations.

On January 17 orders were received to return to Ulithi via Surigao Straits, with further orders to San Diego, Calif., for overhaul, repair and alteration to a flagship. From the time of commissioning until return to San Diego, the ship crossed the equator about sixty-four times, not counting zigzags. This is believed to be a record for U. S. Navy ships at that time.

On April 6, 1945, the HOGGATT BAY, with Rear Admiral H. M. Martin, U. S. Navy, Commander Carrier Division 23, aboard, got underway from San Diego and proceeded to Pearl Harbor and Saipan. There Composite Squadron 99, commanded by Lieutenant Commander R. R. Startzell, USN, came aboard. Thence the ship proceeded to Okinawa to join the Fifth Fleet in support of the invasion.

It was the policy of the ship to train every day the ship was not in combat. Anti-aircraft gunnery on sleeves towed by ship's planes was conducted almost daily enroute to and from operating areas and while waiting to fuel; on entering and leaving port anti-aircraft gunnery was conducted with service squadron planes towing. Extensive squadron indoctrination was given immediately upon reporting aboard—intercept problems, bombing, rocket and machine gun firing, formation flying, breakup, etc.

From May 8 to June 24, 1945, the HOGGATT BAY furnished daily, except for several days set aside for fueling and replenishment when only local patrols were launched, air cover for ships in the immediate vicinity of Okinawa. She flew in direct support of troops, flew observation and photographic hops, made supply drops on advanced infantry patrols whose only available supply route was by plane due to the seas of mud that prevailed. She conducted strikes and fighter sweeps on installations and airfields on Okinawa and surrounding islands as well as in the Sakishima Gunto area one hundred and twenty-five miles southwest.

When Carrier Division 22, whose normal operating area was the Sakishima group, required relief for fueling and replenishment, the carrier group of which the HOGGATT BAY was a part steamed into the area to continue the relentless bombing of operational airfields, primarily on the islands of Ishigaki and Miyako. Among the pilots, this area was soon to be known as "Flak Alley" for they were forced to dive through heavy AA fire to plant their delayed action 500-pound bombs on the runways.

While in this area, on 7 June 1945, two enemy aircraft were able to approach the formation, and one crashed into the flight deck of the U. S. S. NATOMA BAY (CVE-62) causing slight damage. The other was shot down attempting a suicide dive on the U. S. S. SARGENT BAY (CVE-83). Hits by the guns of the HOGGATT BAY's port battery were observed as the plane crashed into the water about one hundred yards ahead of the SARGENT BAY.

During the 47 days of continuous operation, the ship entered a sheltered anchorage only twice for food, stores and bombs, then only during daylight hours each time. The sheltered anchorage, Kerama Retto, much better known as "Bogie Gulch", might have been a haven for supplies, but it was definitely not one of rest in view of the repeated dawn and dusk Jap suicide attacks. To fuel, the ship was forced to retire slightly south of Okinawa and fuel at sea, with the ever-present possibility of enemy air attack. The screening vessels were fueled from the carriers between flight operations, the Hoggatt Bay fueling up to three in one morning.

During this period of forty-seven days, Composite Squadron 99 flew 1327 sorties of all types, of which 676 were combat missions. About 50 tons of bombs were dropped on enemy airfields and installations and another 90 tons on other enemy installations. More than a thousand five-inch rockets were expended plus hundreds of thousands of rounds of .50 calibre ammunition.

The results of these expenditures included two enemy aircraft destroyed in the air, two aircraft on the ground, eleven mortar and heavy gun positions, seventeen anti-aircraft batteries, twenty-three buildings, thirty-nine caves housing enemy troops, and two trucks. Other items destroyed were small boats, oil and fuel dumps, supply dumps, troop shelters and one bridge.

In one day of operations, four "baby carriers", the fifth flying only local patrols, flew more than 300 combat sorties, dropped 82 tons of bombs, fired 1400 rockets, and expended thousands of rounds of .50 calibre ammunition.

In addition to the destruction wrought by Composite Squadron 99's torpedo planes on enemy installations, Lieutenant M. D. Burchfield, USNR, and Lieut. (jg) R. E. Rouillard, USNR, each accounted for a Jap plane. Lieutenant Burchfield and his division ran head-on into an Oscar near Kuma Shima, having been directed to it by an anti-submarine patrol plane being seriously heckled. Lieut. (jg) Rouillard braved heavy friendly AA fire to knock off a Jap plane making a suicide dive on a picket ship.

After Okinawa came a much-needed rest at Leyte. On July 26th, orders were received to proceed to Adak, Alaska, via Eniwetok, to join the Fourth Fleet. The operation for which the Hoggatt Bay was scheduled was cancelled due to the receipt of the Japanese surrender. The announcement of the Japanese surrender found the HOGGATT BAY in the center of the broadest expanse of water in the world, the vast Pacific Ocean, halfway between Wake Island and Adak. This undoubtedly gave the ship the distinction of being one of the farthest ships from "no-where" in the Navy at the time of the world-resounding news.

The acceptance of surrender and occupation of northern Honshu and Hokkaido by Commander North Pacific Fleet was quickly substituted for the prospective invasion. The HOGGATT BAY, as carrier flagship, flew air cover for the naval force that entered Mutsu Wan for the ceremony that was held in the harbor of the Ominato Naval Base.

Planes from this vessel located several prisoner-of-war camps while in the area, and participated in supply drops consisting of food, newspapers, magazines and medical supplies to the prisoners. They also had the pleasure of evacuating Lieutenant Colonel Devereux, Marine Defense Commander of Wake Island at the time of its capture by the Japanese, from a prisoner-

of-war camp. On September 14, 1945, Captain F. N. Kivette, U. S. Navy, relieved Captain Briggs of command.

Upon departure of Commander North Pacific Fleet from Japanese waters, the U. S. S. Hoggatt Bay was reassigned to the Fifth Fleet in order to cover the Eighth Army landing at Aomori, on northern Honshu. Upon completion of the occupation, the ship proceeded to Tokyo Bay where Rear Admiral Martin left the ship.

The brief stay in Tokyo Bay gave all hands an opportunity to make liberty in Yokosuka and Yokohama—some even got to Tokyo. With the approach of another typhoon, the ship got under way and reached Guam September 29. There the first passengers were embarked for transportation to the United States. The trip to Uncle Sugar was enlivened by the losing of two men overboard—both of whom were recovered without injury. The ship called briefly at Pearl Harbor, and landed at San Francisco October 21. VC99 and the staff of ComCarDiv 23 departed almost immediately.

After moving to Richmond, leave and liberty were granted to all hands. With the war more than two months past, and with the ship having been away from the States for half a year, this chance for relaxation was enjoyed to the full. During the availability in Richmond, too, conversion to Magic Carpet duty was accomplished with the installation of 704 bunks on the hangar.

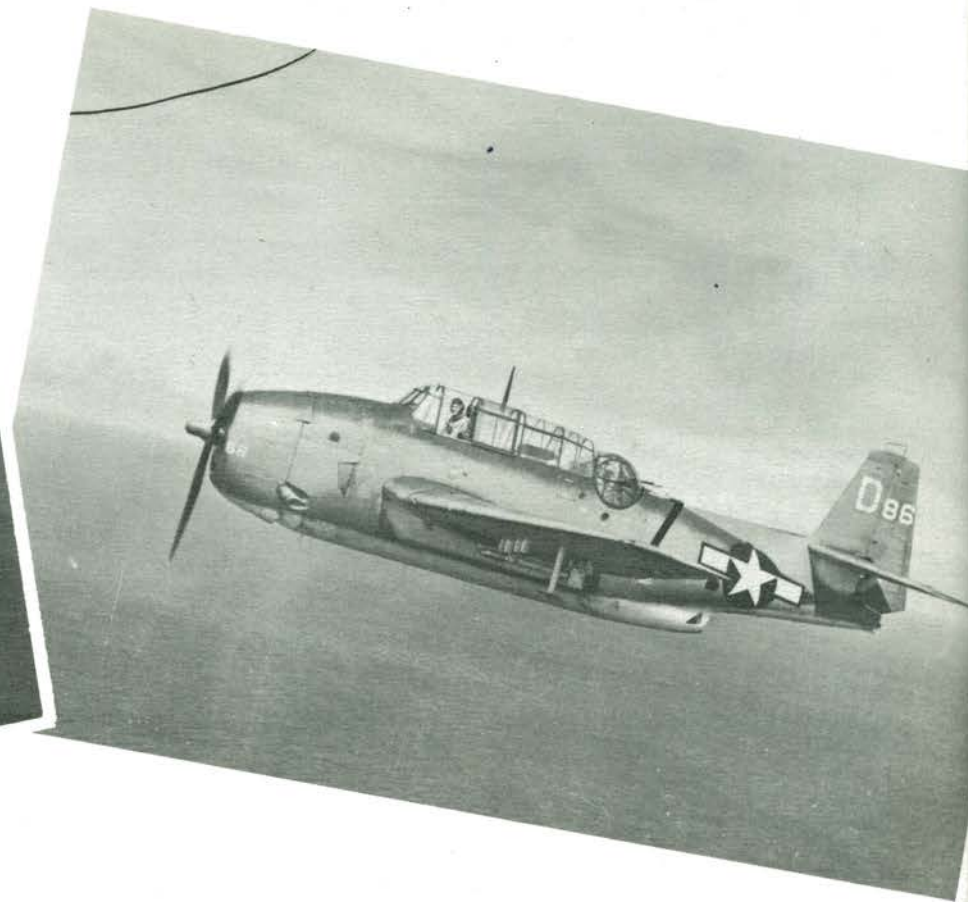
On November 3 another westward trip was begun when the HOGGATT BAY sailed for Pearl Harbor. Within a few days the destination was changed to Kwajalein, then changed to Guam, and then to Saipan. The last held, and 1200 passengers were embarked for transportation. On December 7, 4 years after the war's beginning, the ship again arrived in the States—at San Pedro, California.

The last trip to "bring the boys home" started December 16, with Noumea, New Caledonia, as the destination. This was soon changed to Okinawa, where the ship arrived on New Year's Day. New Year's Eve was observed a day late.

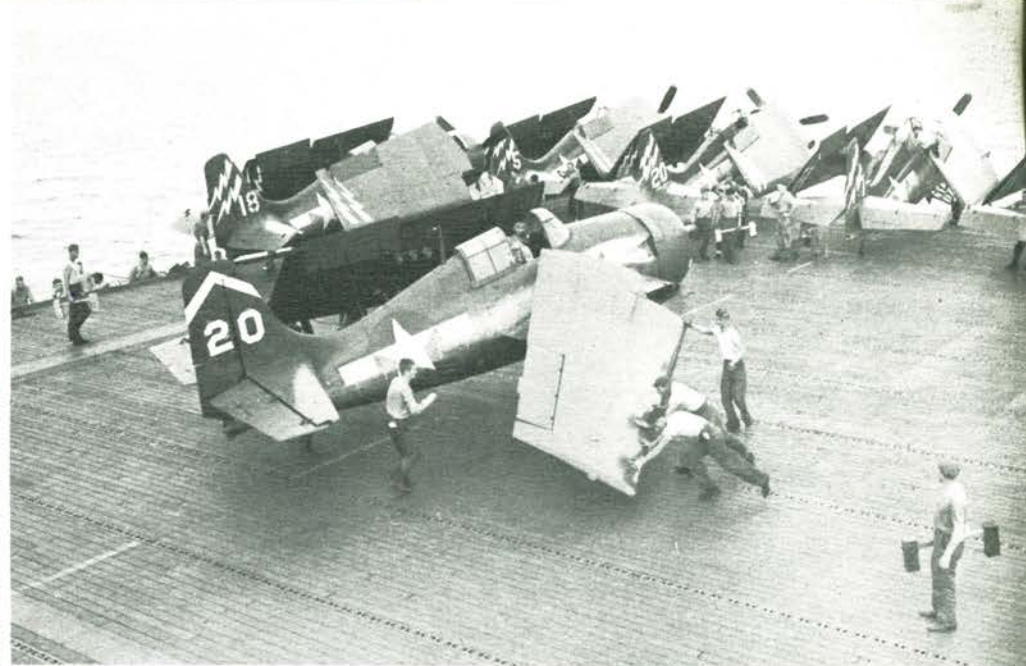
Under way with another load of passengers, the ship arrived in Alameda, California, January 28, 1946, and remained for availability, leave, and liberty. In view of the ultimate disposition of the ship—being placed "in commission in reserve"—preliminary steps towards preservation were undertaken. On January 31 Captain M. P. Evenson, USN, relieved Captain Kivette as Commanding Officer.

With the ship again an aircraft carrier—5 SB2Cs and 4 F4Us on the flight deck—and yet still a transport—450 Marines bunking on the hangar deck—she sailed for San Diego February 11. Upon arrival planes and passengers were discharged, and other planes brought aboard for further transportation. The next stop was the Panama Canal, where a brief stay on each side gave all hands an opportunity for a last foreign liberty. At Norfolk the cargo of planes was unloaded, and the ship then proceeded to Boston.

At the Boston Navy Yard ammunition and excess equipment was unloaded, machinery and other equipment preserved, and the ship deactivated. The HOGGATT BAY was then placed in commission in reserve, becoming no longer ready in all respects for operations, but rather ready with a minimum of preparation.



Air Operations



NO REST FOR THE WEARY



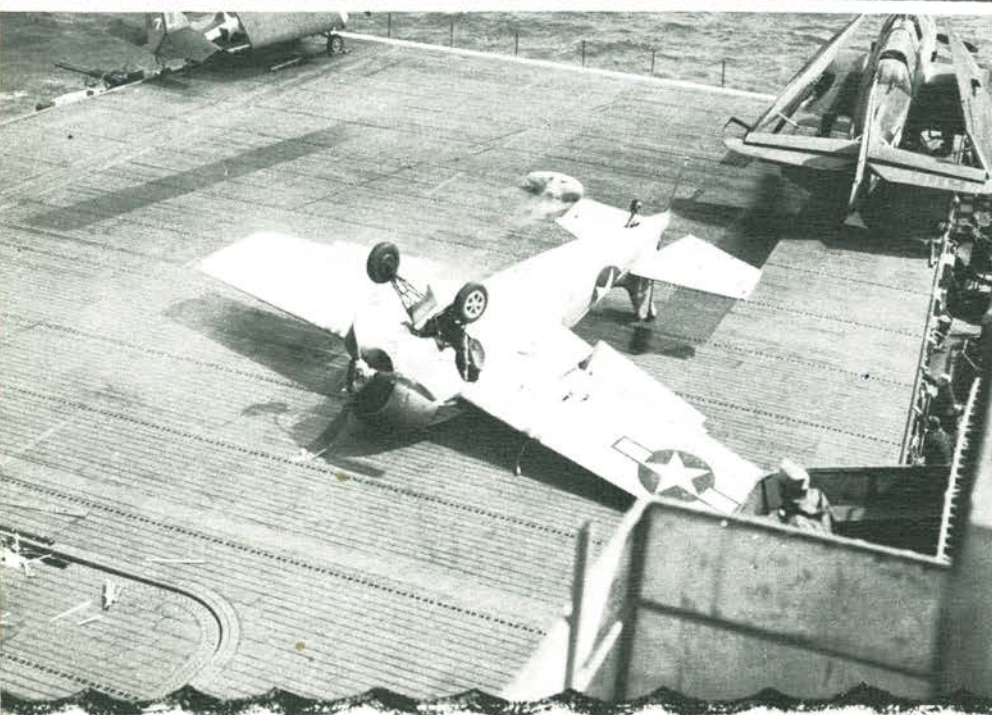
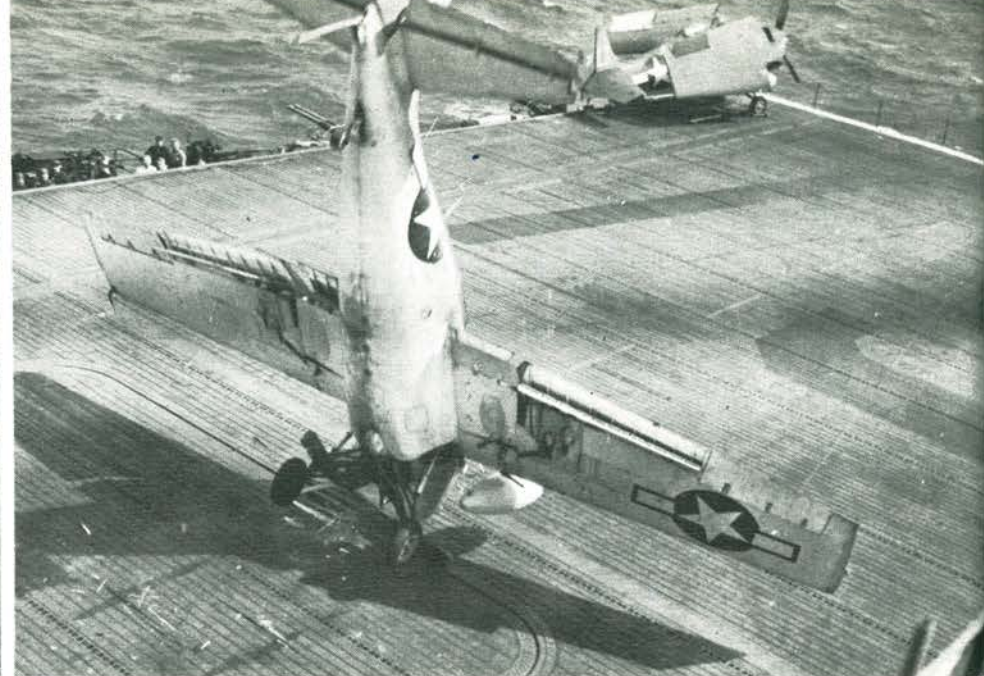
DAWN PATROL



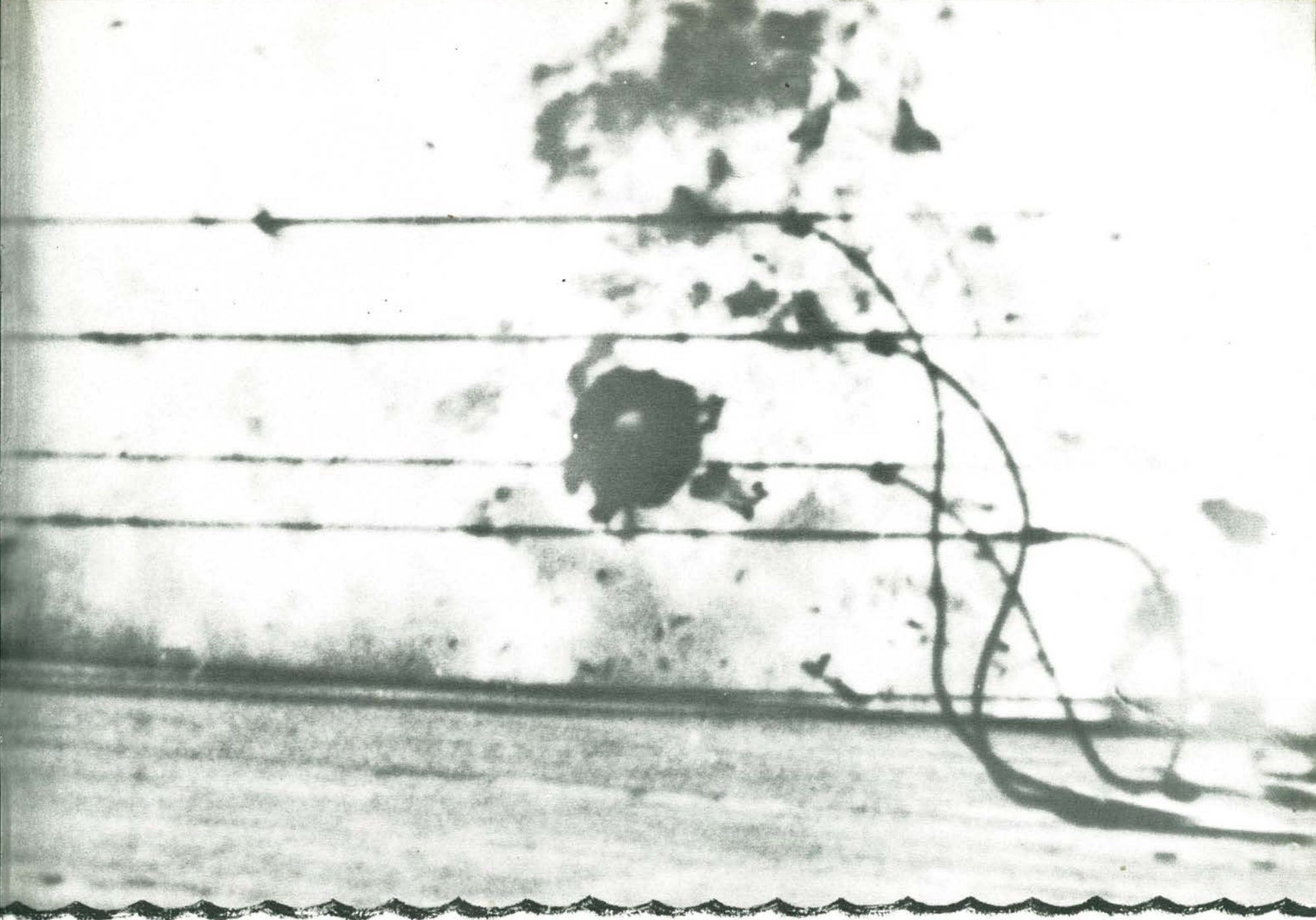
ROUTINE MISSION



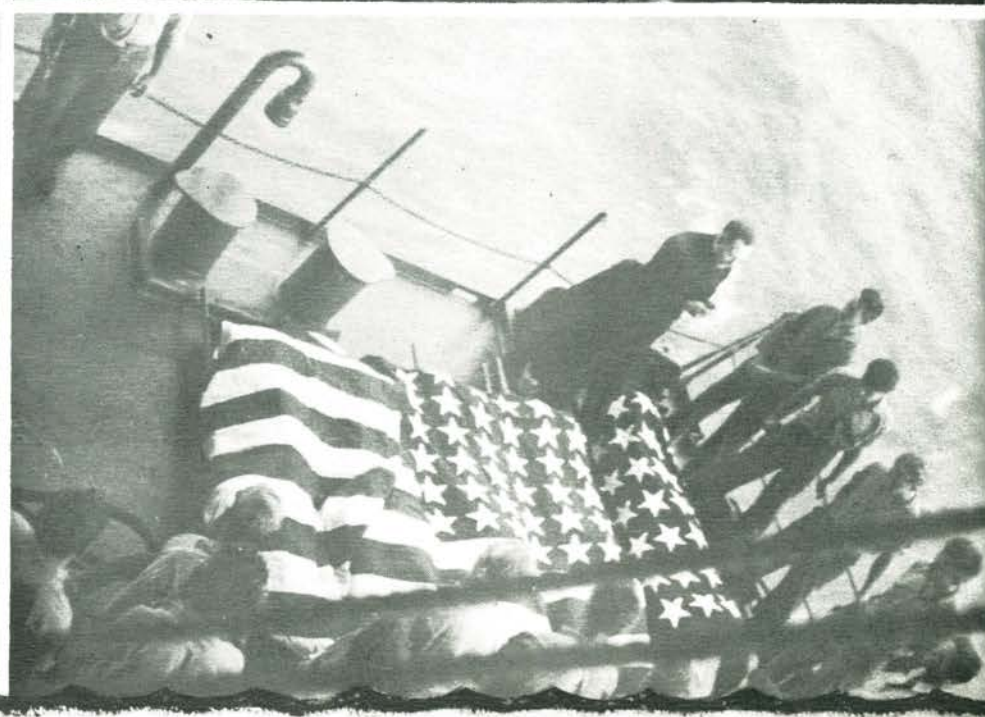
HAS ANYONE SEEN A STRAY FIGHTER AROUND HERE?



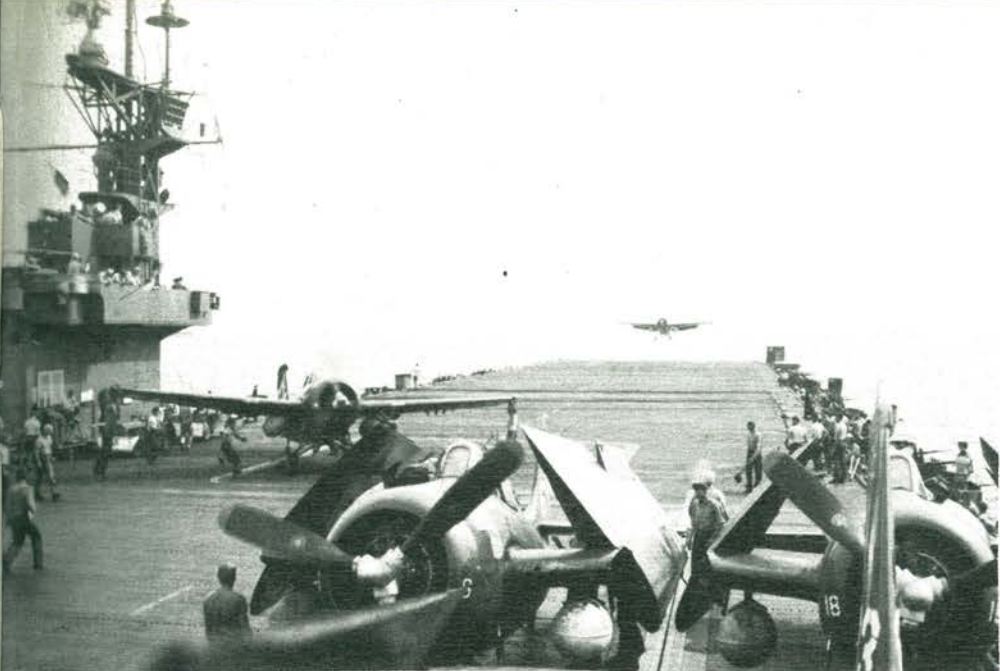
THEY DON'T ALWAYS LAND ON WHEELS — OR ON THE DECK!



Engine flying through air toward barrier at moment of 100 pound bomb explosion. Occurrence at moment of landing of T.B.M. bomber.



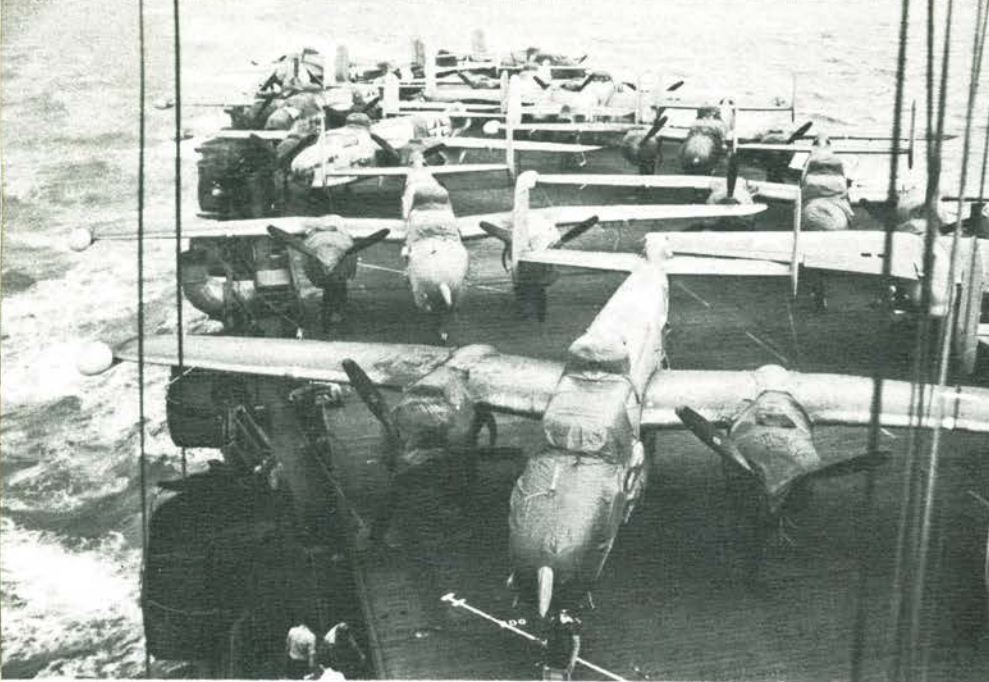
THERE WERE GOOD DAYS AND BAD DAYS



THE 6000TH LANDING
LIEUT. COMDR. RR STARTZELL, COMMANDING OFFICER. VC-99



THE 3000TH CATAPULT LAUNCHING
LT. HAYWARD VC-99—LT. MIGNONI, CATAPULT OFFICER



THE FLIGHT DECK WASN'T USED MERELY FOR FLIGHT PURPOSES

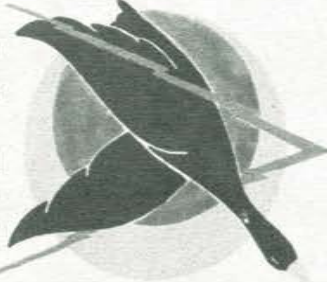
FIRST SQUADRON - VC 14

SQUADRON

VC 14

1944

CVE 75



LT. C. HOBRIST,
COMMANDING OFF



LT. J.B. BOCK
OPERATIONS OFF.



LT. G. HANDERSON
VT FLIGHT OFF.



LT. C. ELLIOTT
EXECUTIVE OFF.



LT. W.R. STOBIE
GUNNEYS OFF.



LT. J.W. HARTEELL
VT GUN. OFF.



LT. R.I. BAGNALL



LT. M. MILUTINOVITZ



LT. G. SMITH



LT. G. M. DILLON III



LT. G. E. SCHWARTZ



LT. G. J. F. MAYOY



LT. G. E. MCGINNIS



ENS. J.F. GROSSER



ENS. R.E. BENSEN



ENS. W.T. BONE



ENS. J.J. HUGHES



ENS. P. ORDEL



ENS. J.E. STORY



ENS. F.M. WALTERS



ENS. E.H. WIELAND



ENS. A. MALINOFF



ENS. E. COLANTONIO



ENS. F.O. MCGUIRE



ENS. K.L. MARTZ



ENS. J.R. BALZAR



ENS. J.W. HULTSCHULTE



ENS. J.W. HARNBLAD



ENS. F.K. GIBBS



ENS. G.W. HOFFER



ENS. P.E. KEAMER



ENS. W.P. BEEBE



ENS. J.R. FORSBERG



ENS. C.M. COURTNEY



ENS. V. LUKE



ENS. E.A. MAGUIRE



ENS. R. AMBACK



ENS. R.S. JOHNSTON



LT. E.S.O. MEADE



LT. F.E. OTTO



LT. J.R. PIEROTT

BAY

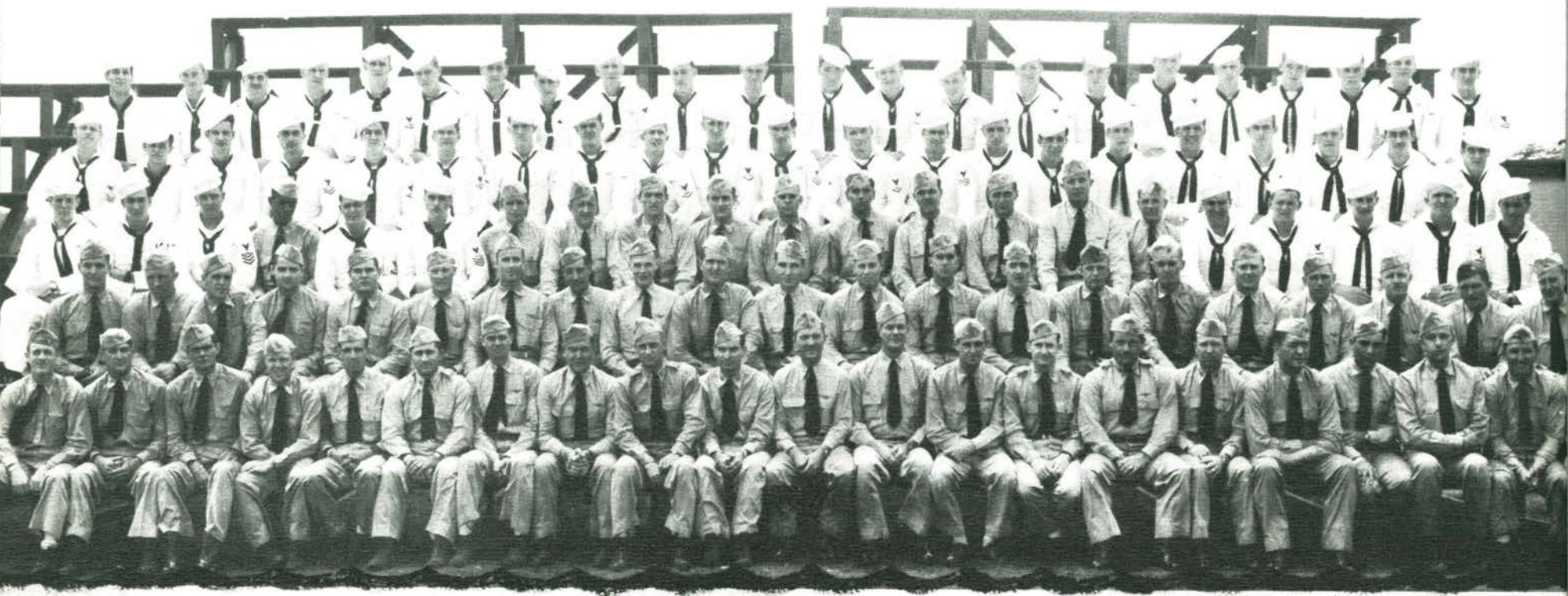
HOGGATT

U.S.S.

"MARCH 26, 1944 TO NOVEMBER 29, 1944—HUNTER KILLER DUTY,
PALAU OPERATION, LEYTE GULF"

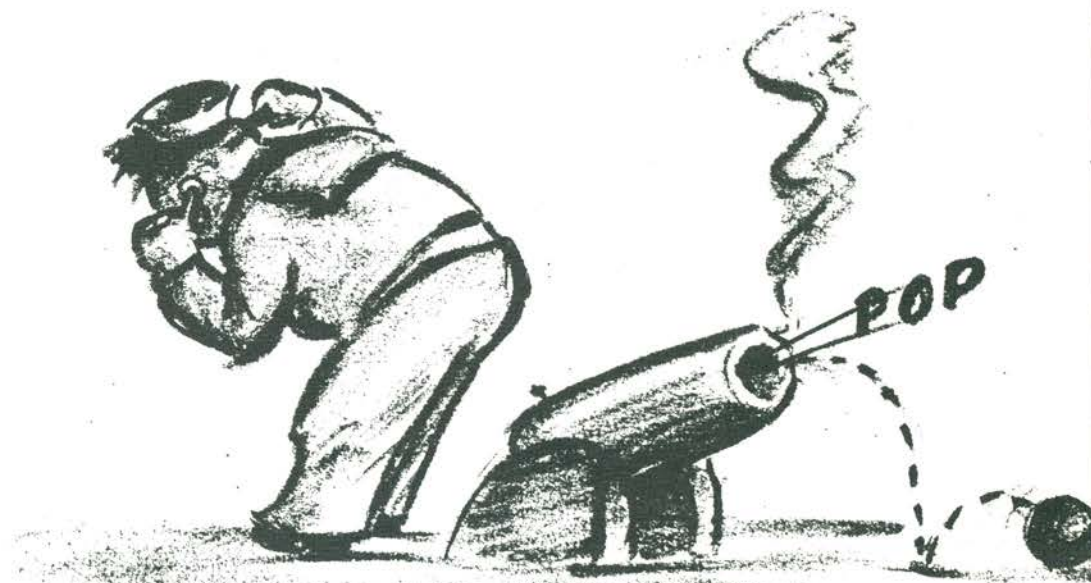
"THE SECOND SQUADRON, VC 88, WAS ABOARD FROM NOVEMBER 29, 1944, TO JANUARY 25, 1945, FOR LINGAYEN GULF OPERATIONS."

Third Squadron - VC 99

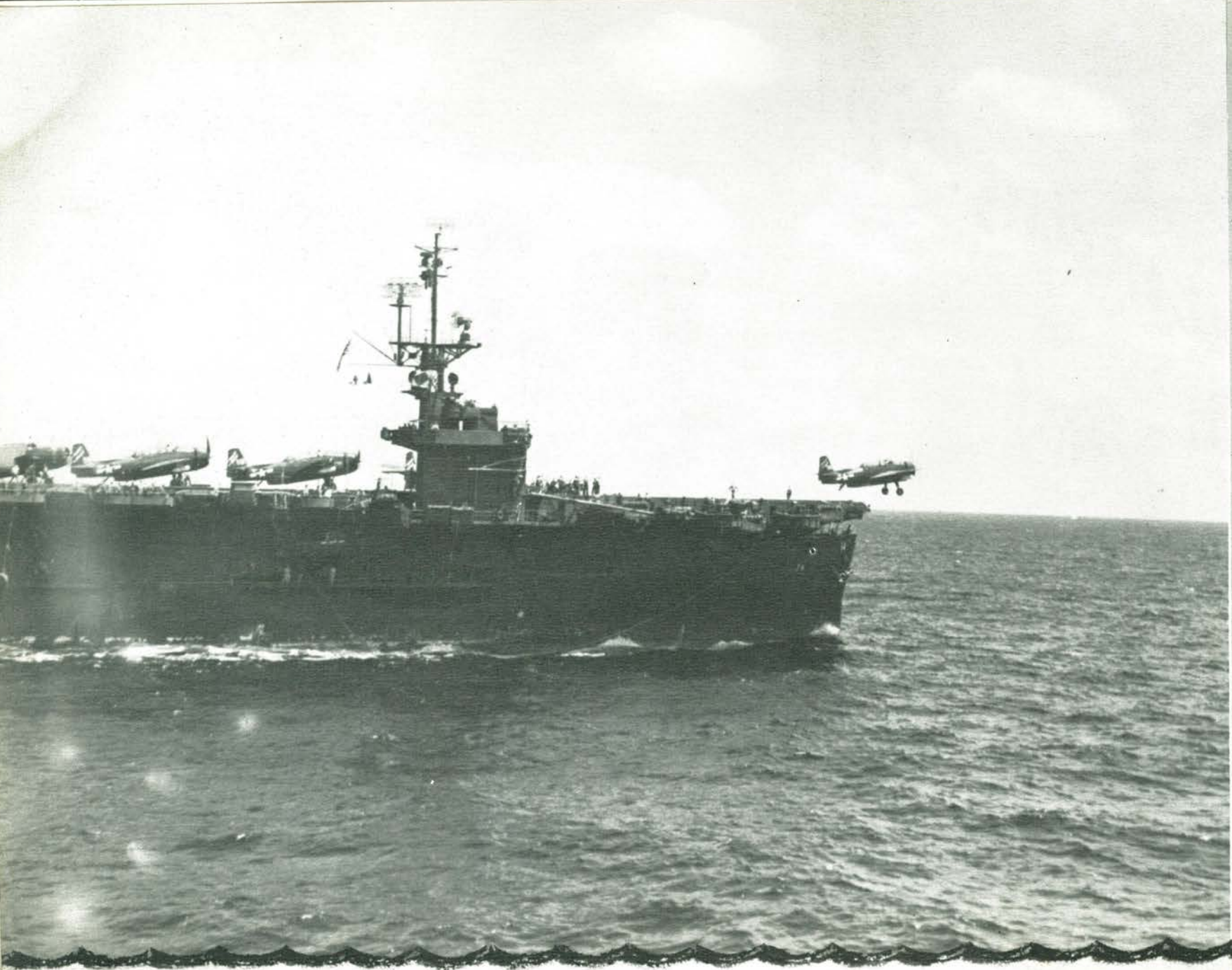


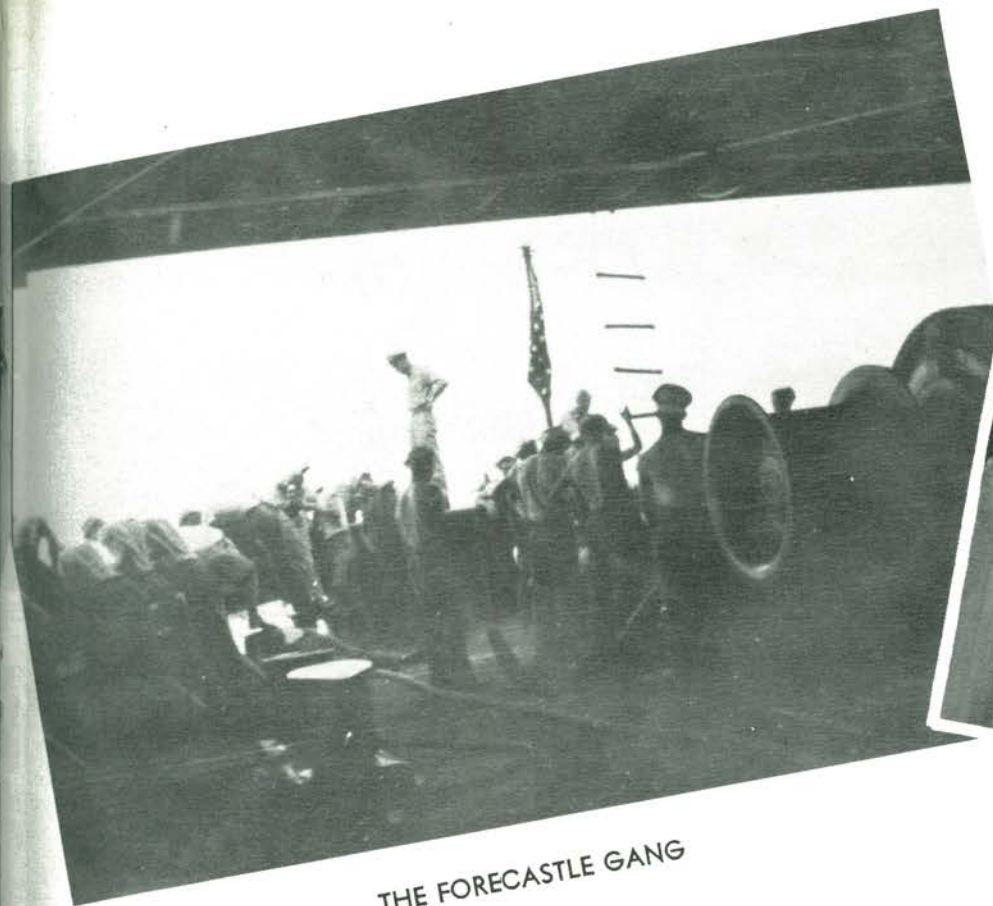
MAY 1, 1945 TO OCTOBER 21, 1945. CLOSE SUPPORT TO OKINAWA,—
SAKISHIMA GUNTO, NORTHERN HONSHU AND HOKKAIDO.

Seamanship and Gunnery

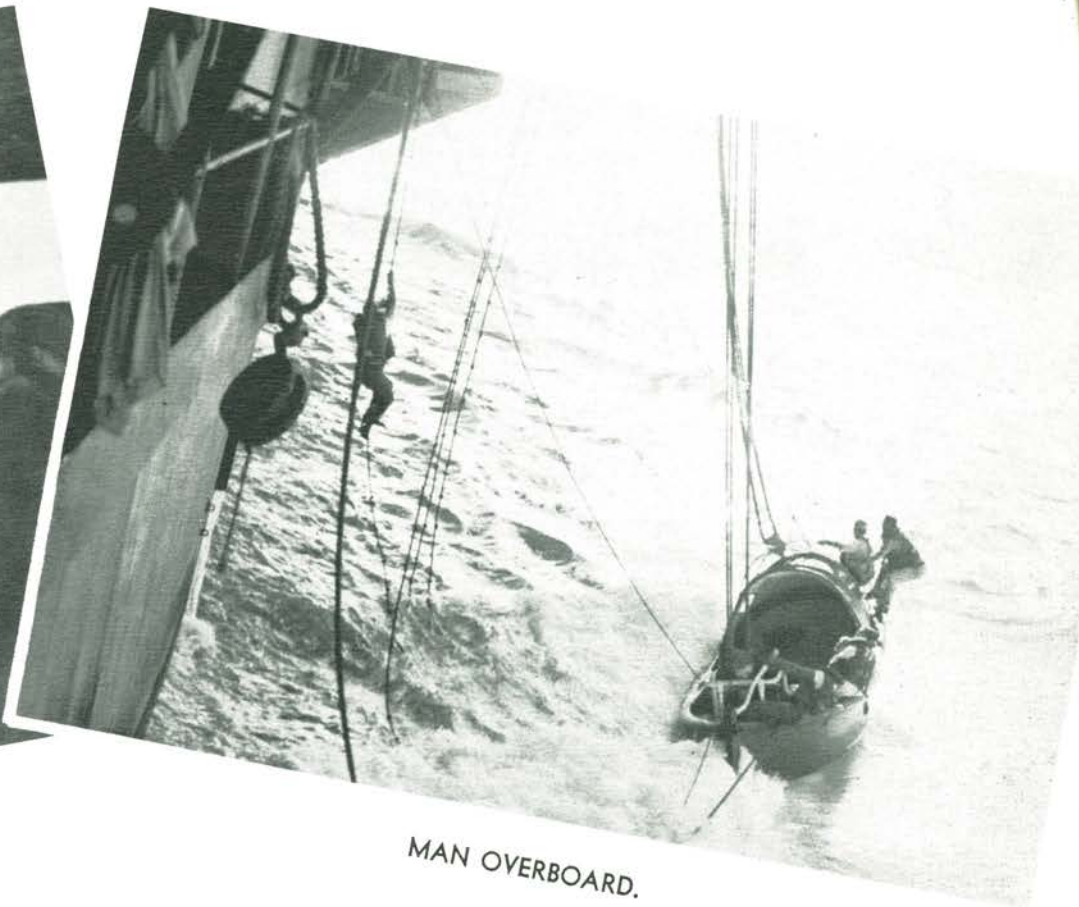


THE FIGHTING AND SAILING BRANCH OF THE SHIP'S CREW





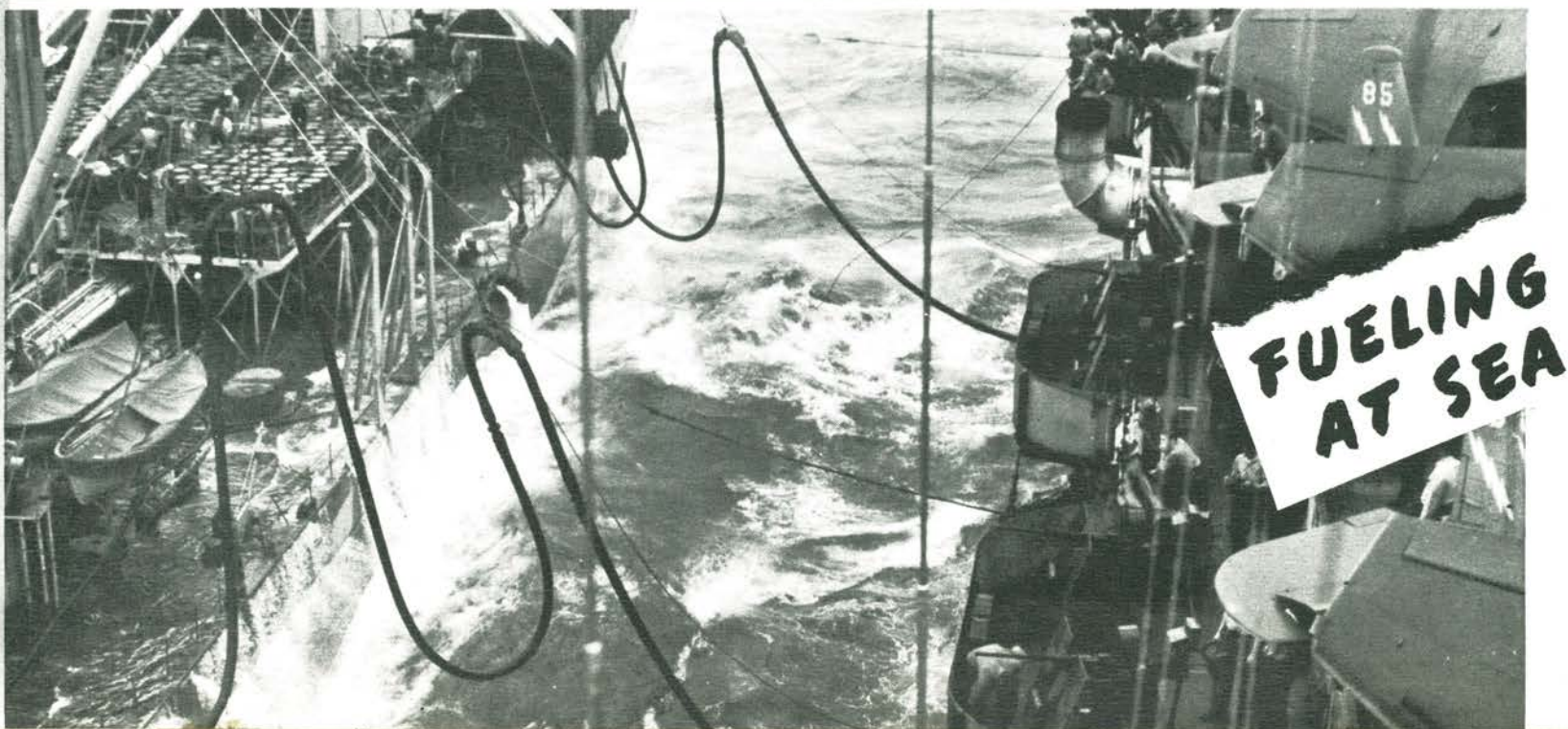
THE FORECASTLE GANG

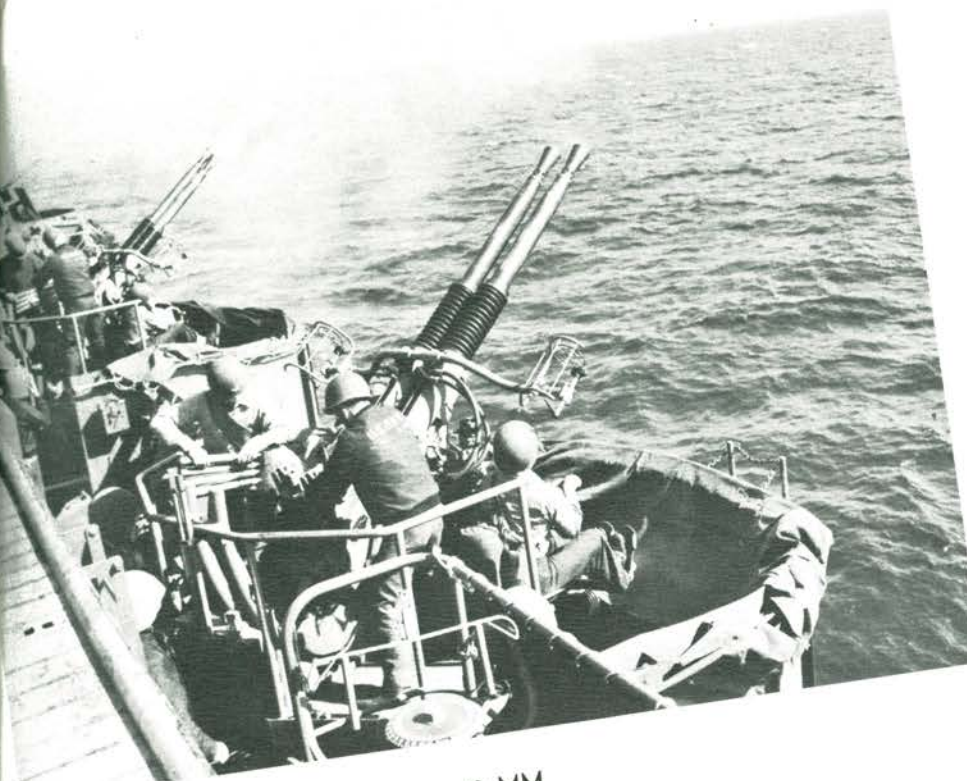


MAN OVERBOARD.

Seamanship

The "deck ape" begins his day any time in the morning, and ends any time at night. He is called on for any kind of work, from standing long gun watches to manning the side, from running a motor whale boat to sweeping the deck, from fighting rust on the fore-castle to loading stores on the fantail. He's the seaman of the Navy.





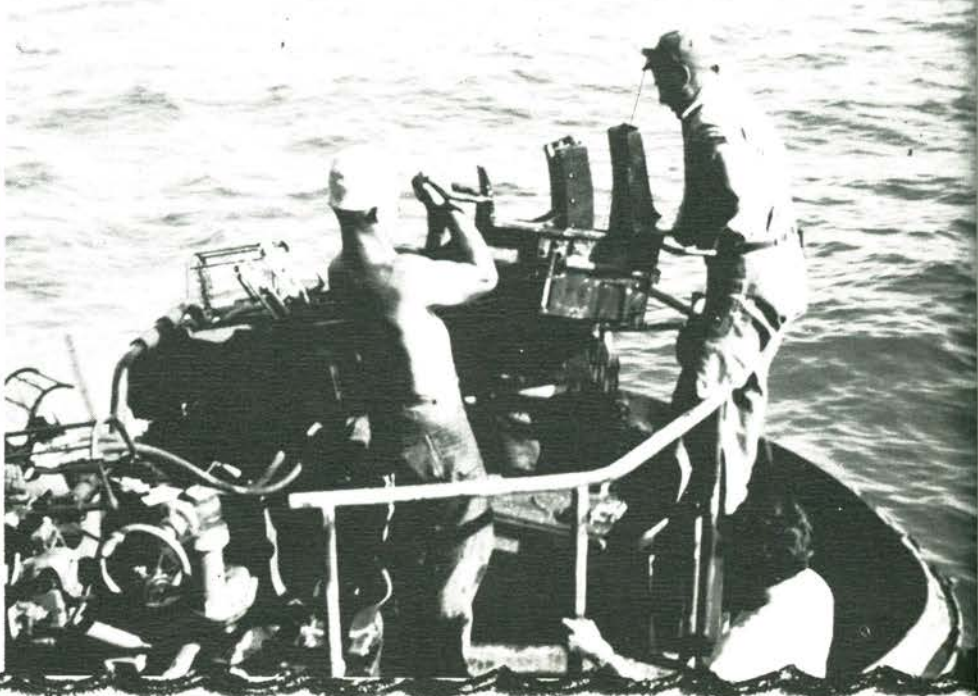
40 MM



A HOT ONE FROM THE 5"

Gunnery

Few of our company felt slighted by the Japs when month after month passed, with only sleeves for targets. Between discussions of the MK.14 sight, we became pretty adept at hitting the sleeve—or at least at cutting down the tow wire. Then, on January 3, 1945 while proceeding towards the Philippines, the first Jap planes were sighted. On the next two days several enemy flights were discouraged by our heavy and early volume of AA fire. On January 13, 1945 off Lingayen, we got an Oscar with four beautiful shots from the 5". During the Okinawa operation we scored hits on an Oscar which was diving towards the Sargent Bay (it missed). Termination of the war brought an end to long and fatiguing gun watches, and a rest to the guns.



20'S

CLEANING UP

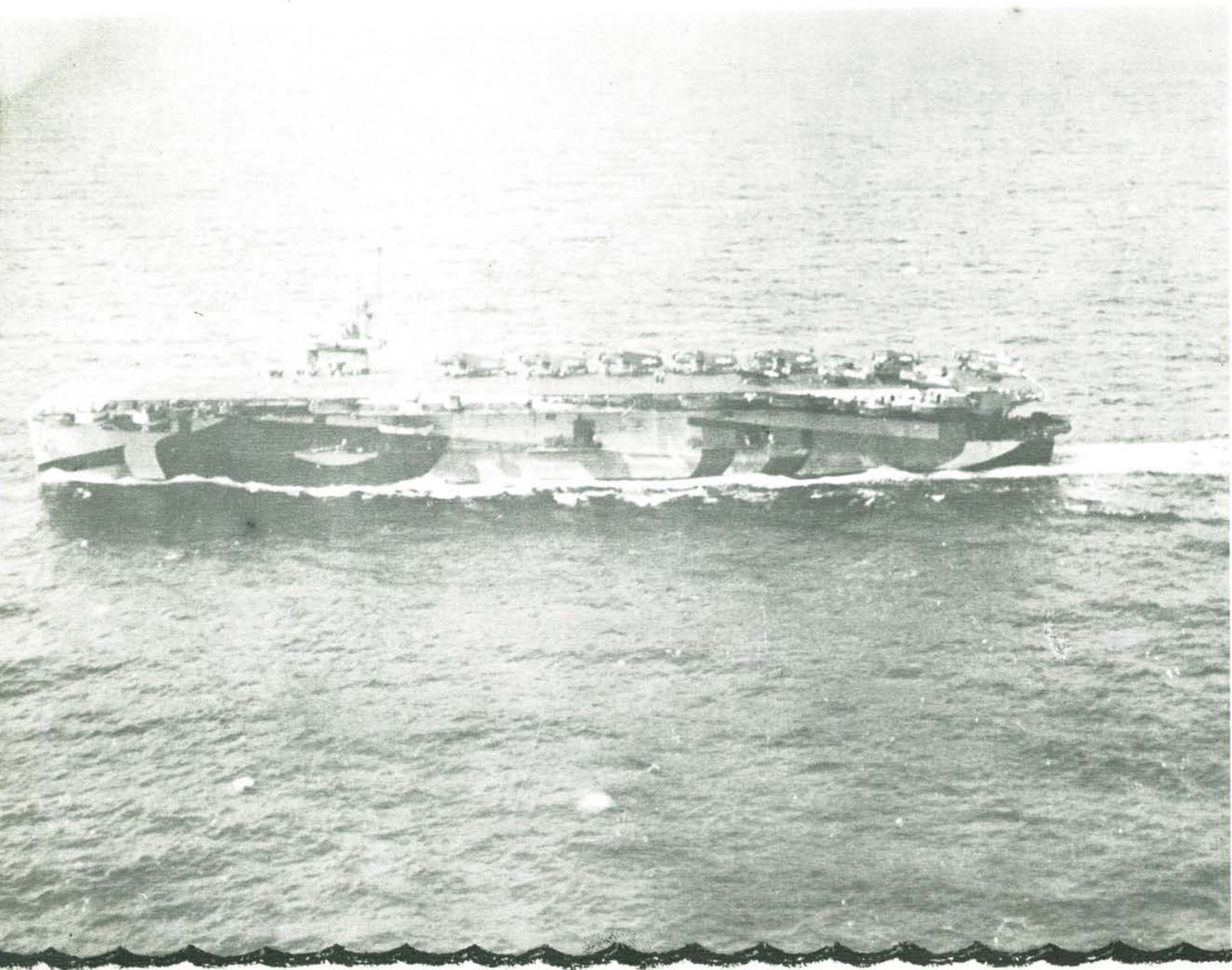
NAVIGATION DEPT.

THE EYES AND THE BRAIN OF THE



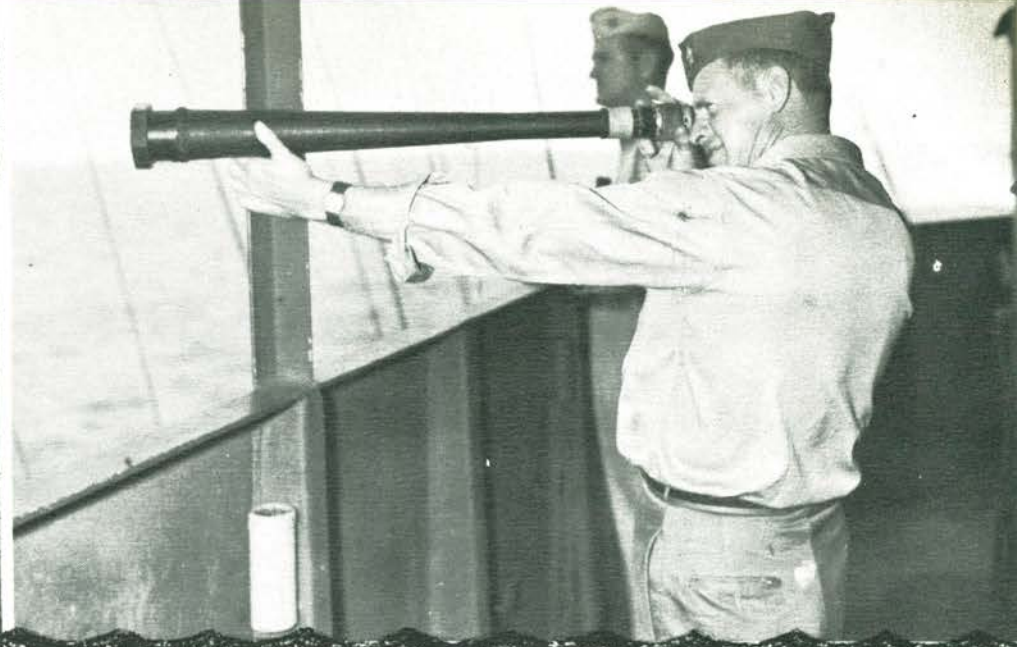
HOGGATT BAY

C.H.





"MIND YOUR HELM"



EXECUTE!



CHIEF LANDHAM PLOTS THE COURSE

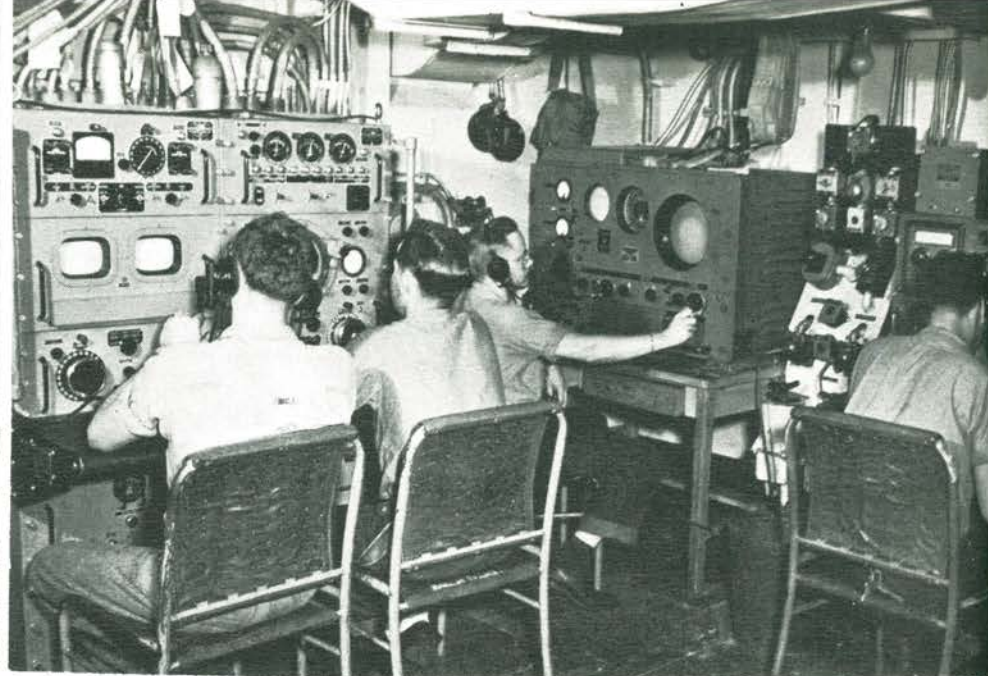


WINTER SCENE—OKINAWA JANUARY '46

The Word
it comes in here ➡



and goes out here
➡



THE RADAR GANG

IS

HE

K

I

D

D

I

N

G



HOW'S THE WEATHER MAC?



Supply

Department





LOOKING THINGS OVER!



BAKE SHOP



ANDERSON MAKES THEM AND BAKES THEM



HAMBURGER STEAKS



THE ONE LINE NO ONE GRIPES ABOUT



THE WELL KNOWN "CHOW" LINE



THE FLYING SUPPLY OFFICER



FREE CAKE AND ICE CREAM ON THE FANTAIL



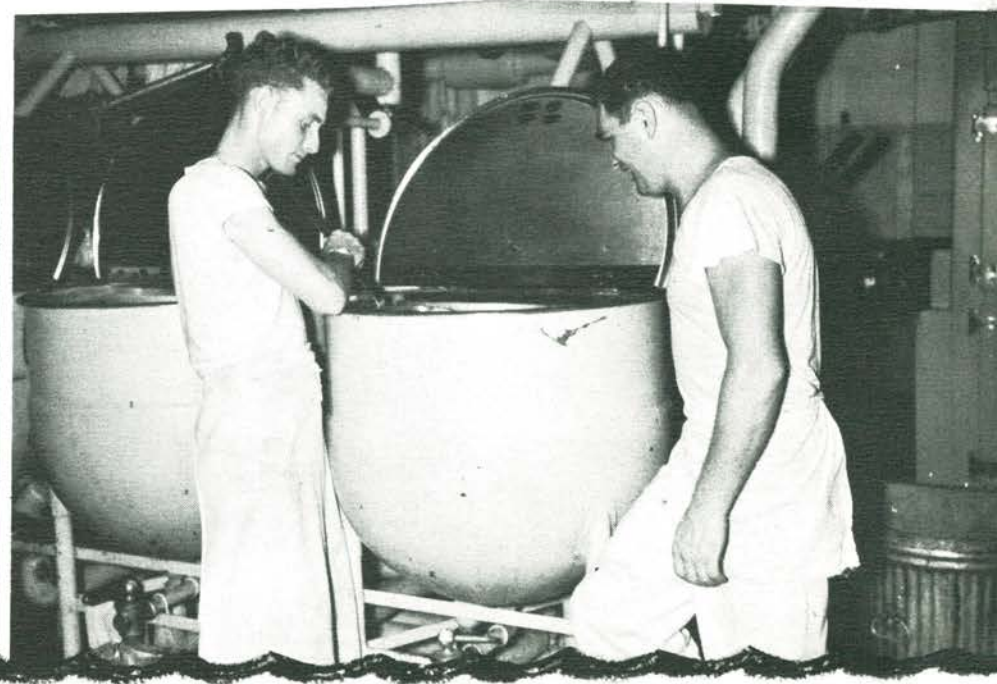
BUTCHER SHOP



JUST ONE PER MAN



CAPT. BRIGGS—FIRST IN "CHOW" LINE



BEANS FOR BREAKFAST



RAWLAND, S. K. 1/c



THOMPSON, C. S. K.



NEW CHIEF'S FIRST MEAL IN C.P.O. MESS



GRUDGE FLIGHT

E

ngineering



1944—CHRISTMAS PARTY FOR THE WATERTENDERS



"A" DIVISION



INVINCIBLE-CHAMPS-'44 & '45



"M" DIVISION GOING ON LIBERTY



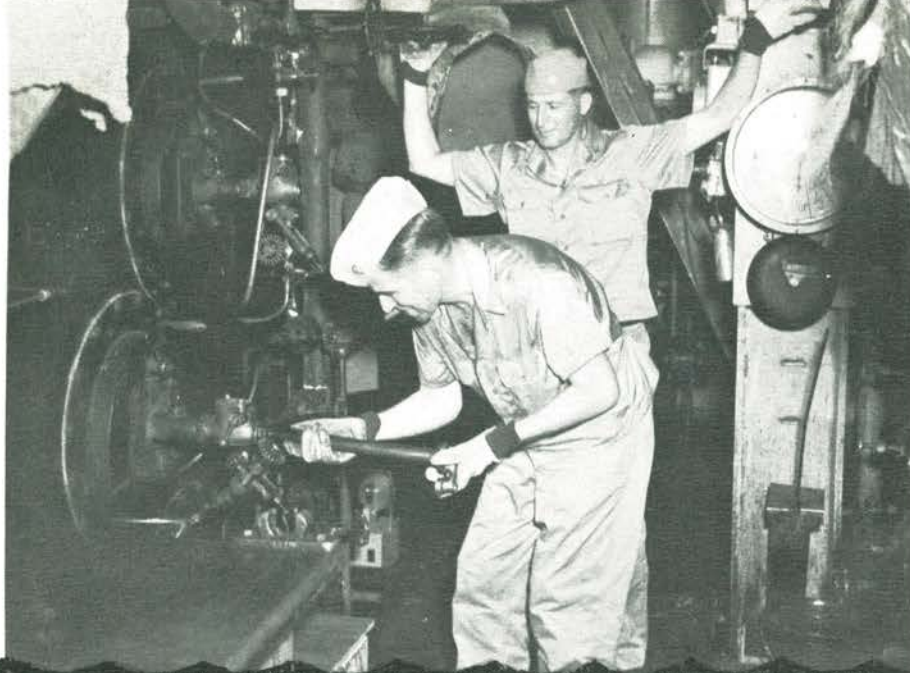
"A" DIVISION



"E" DIVISION OKINAWA JAN. '46



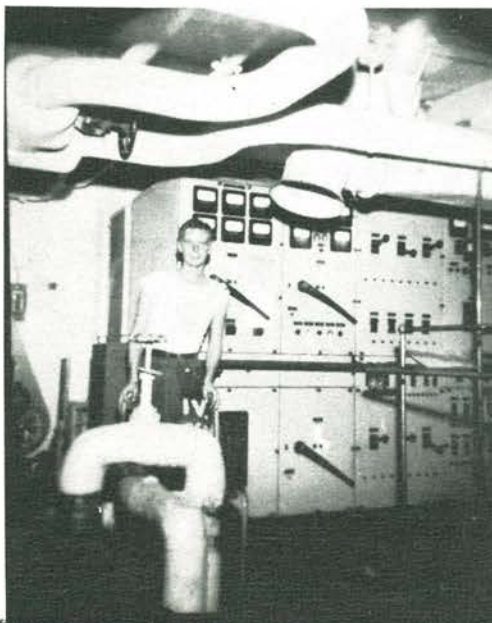
"B" DIVISION



CAPT. BRIGGS GIVES THE BOILERS HIS SURVEILLANCE



SNIPES TAKE A BLOW



POWER HOUSE



JAKE



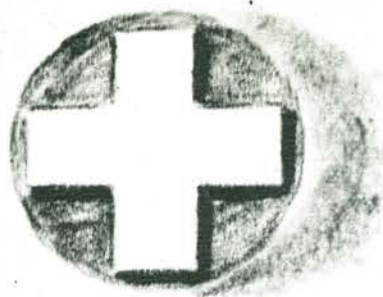
ELECTRICAL STOREROOM



Medical corps



Dental Corps



The Medical Department



"A SHOT IN THE ARM"



"TESTING—1,2,3,"



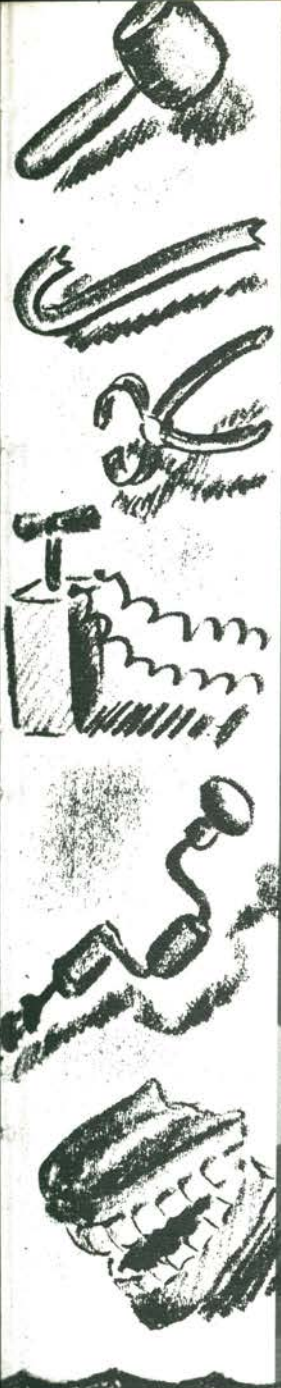
"DOC" O'MEARA'S FIRST PATIENT



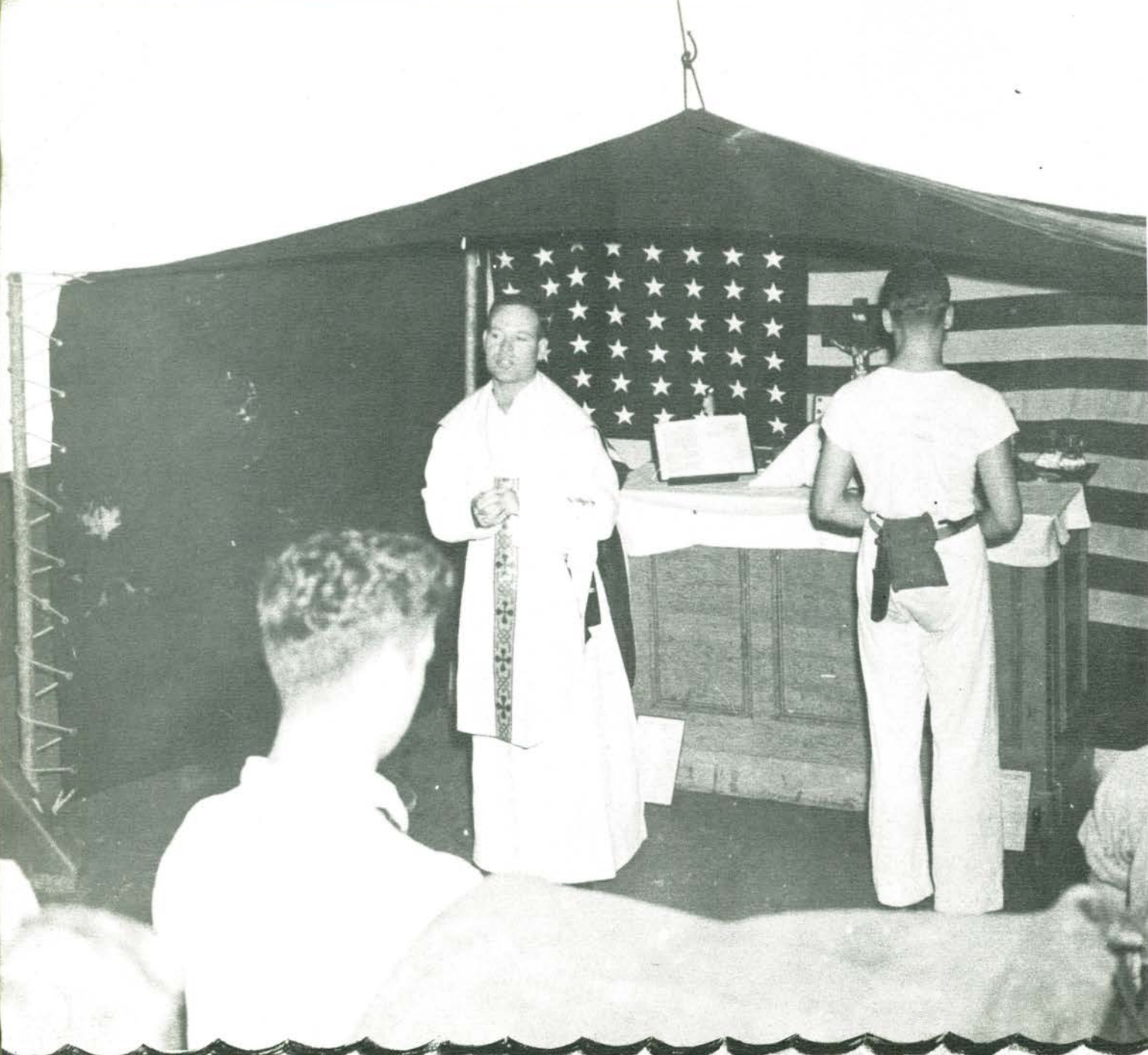
A "HAM" OPERATION



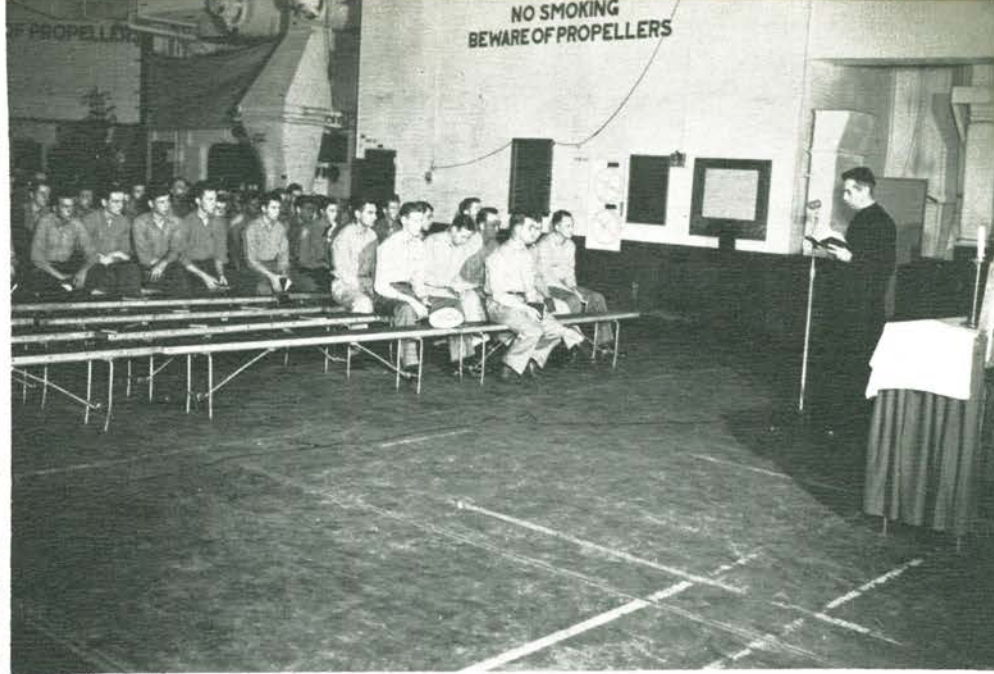
"DOC" RYAN TO THE RESCUE



YE OLDE TORTURE CHAMBER



Divine Services



GLORY TO GOD IN THE HIGHEST

Life & Times Aboard Our

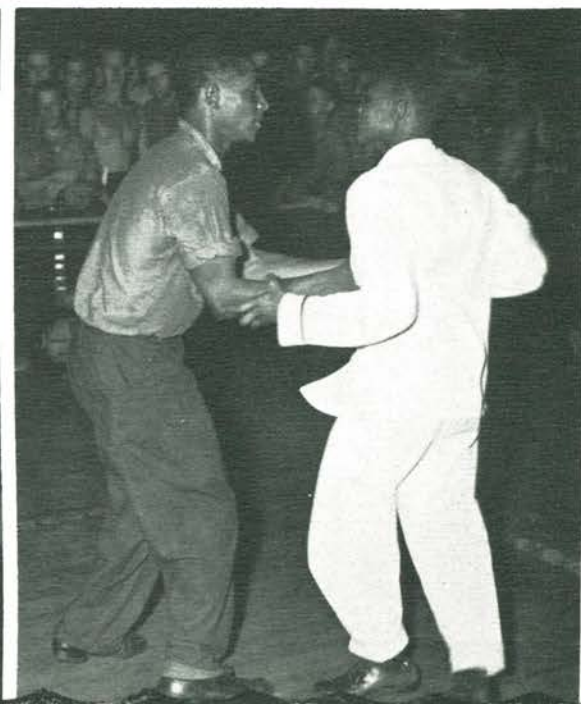
ALL IS NOT WORK OR DULL ROUTINE - EVEN IN WAR



Music



Sports





BIBLE STUDY CLASS

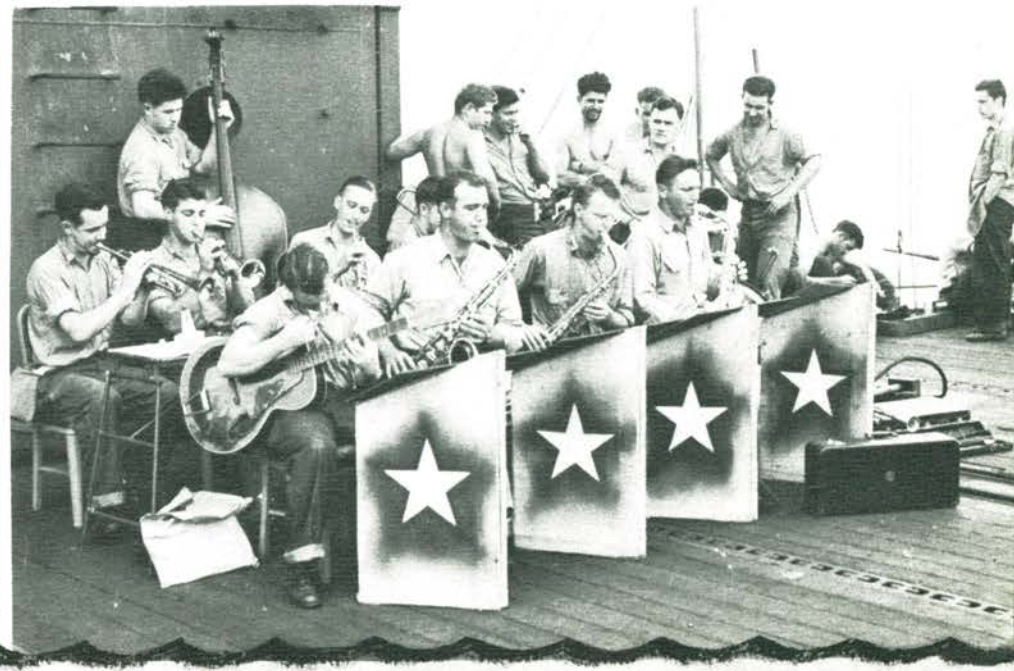


CHRISTMAS DAY, 1944



COWPENS VS HOGGATT BAY—OF COURSE WE WON!

THE BRASS—AFTERNOON CHAT



WE ALL ENJOY SONG AND GOOD MUSIC



WELL-ALMOST NEVER!



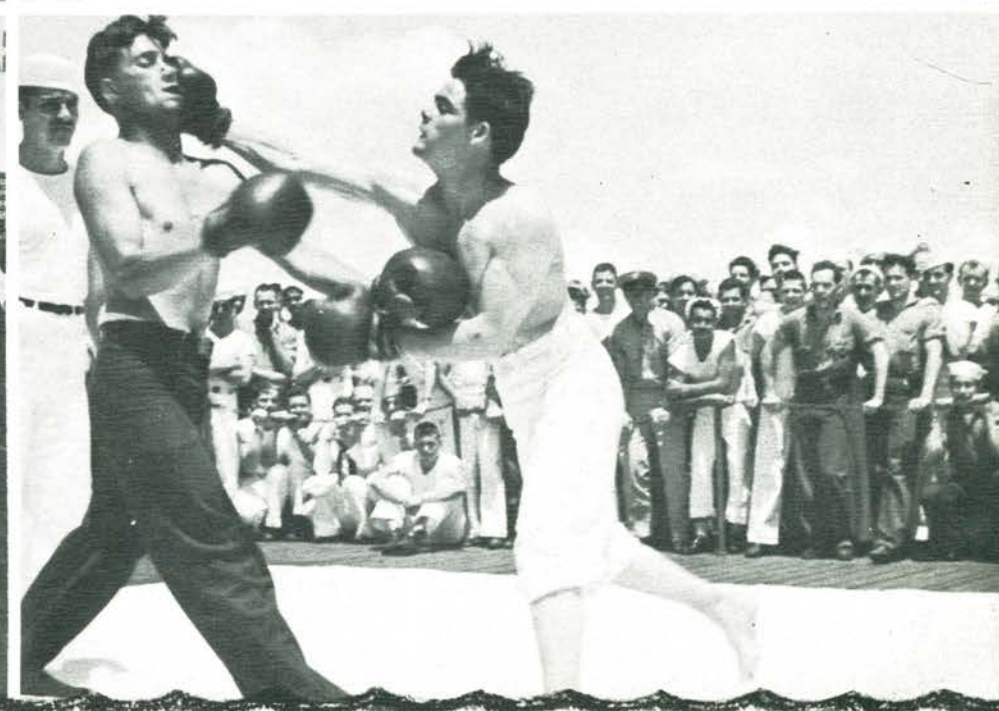
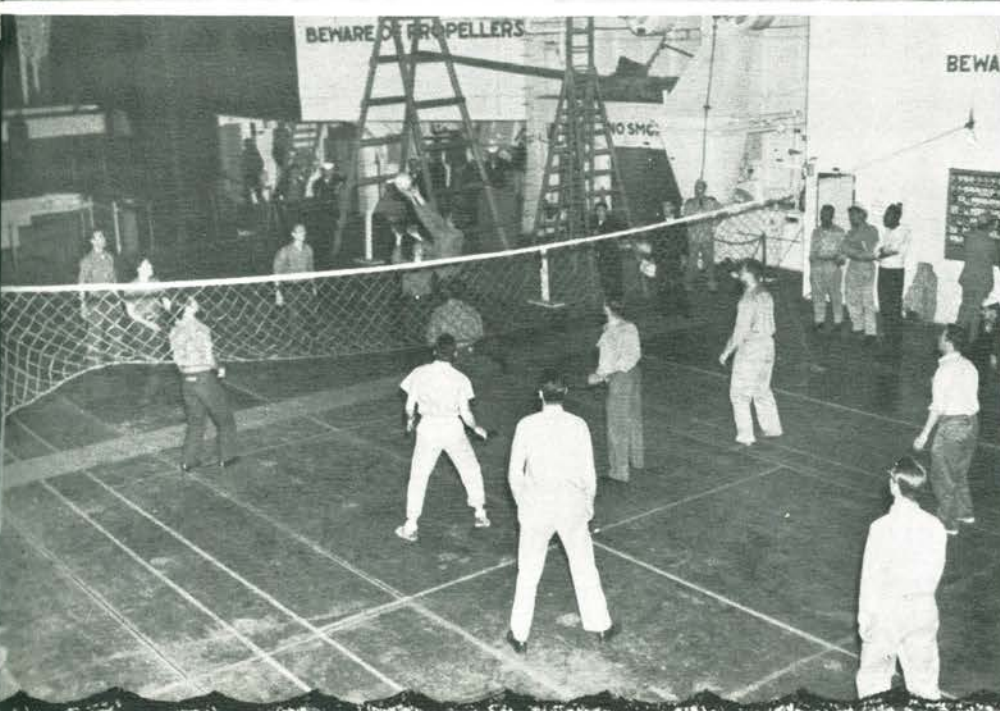
O'NEILL'S VOLLEYBALL KINGS



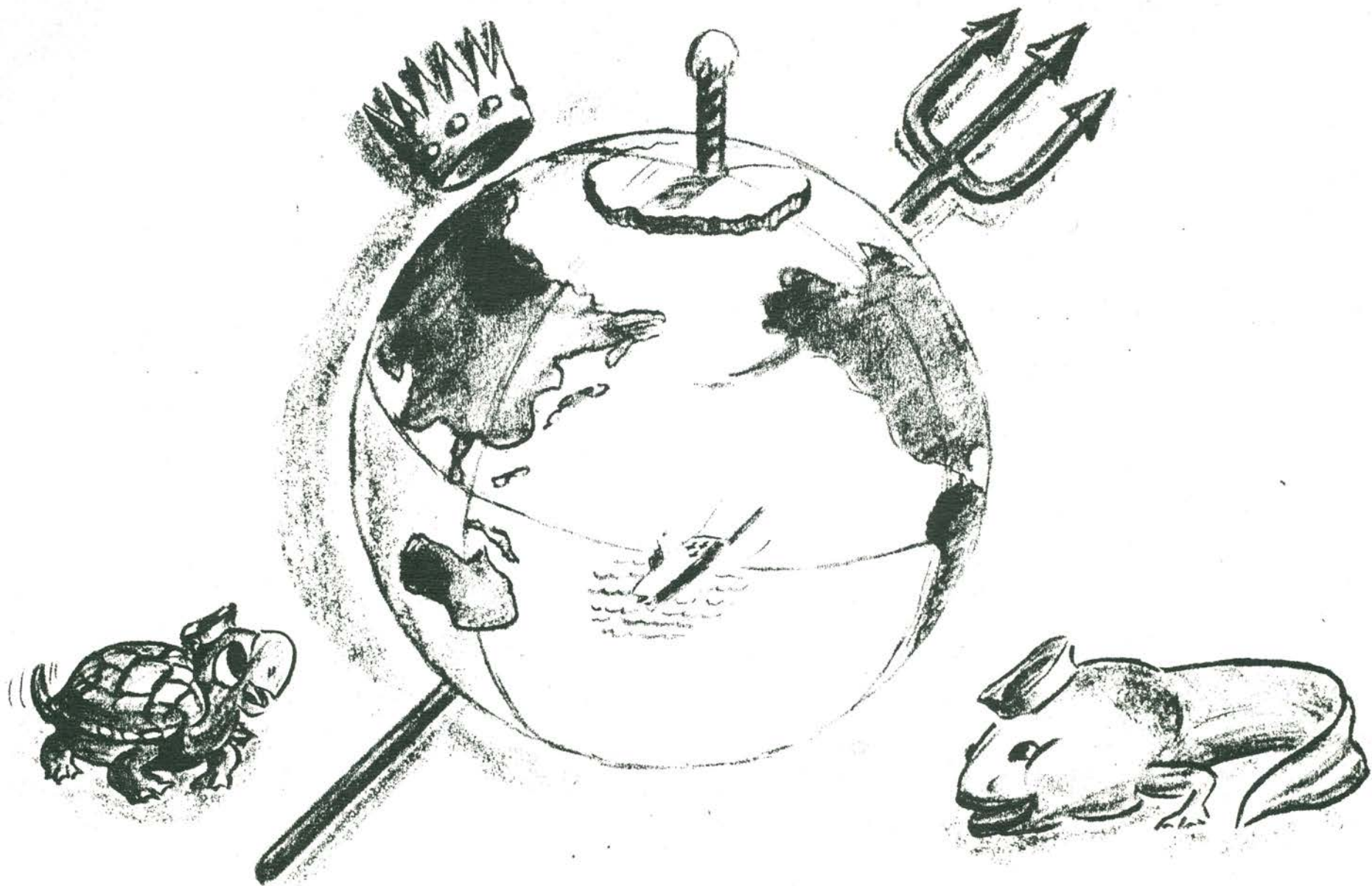
OUT OF UNIFORM



JUST A DOG'S LIFE OUR PAL "OKIE"



GOLDEN GLOVES WAS NEVER LIKE THIS—NEVER A DULL MOMENT



AND THEN THERE WAS CROSSING THE LINE

U. S. S. HOGATT BAY
GOOD MORNING
MORNING PRESS NEWS TUESDAY 23 MAY 1944

RECEIVED BY FLYING FISH MESSENGER WITH SEA LION ESCORT
MY GOOD CAPTAIN SAUNDERS AND YOUR LOYAL SHELLBACKS
X THE QUEEN HAS PRESENTED HIS MAJESTY A BOUNCING
ROYAL CHILD X ALL WOULD BE WELL IN THE REALM IF IT WERE
NOT FOR THE AWFUL STENCH WHICH IS OUR SCOURGE X
PLANTS IN THE MARINE GARDENS HAVE WITHERED X SEA-
COWS HAVE GONE DRY X AT SUCH TIME IT IS NECESSARY
THAT YOUR GOOD SHIP BE PURGED OF ITS FOUL CARGO X
HIS MAJESTY WILL DISPATCH REPRESENTATIVES TO AID YOU X
EVERY REPEAT EVERY FOUL POLLYWOG MUST BE BROUGHT TO
JUSTICE X AND IN THESE CLIMES ALL REPEAT ALL POLLYWOGS
ARE FOUL X UNTIL HIS MAJESTY'S COURT CAN CONVENE
STOWAWAYS FUGITIVES FROM JUSTICE AND MUTINEERS MUST
BE CURBED WITH STRONG AND DECISIVE ACTION X IN THE
NAME OF NEPTUNUS REX RULER OF THE SEVEN SEAS I AM AS
EVER YOUR FRIEND AND SERVANT X DAVEY JONES

RECEIVED BY DOLPHIN COURIERS:

MSG CAPTAIN SAUNDERS X GREETINGS WE WELCOME YOU
AND YOUR CREW OF LOYAL SHELLBACKS X UNFORTUNATELY
THE PEACE OF THE ROYAL DOMAIN IS DISTURBED X FIRST THE
QUEEN IS NOT WELL AND SECOND A DISAGREEABLE ODOR IS
NOTICEABLE WHICH INDICATES THAT SOME SHIP IS AP-
PROACHING WITH FOUL CARGO X NEPTUNUS REX IS PER-
TURBED AND REQUESTS THAT YOU INVESTIGATE YOUR GOOD
SHIP THE U. S. S. HOGATT BAY CAREFULLY FOR ANY POLLY-
WOGS LAID ON THE NAILS SLIME OR SUCH TRIPES THAT
MIGHT BE SPOILING IN THE HEAT OF THE TROPICAL SUN X
SIGNED AND SEALED FOR HIS MAJESTY X DAVEY JONES



"SHELLBACK" TO ARMS

THIS IS THE VOICE OF THE UNREPRESENTED MEN IN THE SHELL-
BACK RANKS:

TO WHOM IT MAY CONCERN AND MAY IT CONCERN
THOSE PERSONS, WHO KNOW THAT ALL RANKS ARE NOT
PROPERLY REPRESENTED IN POLICY MAKING AS TO INITIATION
CEREMONIES

SHELLBACKS SHOULD PULL TOGETHER. WE ARE PULLING IN
TWO DIRECTIONS. LET THE COMMON MAN HAVE HIS FUN TOO!
TRADITION OF THE NAVY CALLS FOR AN ALL HANDS SHELL-
BACK CEREMONY. THE POLLYWOGS ARE BEING HAZED BEFORE
CROSSING THE LINE. THEY ARE BECOMING ORGANIZED AND
REMEMBER THEY OUTNUMBER US FIVE (5) TO ONE (1)! THEY
HAVE A PROGRAM AND ARE UNITED! WE ARE LETTING THEM
RUN THE SHOW!—LET'S PUT SOME DEMOCRACY IN THIS AND
GET ORGANIZED!



"POLLYWOGS PREPARE"

If in the future the Hoggatt Bay should cross the Equator, then Pollywogs beware. Perhaps even now old Shellbacks (those who have crossed the Equator) are planning your admittance ceremony to the Domain of Neptunes Rex.

The custom is to put Pollywogs on lookout for King Neptune and his court in the morning of the day the Equator is to be crossed. Lookouts are dressed in out landish costumes—peacoats and skivvies—coke bottles instead of binoculars. They must report to O.O.D. every five (5) minutes.

When the Equator is reached King Neptune and his court come aboard and are given all honors and received by the Captain and Executive officer. Pollywogs are examined by the Royal Doctor who prescribes a mixture of vinegar, olive oil, garlic, grease, quinine, tar and water. They are then given the Royal Haircut. The Royal Court made up of King Neptune, Davey Jones, the Royal Princess and the Royal Baby, convenes and tries all Pollywogs. The punishment handed down by the court is meted out by the Shellbacks. This takes various forms—dunking in tanks filled with water—running gauntlet of clubs wielded by Shellbacks—being hurried along by electrical charges—crawling length of hangar deck thru oil.

After hours of this the Pollywog is finally admitted to the domain of King Neptune and receives a card for proof.



The Liberator

"ARISE DOWNTRODDEN POLLYWOGS"

UNITED WE STAND, DIVIDED THE SHELLBACKS
WILL IMPOSE THEIR WILL UPON US. WE MUST
UNITE, ELECT OFFICERS, APPOINT COMMIT-
TEES FOR DEFENSE. WE MUST WEED OUT
THOSE SPINELESS MEMBERS WHO RUSH TO
THE SHELLBACKS WITH ALL OUR PLANS.

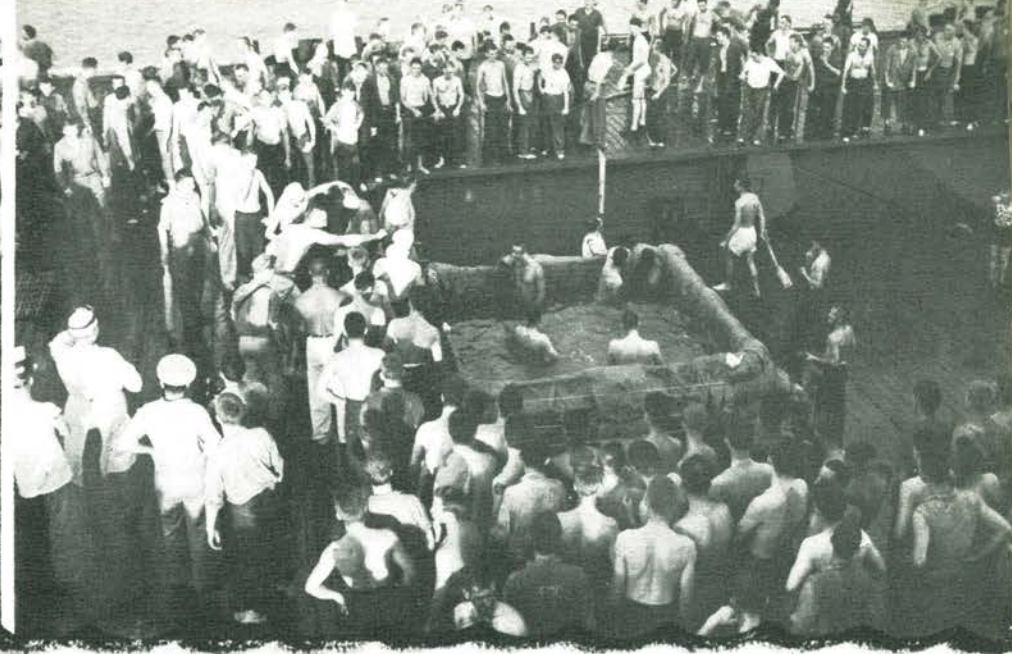
AT OUR NEXT MEETING WE WILL ISSUE MEM-
BERSHIP CARDS, INFORM YOU OF THE
ADOPTED RECOGNITION SIGNALS, CALL OF
DISTRESS, RALLYING CALL, AND THE IDENTI-
FYING GRIP IN HANDSHAKES.

DESTROY THIS. DO NOT LET ANY OF OUR
SELF-APPOINTED PROSECUTORS READ OF OUR
RESOLVE TO REVOLT. SWALLOW THIS AFTER
READING IT OR TEAR IT INTO SHREDS. RE-
MEMBER A POLLYWOG THAT BETRAYS THE
SECRETS OF THE POLLYWOGS MUST INCUR
THE WRATH OF POLLYWOGS AND SHELL-
BACKS FOR THE LATTER WILL BE INFORMED
OF YOUR DASTARDLY DEEDS

COMMITTEE OF LIBERATION



THE ROYAL FAMILY



WASHING AWAY PAST SINS



COME AND GET IT!

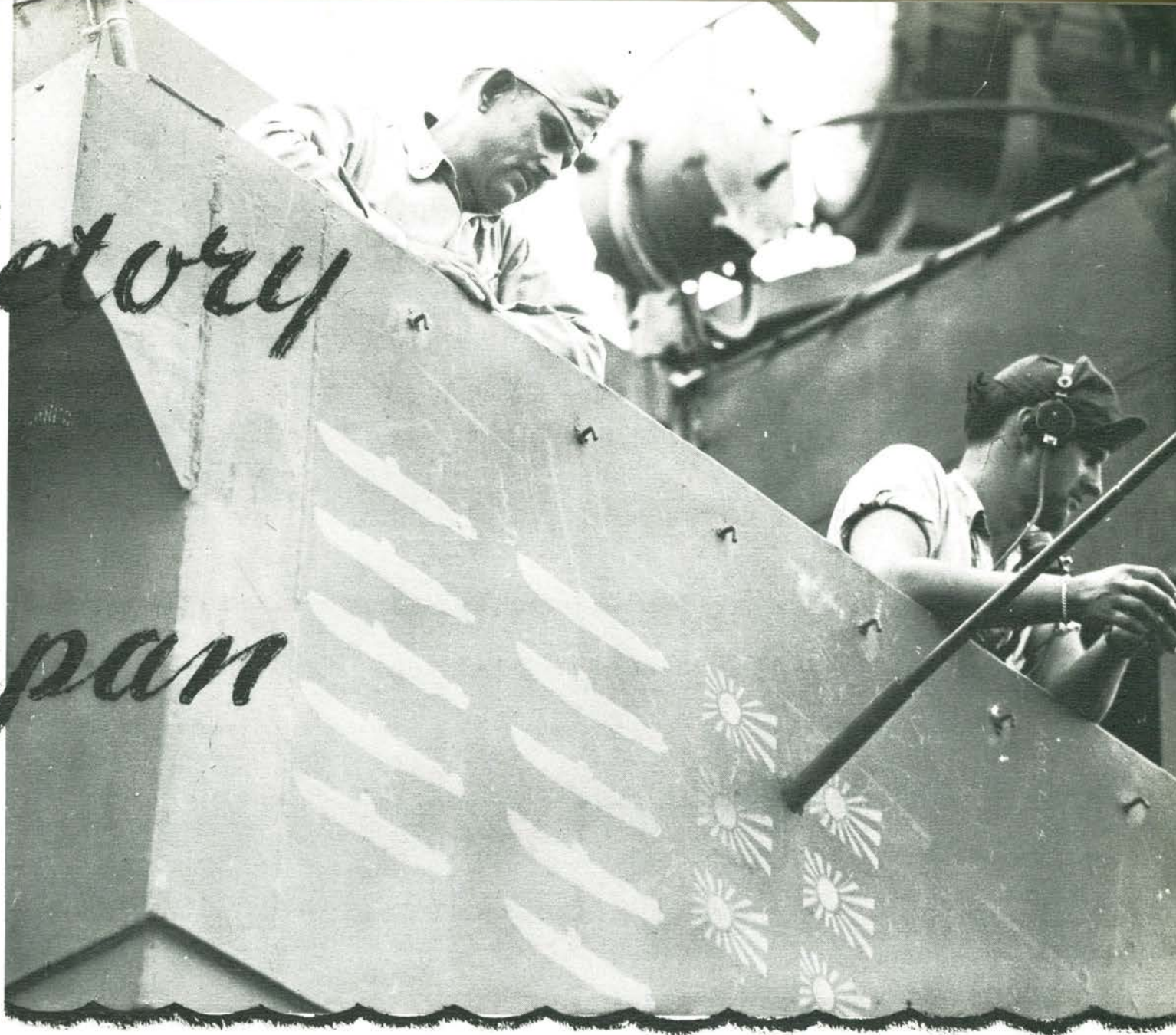
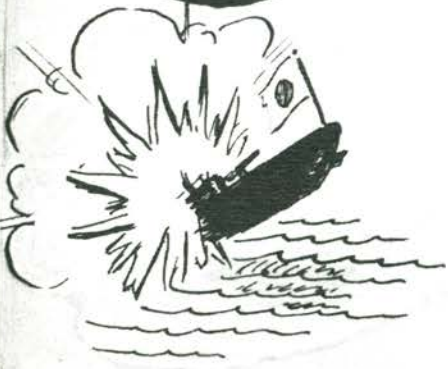


POLLYWOGS AND SHELLBACKS



THE TORTURE WAS SUBLIME

Victory in Japan



AUGUST 15, 1945





THE BIG THRILL



PLAYING OFF AT 100-1

V-J DAY



FIRST PEACETIME LANDING

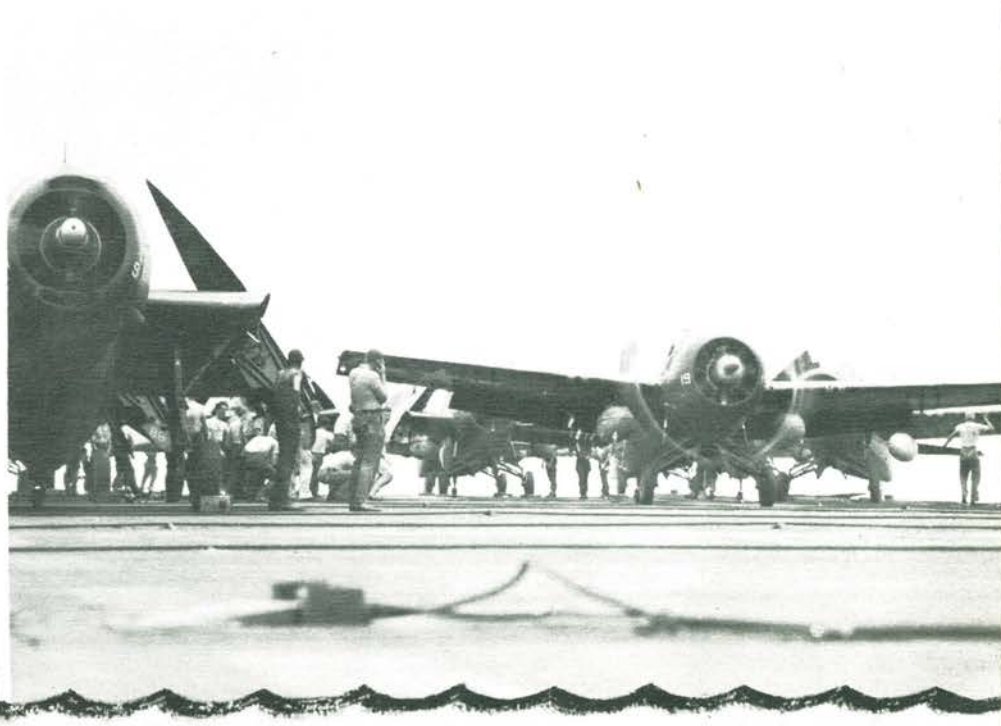


OUR FATHER, WHO ART IN HEAVEN



V-J DAY!

COKE, CANDY, ICE CREAM, CIGARETTES ALL FREE!



Eⁿtertainmen^t



HIPS HIPS, HURRAY



DICK JURGENS SWINGS IT

S*hips,* **P***arty*

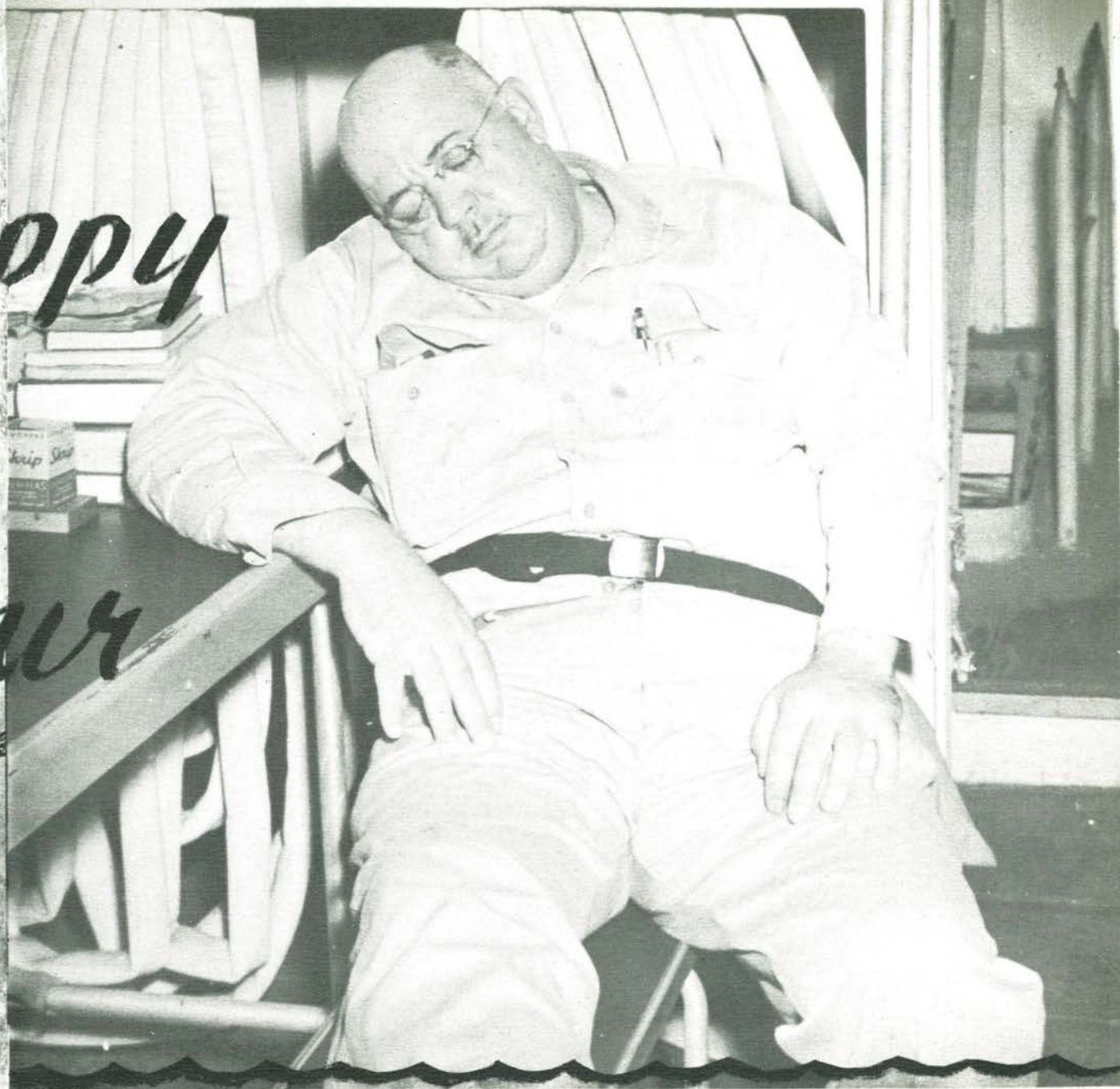
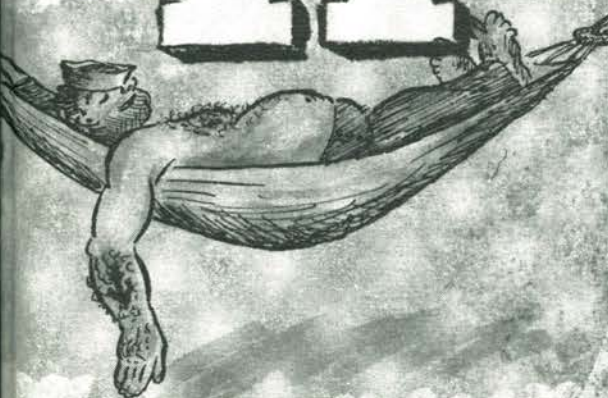




IS EVERYBODY HAPPY?

Happy

How



THE HARD LIFE OF A COMMISSARY STEWARD



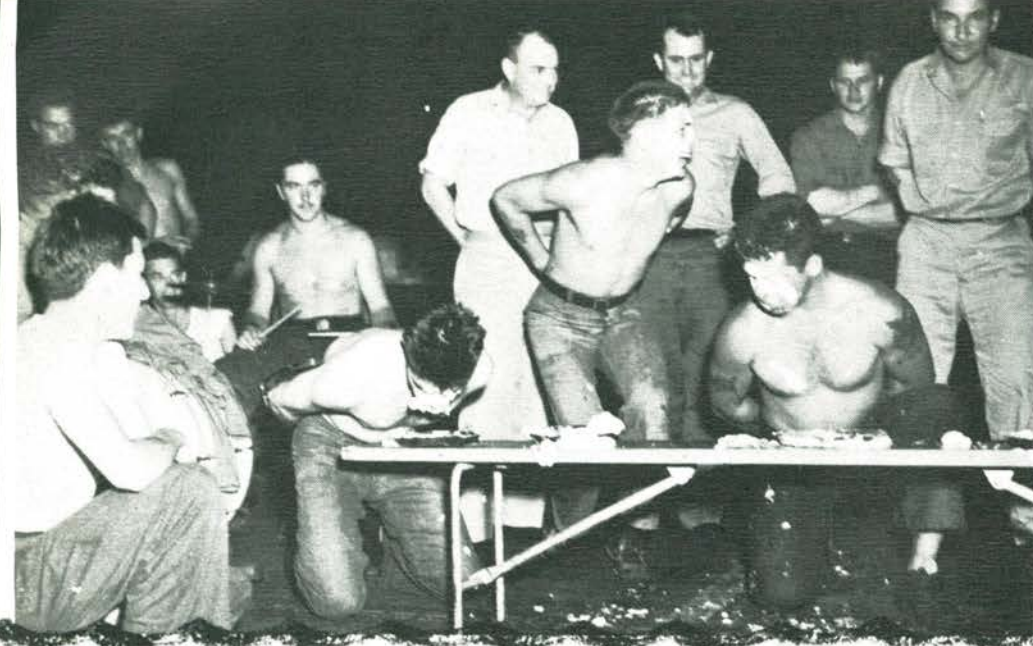
SWING & SWAY ON THE HOGGATT BAY

A LITTLE MOUNTAIN MUSIC

Contests...



P-U-L-L-MAC-P-U-L-L



PIE EATING CONTEST



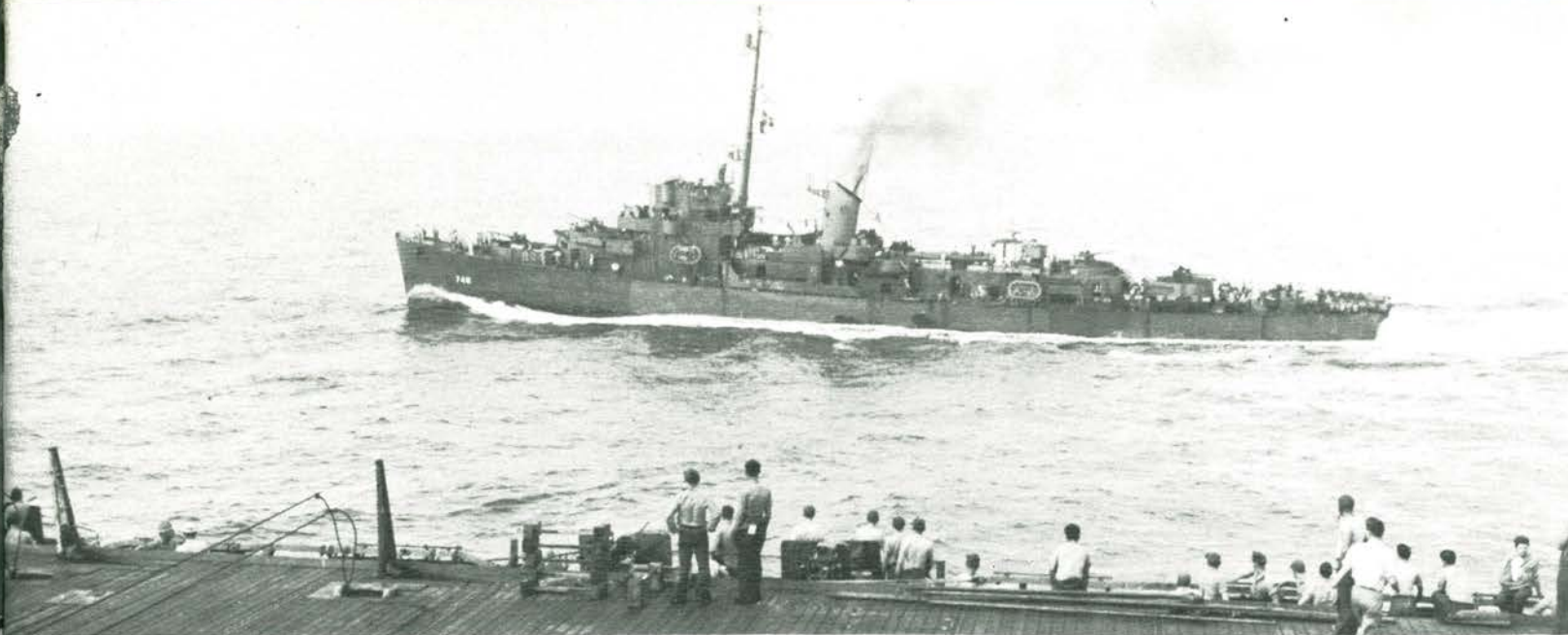
COME OUT FROM BEHIND THAT BUSH



HEAVE-HO



LIKE MOTHER USED TO MAKE

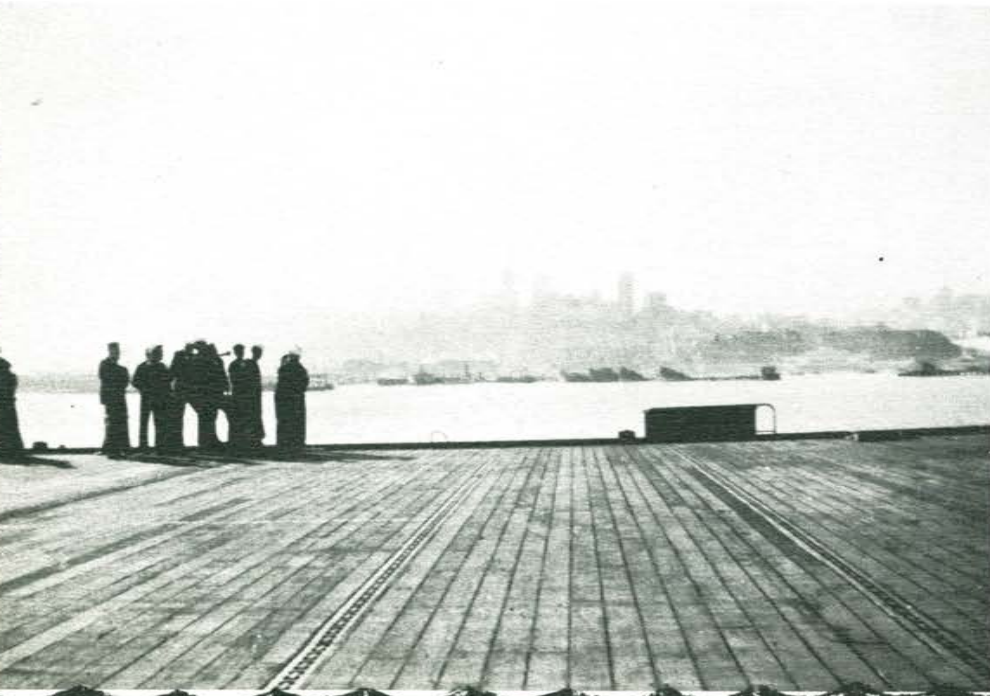


the
Beloved
Escorts



"U. S. MAIL AND MOVIE TRIP"

CVE(T) 75
Sailing on the
MAGIC CARPET



SAN FRANCISCO—HERE WE COME



HERE THEY COME



AT LAST WE'RE GOING HOME



WHERE'S THAT RED CAP?



STRIPPED FOR LEISURE



AT EASE



Lt. Col. James Devereux, Marine Defense Commander of Wake Island, is welcomed aboard by Rear Admiral H. M. Martin. Col. Devereux was brought aboard by Lt. Comdr. W. L. McAllister, Hoggatt Bay Air Officer, and members of VC-99, after more than 4 years in Japanese prison camps.

POW's



CHITOSE NAVAL AIR STATION, HOKKAIDO

British, Dutch, Australian, American P.O.W.s. conversing with A. P. correspondent and ship's officer.

A WORD ABOUT THE P. O. W.

Tons of food, supplies, literature dropped by the squadron on many isolated camps in Honshu and Hokkaido. Our mission of war changed to errand of mercy.

A Little Informality Please!



NOT A TREE IN SIGHT



WHAT'S UP, SKIPPER?



YAWN! NOW IT'S YOUR MOVE



JACK'S—OR BETTER



COM CAR DIV 23

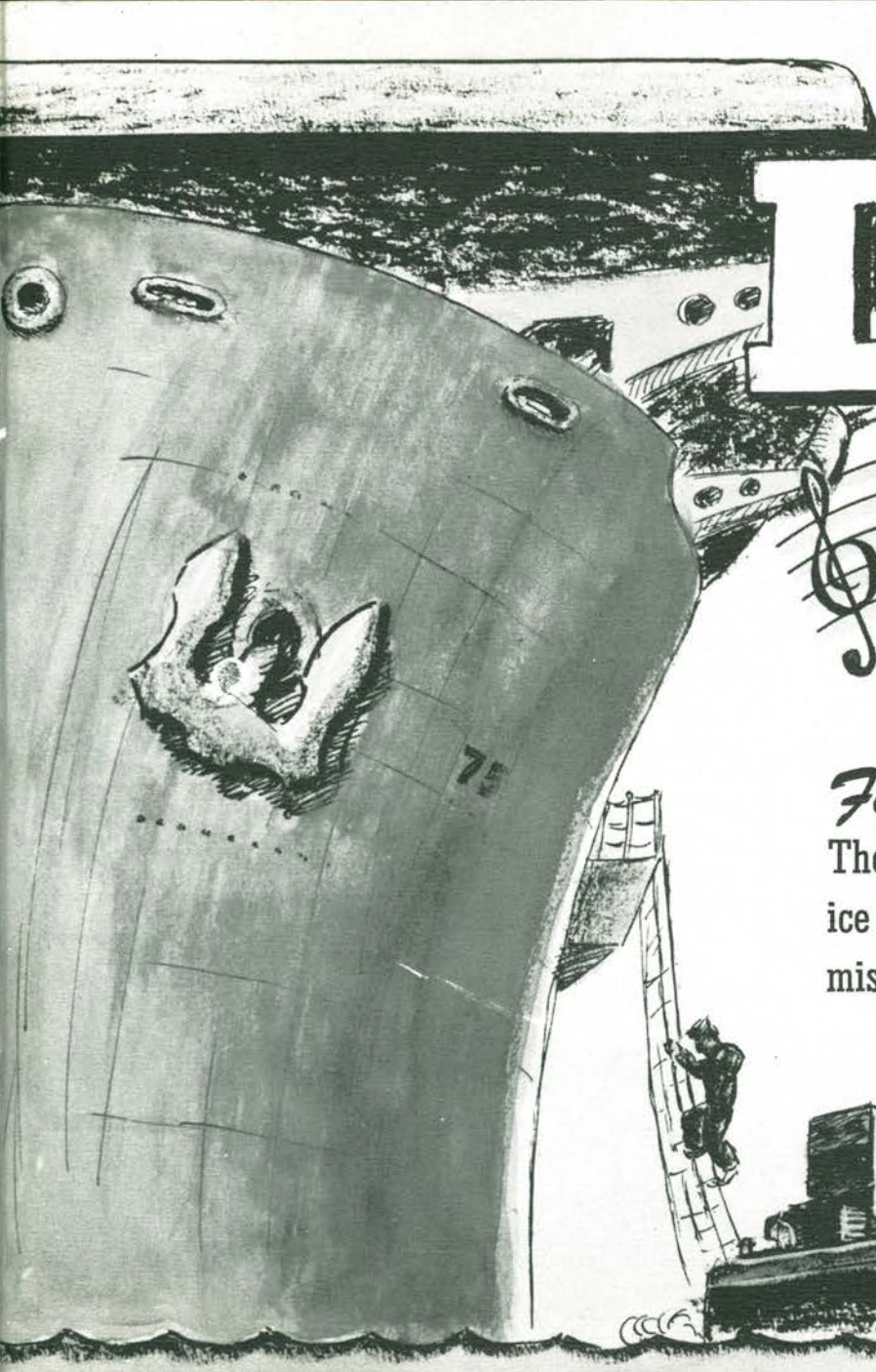
"MAC"



GUNNERS

WELL?

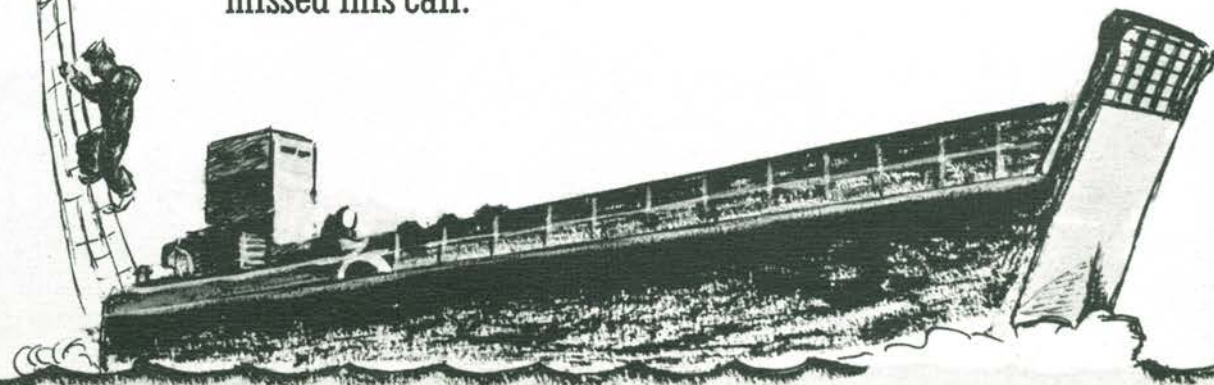




Liberty Call



Fun Ashore--following weary, prolonged sailing. The feel of ground underneath the feet, a change of scene, ice cold beer—a respite from the hot, bouncing ship. Few men missed this call.



Liberty



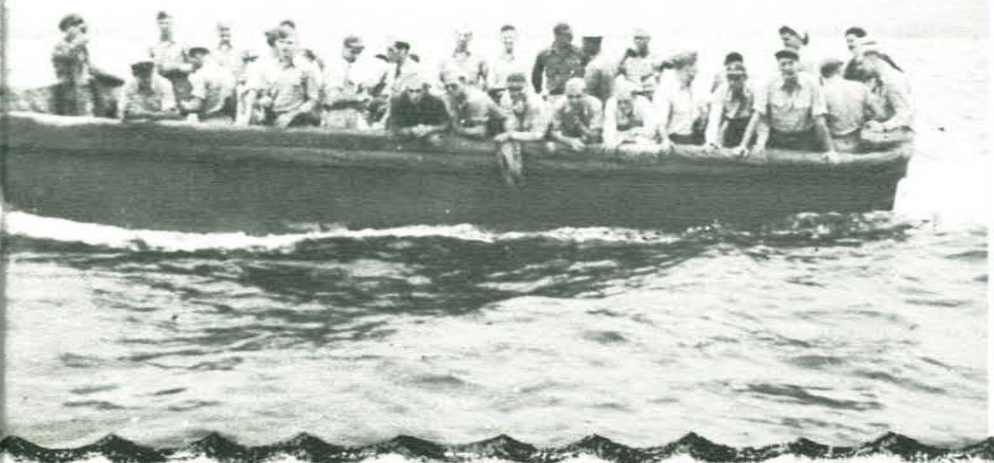
SAIPAN



AT OKINAWA



SAMAR



JINAMOC BOUND



MANUS

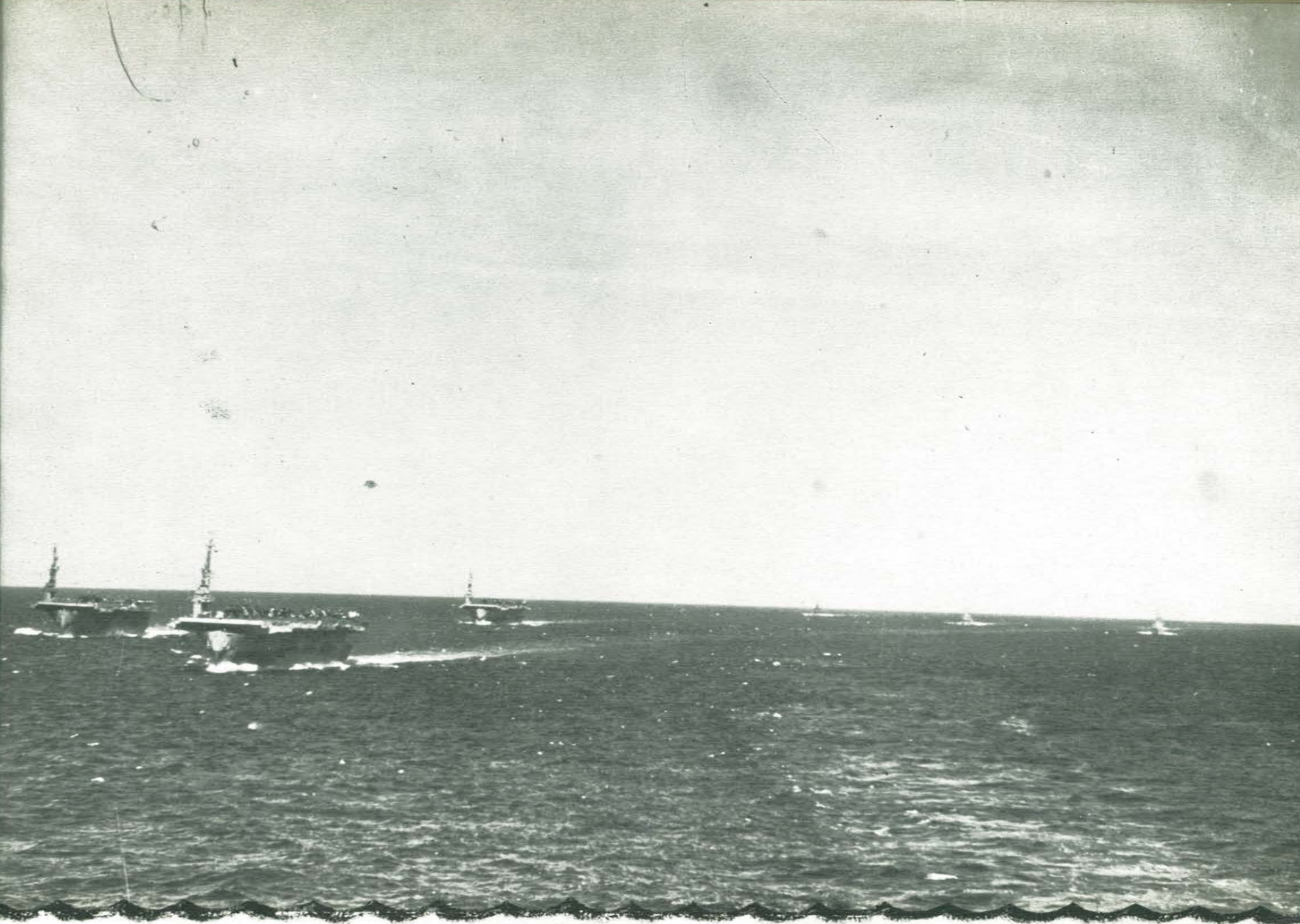
Leyte



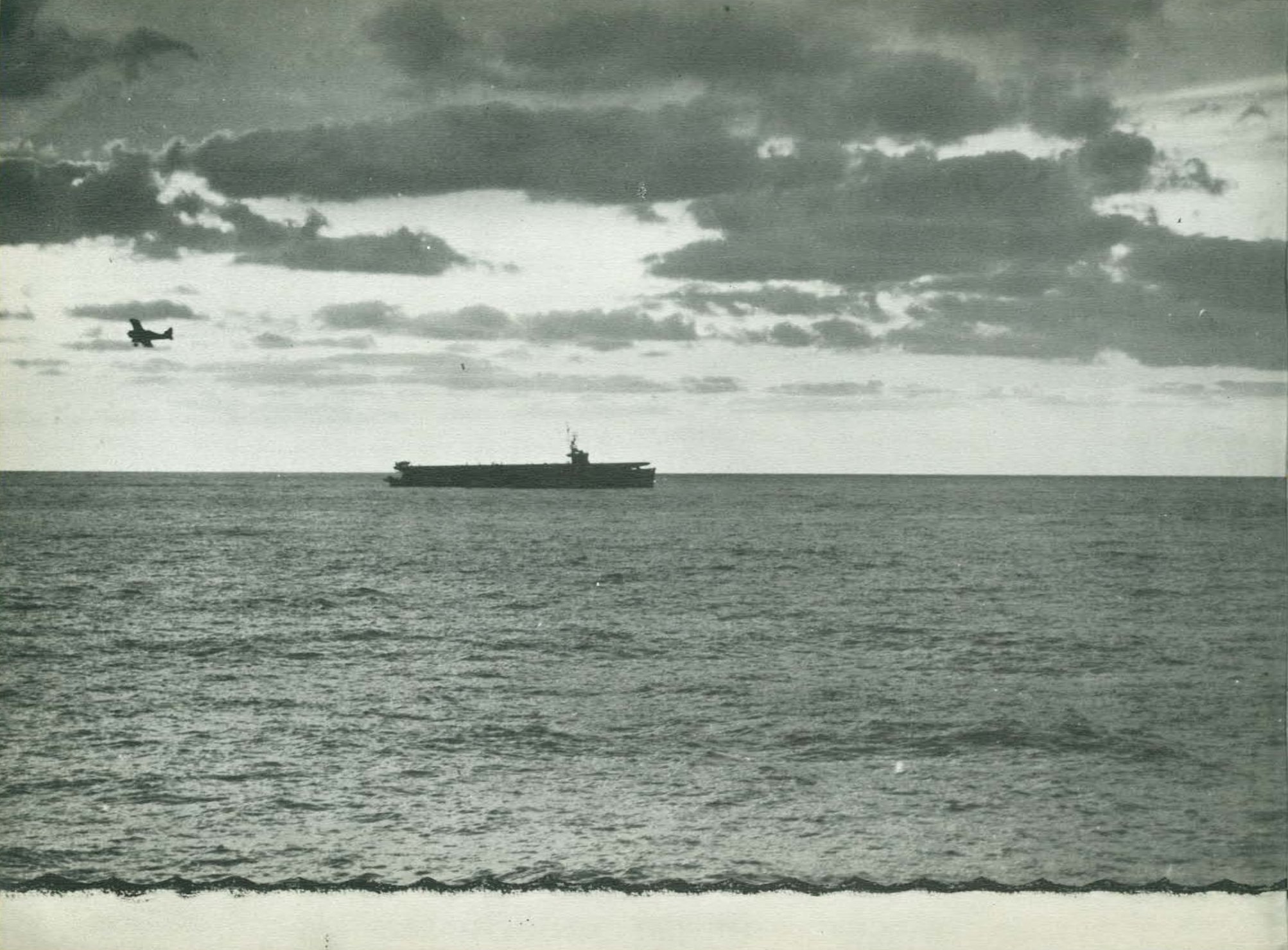
POOR CIVILIANS!



STEAK ROAST



TASK GROUP ENTERING OMINATO HARBOR



ORDER OF THE GOLDEN SHELLBACK
HAVING CROSSED THE EQUATOR
FIFTY TIMES

ON MISSIONS OF WAR ABOARD THE
U.S.S. HOGGATT BAY
Ens. Alfonso C. MIKNIS, USNR

IS HEREBY DECLARED
A GOLDEN SHELLBACK
DATE OF FIFTIETH CROSSING - 9 SEPTEMBER, 1944

W. J. Saunders, CAPT., USN, COMMANDING OFFICER

DIOCESE OF THE SETTING SUN

HAVING ENTERED WATERS WEST OF TOKYO
5 SEPTEMBER 1944 ABOARD THE U.S.S.
HOGGATT BAY ON THE TASK OF BENDING
THE NIPPON-KNEES,

Ens. ALFONSE C. MIKNIS, USNR.

IS HEREBY ORDAINED A MEMBER OF THE

WEST OF TOKYO MISSIONARY SOCIETY

W. J. Saunders, CAPT., U.S.N.
AND MEMBER, DIOCESAN BOARD



LIBERTY PARTY

YOKOHAMA

A LITTLE PRAISE

U. S. S. HOGGATT BAY (CVE 75)

22 May to 19 June, 1944

The below paraphrased messages were received specifically addressed to the U.S.S. HOGGATT BAY, ASW Group, CTG in HOGGATT BAY

From: Com3rdFlt: NEWS OF ANOTHER NIP ON THE BOTTOM X KEEP SLUGGIN'

From: Com3rdFlt: YOUR MAGNIFICENT PERFORMANCE IS A MATTER OF GREAT PRIDE TO THE WHOLE SOUTH PACIFIC TEAM X WELL DONE AND CONGRATULATIONS TO ALL HANDS X HALSEY

From: ComSoPac: CHEERS AGAIN TO THE GRAND SOUTH PACIFIC AIR-SURFACE TEAM FOR CONTINUED MAGNIFICENT PERFORMANCE X WELL DONE TO ALL HANDS X HALSEY

From: ComSoPac: I WISH TO CONGRATULATE ALL MEMBERS OF YOUR UNIT ON THE MASTERFUL WAY IN WHICH YOU HANDLED THE TASK ASSIGNED X I CONSIDER THE RESULTS OBTAINED TO BE ONE OF THE OUTSTANDING ACCOMPLISHMENTS BY A TASK GROUP IN THE PACIFIC X BEST WISHES FOR CONTINUED SUCCESS X NEWTON

From: ComFwdAreas: WELL DONE AND CONGRATULATIONS TO ALL CONCERNED

5 July to 10 Dec. 1944

From: Com5thFlt: FINE WORK X

From: CTF 32: CONGRATULATIONS ON YOUR REPORTED KILL X KEEP UP THE GOOD WORK X

From: Com3rdFlt: HOGGATT BAY IS NO SNUG HARBOR FOR NIP SUBMARINES X WELL DONE TO YOU AND ALL YOUR BOYS FOR PUTTING ANOTHER ONE ON THE BOTTOM X HALSEY

From: Com3rdFlt: WELL DONE TO THE VETERAN OF ANTI-SUBMARINE WARFARE IN THE PACIFIC X HALSEY

From: Com3rdFlt: FOR SKILL AND GUTS THE SAFE RETIREMENT OF THE DAMAGED CRIPPLES FROM THE SHADOW OF FORMOSA COAST UNDER HEAVY ATTACK WILL BECOME A NAVY TRADITION X TO ALL HANDS WHO CONTRIBUTED TO THE JOB LET ME SAY WELL DONE X HALSEY

From: CTG 30.3: YOUR EFFICIENT PERFORMANCE OF DUTY IN THE PROTECTION OF SLOW-MOVING TOWING GROUP DURING SALVAGE OPERATIONS WAS OUTSTANDING AND VITAL AND PREVENTED AT LEAST ONE POSSIBLE ATTACK X CONGRATULATIONS FOR A JOB WELL DONE

From: CinCPac: THE EXCELLENT RESULTS OBTAINED BY THE HOGGATT BAY AIR-SURFACE ASW TASK GROUP DURING THE PAST 5 MONTHS ARE NOTED WITH EXTREME SATISFACTION

From: CinCPac: CINCPAC NOTES WITH EXTREME GRATIFICATION THE EXCELLENT RESULTS OBTAINED BY THIS TASK GROUP COMPOSED OF THE USS HOGGATT BAY (CVE 75) AND THE DESTROYERS AND DESTROYER ESCORTS WHICH TURNED IN SUCH A BRILLIANT PERFORMANCE.

From Com Air Forces Pacific (ComAirPac) to all carrier divisions. IT IS WITH A FEELING OF PRIDE AND HUMILITY THAT I SAY TO ALL OFFICERS AND MEN OF AIR FORCE PACIFIC FLEET WELL DONE X FROM THE GRIM EARLY DAYS OF THE WAR TO THE

GLORIOUS DAY OF VICTORY OVER THE LAST OF THE AGGRESSORS NAVAL AVIATION HAS BEEN IN THE FOREFRONT X THE NOBLE PART YOU AND YOUR COMRADES WHOSE LIVES WERE BRAVELY SACRIFICED HAVE PLAYED IN THE REDUCTION OF JAPANESE MILITARY MIGHT IS KNOWN TO AND WILL BE REMEMBERED BY ALL THE WORLD X YOU HAVE EARNED THE BLESSINGS OF PEACE AND THE ENDURING GRATITUDE OF YOUR COUNTRYMEN X X X

Dispatch: From Commander Task Unit 32.1.1 June 1945

THE OKINAWA CAMPAIGN IS OVER FOR THIS TASK UNIT AND WE ARE HEADED FOR LEYTE X THE PERFORMANCE OF THE CARRIER AIRGROUPS CRUISER AND SCREEN SHOULD BE A SOURCE OF PRIDE FOR ALL CONCERNED X FROM THE OTC TO ALL HANDS A VERY WELL DONE X X X

From Adm. Martin, ComCarDiv 23 to Hoggatt Bay, Matanikau X
DUTY COMPLETED X REQUIRE NO MORE AIR SUPPORT OR AIR SERVICES IN PRESENT OPERATION X YOUR AIR SUPPORT DUTIES SMARTLY EXECUTED X ADD MY WELL DONE MARTIN

Dispatch: From Fleet Admiral Nimitz to Pacific Fleet: Aug.'45

WITH PRIDE AND SATISFACTION IN THE PERFORMANCE OF THE FORCES OF MY COMMAND THE FOLLOWING MESSAGE FROM KING GEORGE THE 6th IS REPEATED TO YOU X AS ALWAYS THE

BRITISH FORCES SERVING IN THE PACFLT HAVE DISPLAYED THE SKILL COURAGE AND CAPACITY THAT CHARACTERIZES THE BRITISH NAVY "I DESIRE TO EXPRESS MY ADMIRATION FOR THE DETERMINED RESOLUTION AND SUPREME SKILL WITH WHICH OUR CAMPAIGN HAVE BEEN CONDUCTED AND MY WARMEST CONGRATULATIONS ON THE COMPLETE SUCCESSES WHICH HAVE CROWNED YOUR EFFORTS X IT IS A SOURCE OF PRIDE TO ME THAT MY FLEETS ARE UNDER YOUR COMMAND AND INSPIRED LEADERSHIP PLAYING THEIR PART IN OPERATIONS WHICH WILL EVER BE ACCLAIMED BY HISTORY AND ON BEHALF OF ALL MY PEOPLES I ASK YOU TO CONVEY TO THEM MY HEARTFELT THANKS AND CONGRATULATIONS X X X

Dispatch: From ComNorPac to all ships CTF 31

ALL OF US HAVE ENJOYED WORKING WITH YOU AND HOPE TO DO SO AGAIN X BEST TESTIMONIAL TO YOUR WORK ARE STATEMENTS BY POW X YOU HAVE GIVEN US EVERYTHING WE ASK FOR AND MORE BESIDES X WE ASSURE YOU THAT THE DOUGHBOYS HAVE APPRECIATED YOUR HELP X OUR ENTIRE GANG EXTENDS TO YOU OUR THANKS X X X

"There are lies, there are damn lies, and there are STATISTICS"

The ship:

Length over all 512' 3"

Length at water line 490'

Height—keel to highest mast 125'

Height—flight deck above water line 42'

Width of flight deck 80'

Maximum width beam (catwalk) 108' 1"

Displacement: Light 6,854 tons

Loaded 11,760 tons

Rated Horsepower 9000

We have:

Fuel oil capacity 650,000 gal.

Daily distilling capacity, fresh water 40,000 gal.

Gasoline capacity 153,000 gal.

We can carry:

Dry provisions for 137 days

Frozen provisions for 72 days

Chilled provisions for 60 days

From Commissioning (January 11, 1944) until February 9, 1946,
we expended:

1,382 rounds of 5" ammunition

89,246 rounds of 40 mm ammunition

312,762 rounds of 20mm ammunition in practice and combat.

We made a total of 4,083 catapult launchings.

Off Okinawa alone, in 54 days we made 1,547 landings.

Off Lingayen and Leyte, together:

We made 2,153 combat flights; 463 were acting sorties, dropping 185 tons of bombs and firing 1,181 rockets.

Total hours under way 10,235.6

Total hours not under way 7,757.4

Engine miles steamed 189,271

Screw revolutions 79,984,329

Fuel consumed 11,139,400 gal.

Fuel transferred to other ships 1,678,181 gal.

Lube oil consumed 15,342 gal.

Water consumed—ship's force 16,410,460 gal.

Engineering plant 3,578,165 gal.

Paymaster has paid \$1,623,405.20 to ship's company

Supplied 7 tons of food, clothing, newspapers, magazines to prison of war camps in northern Houshu and Hokkaido, Japan.

60,000 pounds of wiping rags used

50,000 pounds of powder expended

37,000 rolls of toilet paper have been used

1,750,000 sheets of mimeograph paper used

U.S.S. Hoggatt Bay

Roster



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Washington, D. C.

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Scranton 9, Pennsylvania

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6413 Hillegass Avenue
Oakland, California

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Lt. Comdr. D. K. Irwin, USNR
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Lt. (jg) John R. Kells, USNR
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Lt. Carmen Mignoni, USNR
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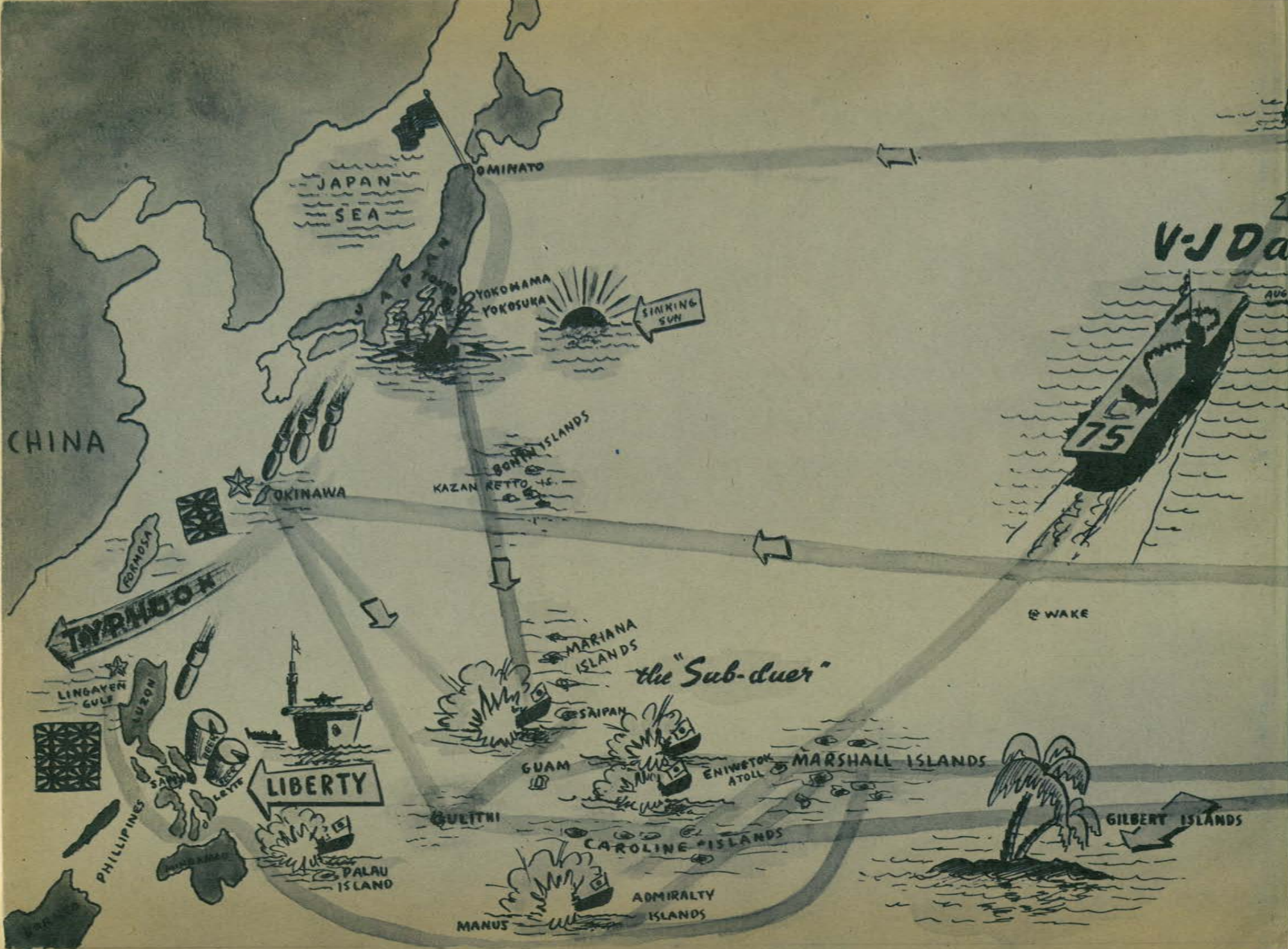
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