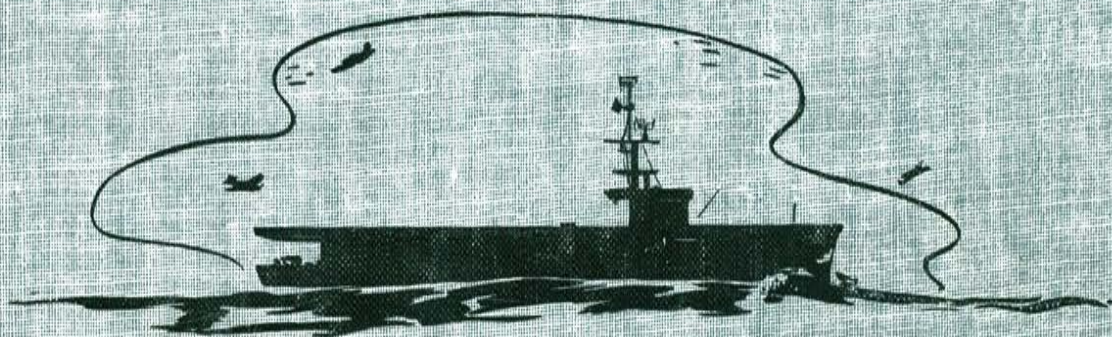


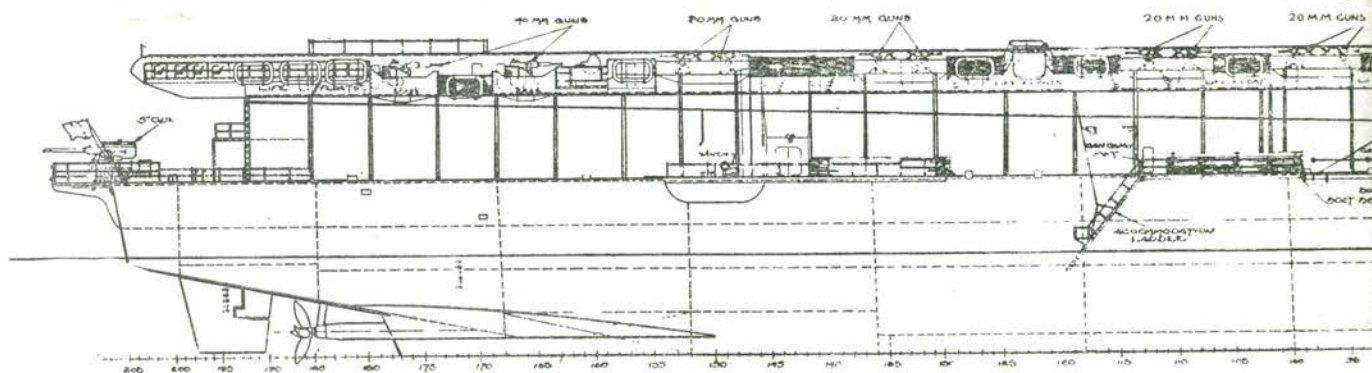
340
545
U583u.



A SHORT HISTORY

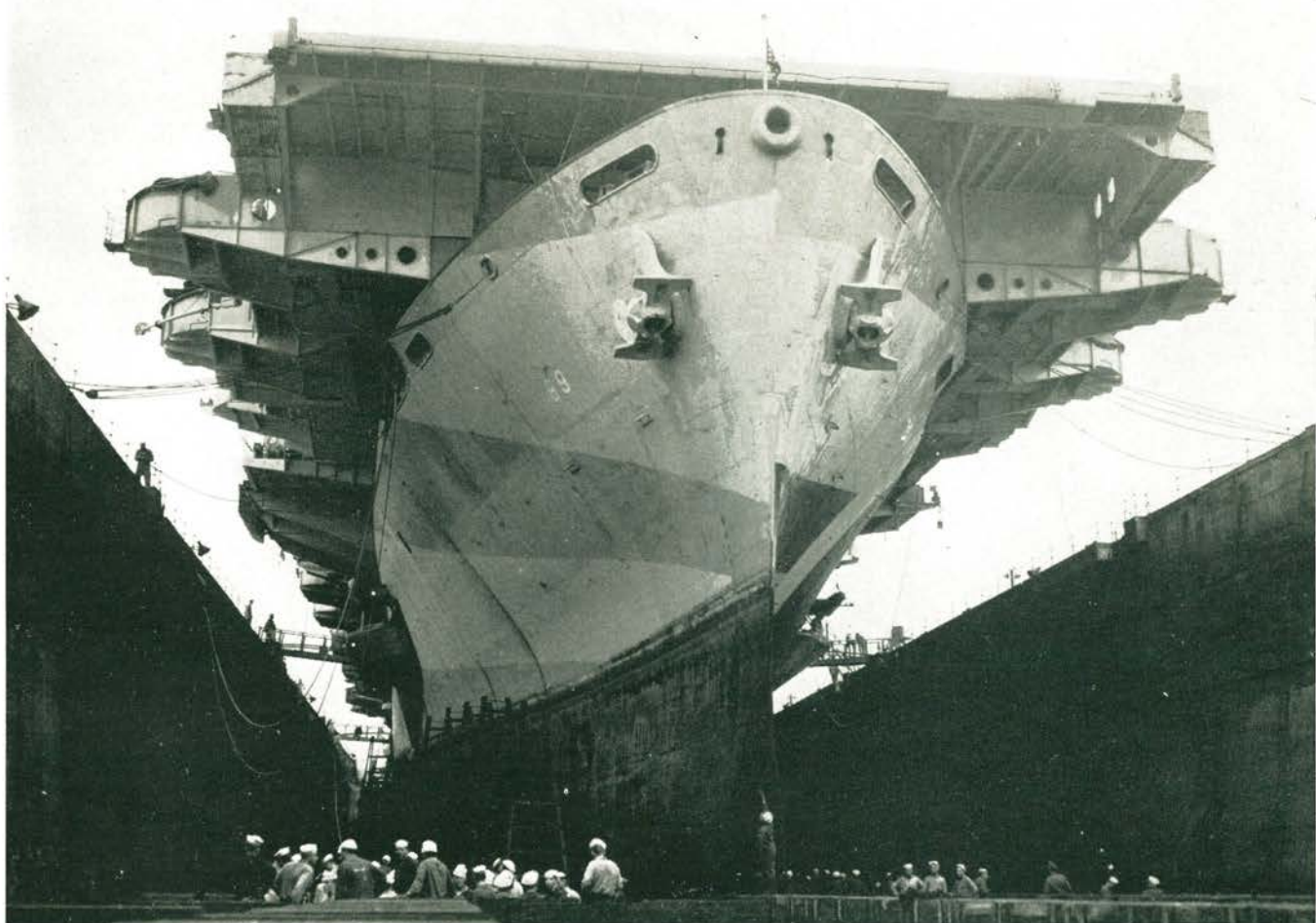
U.S.S. TAKANIS BAY



[illegible]

U.S.S. TAKANIS BAY





U. S. S. Takanis Bay

CVE 89

These Were



CAPTAIN A. R. BRADY
U. S. N.

April 15, 1944 — June 3, 1945

CAPTAIN COURTNEY SHANDS
U. S. N.

June 3, 1945 — September 21, 1945



Our Captains

CAPTAIN D. B. YOUNG
U. S. N.

September 21, 1945 — January 18, 1946



COMMANDER R. L. WILLET
U. S. N.

JANUARY 18, 1946—

COMMISSIONING...





FIRST TAKE-OFF
AND CAKE CUTTING
CELEBRATION

Captain's Inspection



DEPARTMENT HEADS
Front and Center



REPORT!



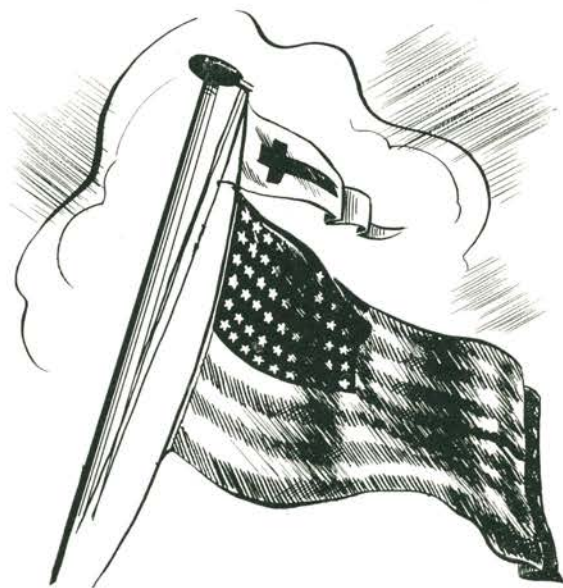
... READY FOR
INSPECTION, CAPTAIN



CAPTAIN INSPECTS PERSONNEL



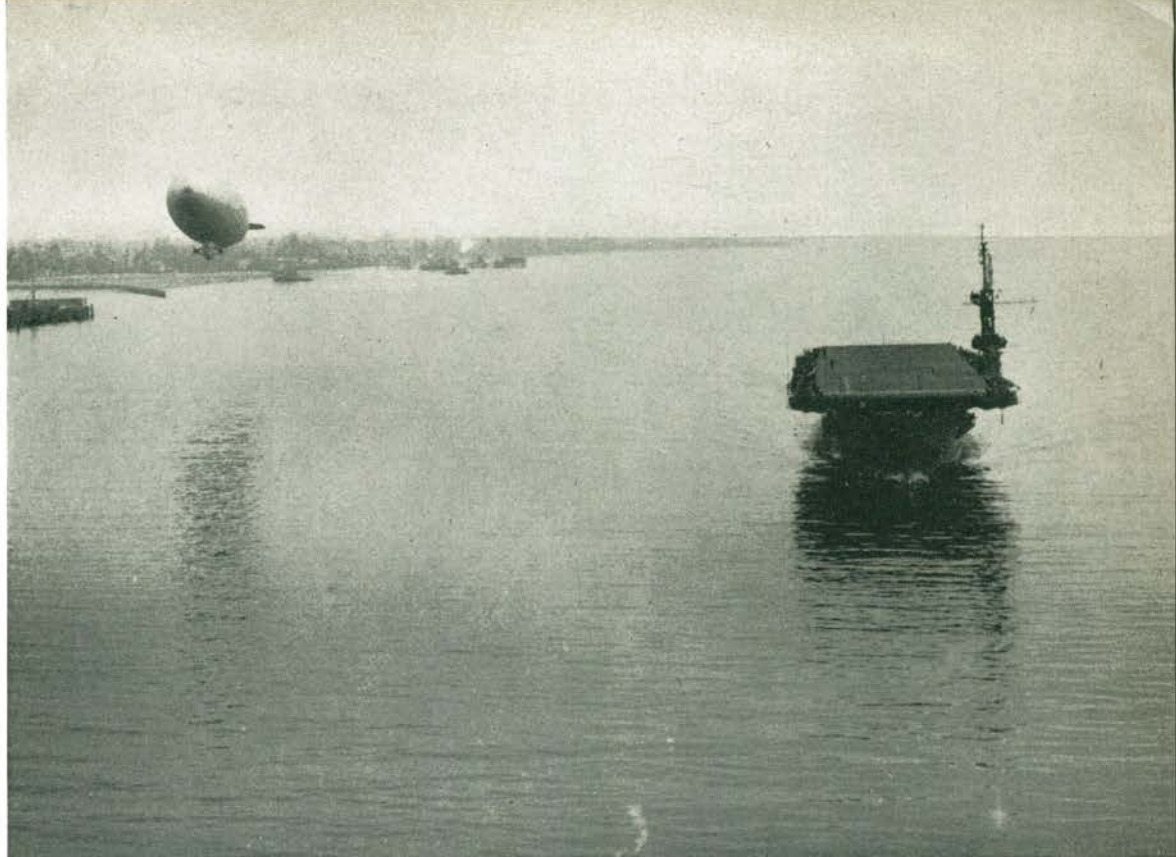
CHAPLAIN JOHN L. FOLEY, *Lieutenant USNR*



SUNDAY MASS

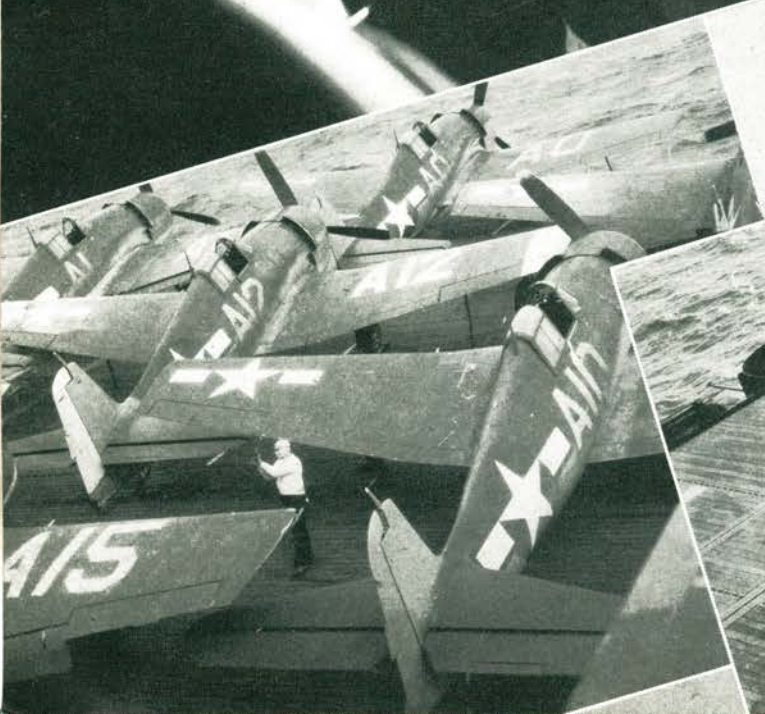


WORKING WITH
BLIMP OFF
ASTORIA, OREGON



UNDERWAY

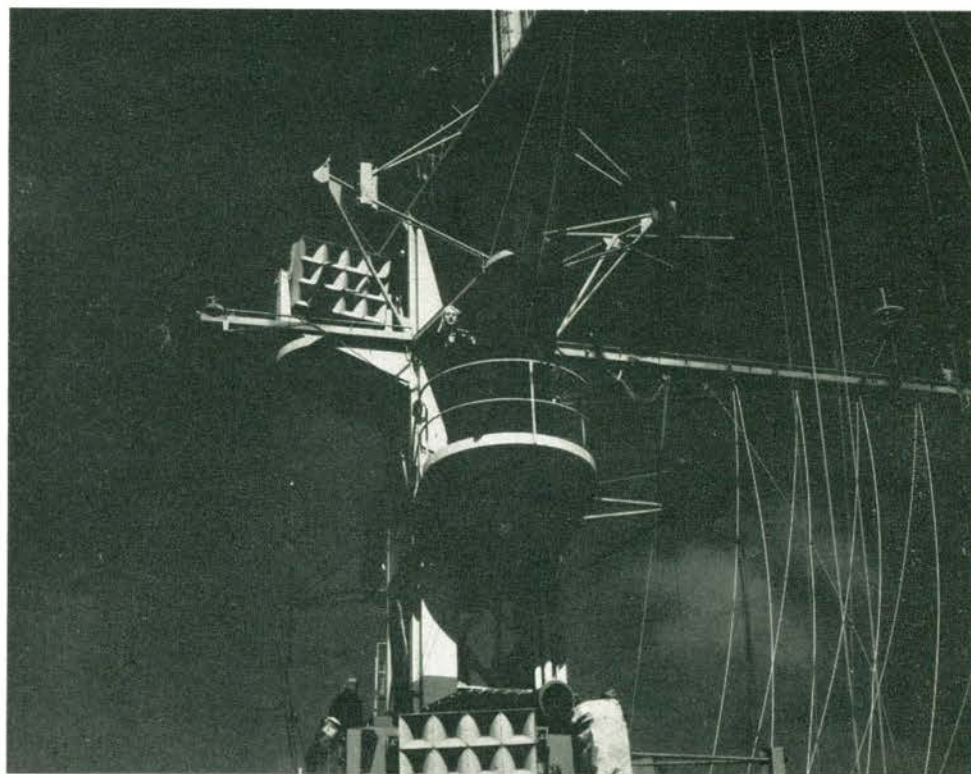




History of the "Takanis Bay"

THE TALE of the U.S.S. Takanis Bay (CVE 89) begins long before the keel of Hull 89 was laid by the Kaiser Shipbuilding Company. Like so many of the Casablanca Class carriers, the "T.B." was named for a peaceful little bay in Southeastern Alaska.

Frequented once by the long-dead Russian trappers, who



scrambled along the rocky shores of Yakobi Island in search of the elusive fur seal and highly prized otter, Takanis Bay today offers a haven to fishermen fleeing the fury of North Pacific storms. As the ship that bears its name plied the more placid waters off California's coast, supplying trained airmen to its more famous sisters in the Western Pacific, so the tiny bay, which once had robbed a Russian Queen, stood silent sentinel to the wake of countless ships at the important gateway to the famed and beautiful Inside Passage.

The record of escort class carriers is one of the Navy's proudest achievements. Built from a hull designed for cargo vessels the "jeep carriers" were rushed to completion in



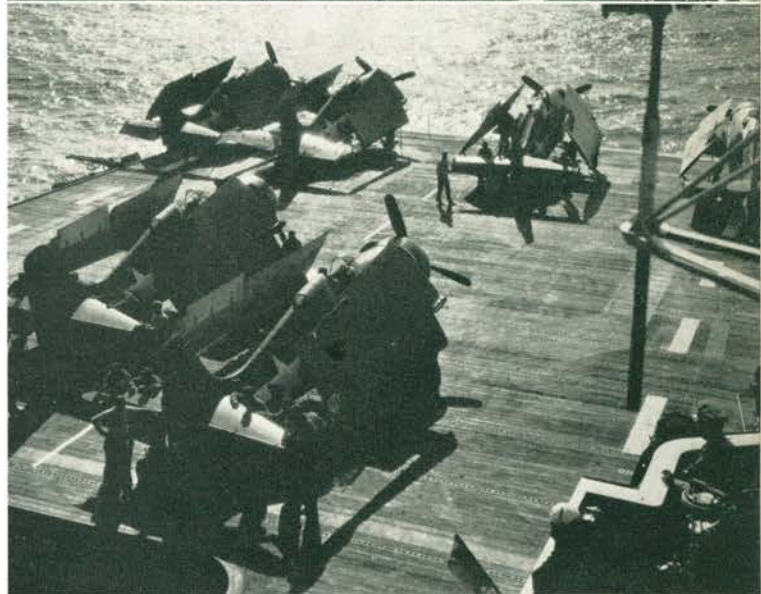
- shipyards only recently erected from airports, swamps and sloughs. Constructed by workmen on a "work as you learn" basis they were far from a fighting ship when they loaded their cargo of planes aboard and laid a course for the "Realm of the Golden Dragon."

Originally intended for aircraft transport, the escort carrier was first called upon to combat the submarine menace in the Battle of the Atlantic. Organizing in "hunter-killer" groups the baby flat-tops soon became the scourge of the *Kreigsmarine's* undersea raiders. One jeep carrier, the famous U.S.S. Guadalcanal (CVE60), combined with several destroyers (U.S.S. Chatelain, U.S.S. Jenks, U.S.S. Pillsbury) in the capture of the U-505. One of the most amazing facts of the encounter was that this captured U-boat was the first enemy combatant ship to fall prey to a boarding party of the United States Navy since the War of 1812 — a proud record for the U.S.S. Guadalcanal whose boarding party and prize crew managed to prevent the destruction of secret charts and papers, later proving invaluable aids in European landings. The boarding and seizure was accomplished with but the loss of one life. A Chief Petty Officer was mortally wounded in the delayed explosion of a demolition bomb the following day. Importance of the capture is evidenced by the fact that all enlisted members of the boarding party above the rate of first class petty officer were recommended for (and have since received) promotion to Warrant or Commissioned Rank. The Chief Petty Officer who gave his life in the capture has been recommended for his nation's highest award, the Congressional Medal of Honor.

By the time the Takanis Bay was placed in commission at the U. S. Naval Station, Astoria, Oregon on April 15, 1944 her predecessors were already being accepted as an integral part of Task Forces in the Pacific. In the Marianas campaign CVE's provided ground support for the first time, a role previously assigned to the "glam-or girl" CV's. More and more, CVE's replaced CV's for the close-in assaults on beach-heads and softening up operations. This left the vulnerable, expendable CVE's exposed to shore-based aircraft while the fast carriers were free to hunt down the elusive Japanese fleet.

While her sisters added new glories and accomplishments to the long string of baby flat-top successes the "T.B." settled down to the task of training a green crew, many at sea for the first time, in the operation of a carrier. After a brief shakedown cruise, the U.S.S. Takanis Bay reported to Commander Fleet Air West Coast at the U. S. Naval Air Station, San Diego, California. To Captain A. R. Brady, USN, goes the credit for welding an untrained crew into the smooth-working team necessary for safe, efficient carrier operations.

On May 24, 1944, Lt. Commander P. W. Jackson USN, Squadron Commander of VC-82, made the first landing on the flight deck of the Takanis Bay. Continuing with carrier qualifications the Takanis Bay operated off the California coast under the direct orders of Commander Fleet Air West Coast until 21, June, 1944 when Rear Admiral F. C. Sherman broke his flag at the foretruck. As flagship of ComFIAir West Coast the "T.B." piled up an enviable record of carrier qualifications.





From the hot sands of the Californian desert came fledgling Naval Aviators for their first carrier landings. They soon learned how to handle a "hot" Corsair on the limited deck space of a baby flat-top with the Landing Signal Officer guiding them in to a controlled landing. For the pilots it was an opportunity to develop skill without the distraction and danger of enemy attacks but for the "T.B." crew it was just work and worry, over and again. As soon as one squadron was qualified and had developed as full-fledged carrier pilots they were transferred and another Squadron took their place.

On January 17, 1945 the U.S.S. Takanis Bay was attached to Carrier Division 12, remaining



in that Division until the end of her training operations. On June 3, 1945 Captain Courtney Shands USN relieved Captain Brady as Commanding Officer.

All carrier qualifications aboard the U.S.S. Takanis Bay were conducted out of San Diego except for three tours of duty in the San Francisco Area. Under orders from Commander Fleet Air, Alameda, squadrons were qualified between June 18 and July 4, July 4 and August 18, August 13 to September 4, 1945. Pilots of VC-20 flying General Motors Hellcats and Avengers, set the ship's record for a single day's operations, making 446 landings on July 24, 1945.

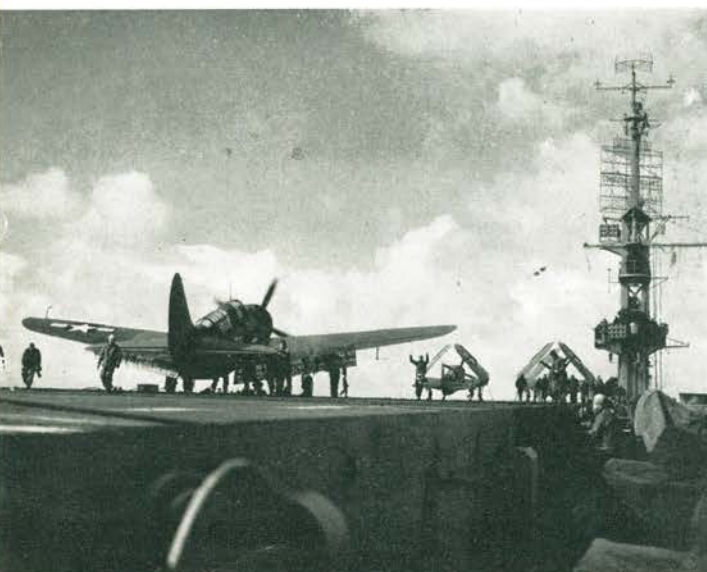


The last of the 2,509 pilots was qualified on August 28, 1945. Between May 24, 1944 and August 28, 1945 a total of 20,159 landings were made aboard the "T.B.", the highest record of any CVE in the Fleet and only surpassed by the old U.S.S. Ranger and U.S.S. Saratoga in the larger carriers. The qualifications were conducted without casualties to ship's personnel and air-crewmen, and with the loss of only one pilot.

On August 28, 1945 the ship left San Diego for Pearl Harbor, T. H., with orders to report to Commander Carrier Transport Squadron Pacific. During four months of operations under the "Magic Carpet", the "T.B." returned some 6,500 service men from Pearl Harbor and Japan.

On the "Magic Carpet" runs to Japan the crew managed to collect snapshots, silk kimonos, Japanese rifles and other souvenirs previously denied them by the nature of their duty.

On January 3, 1946 the Takanis Bay was released from the "Magic Carpet" and ordered to Tacoma, Washington for post-war disposition under Commander 19th Fleet.



Thus began the monumental task of inactivation. Every deck and every bulkhead of the weary Takanis Bay had to be scraped down to the bare metal and preserved with special paints. Every piece of machinery torn down, overhauled and preserved with special grease — every gun



BY THE DAWN'S
EARLY LIGHT





POOR APPROACH, NO LANDING

preserved and coated with a new, secret composition designed to eliminate moisture and rust.

Five months of ceaseless work, counting of points, discharges, transfers and more work have finally come to an end. The U.S.S. Takanis Bay lies alongside a newly finished pier at the Todd Pacific Shipyard in Tacoma, Washington, a ghost ship in her gleaming new silvery aluminum coat.

On June 18, 1946 the U.S.S. Takanis Bay CVE 89, was formally turned over to Captain R. S. Galloway, Commander Tacoma Group, Nineteenth Fleet as her last Commanding Officer, Commander Willett was piped over the side.

No longer does her flight deck feel the pulsing throb of a fighter's engine racing down her deck nor the boisterous laughter at movies on the hangar deck — perhaps never again will a pay line form nor a liberty list be posted — nevertheless the "T.B." stands ready to sail again in the defense of her country.

May the measured tread of her security watch resound a thoughtful warning to those who seek to undermine and destroy the principles she holds dear.

E. G. HINES, USNR

FIRE ON THE FLIGHT DECK

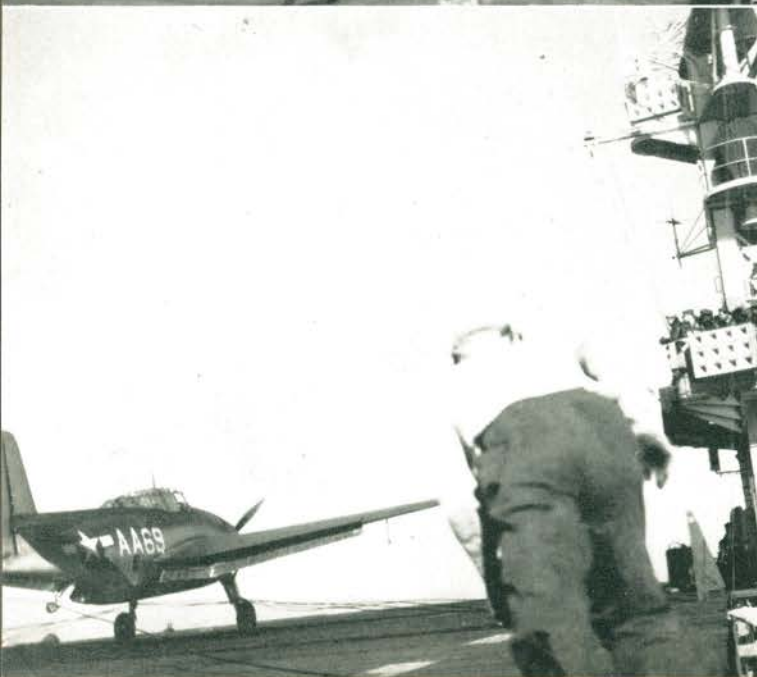




TORPEDO PLANE SETS DOWN



LANDING GEAR CATCHES BARRIER CABLE



SAFELY STOPPED

LINED UP FOR TAKE-OFF



SIGNAL BRIDGE



PILOTS . . . MAN YOUR PLANES



SECURE FROM FLIGHT OPERATIONS





High



Bank right



Wave-off



Bank to left



Roger



Cut



Low



Hook not down



Fast

Flight Operations



READY TO PROCEED WITH
OPERATIONS



THAT FATEFUL MOMENT





WATER CRASH

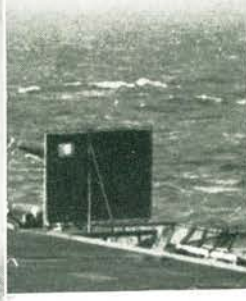
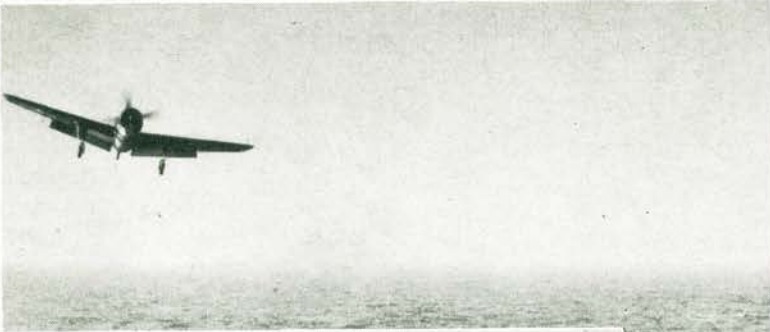


DESTROYER RETURNS RESCUED
AIRMEN BY BREECHES BUOY



INJURED TRANSFERRED BY BOAT





2000th Landing



TARGET PRACTICE
FIRE DRILL



RIDING THE CATWALK





HEAVY WEATHER IN THE PACIFIC

WILD BLUE YONDER—NAVY STYLE





BEND FROM
THE HIPS



JUMP, 1 - 2 . . .



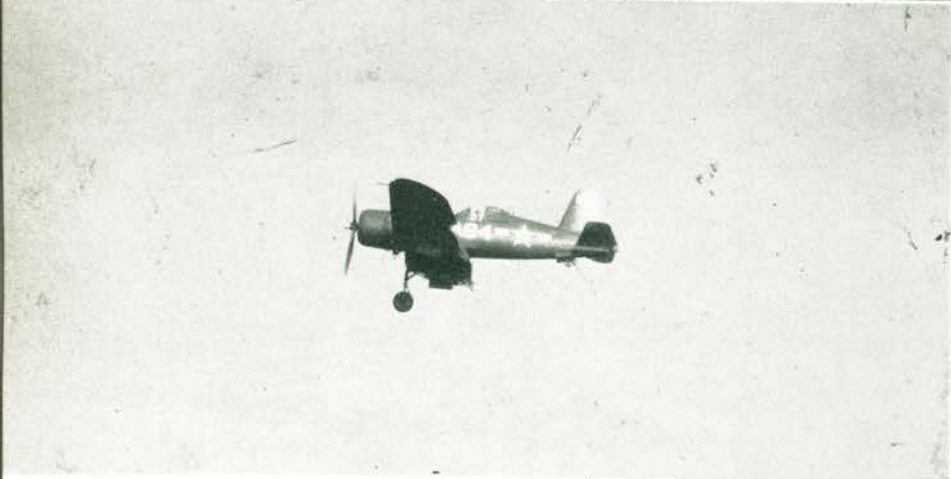
READY . . . EXHALE



NOW IN THE NAVY . . .



F4U TOO LOW AND TOO FAST . . .



MINUS ONE WHEEL AS RESULT OF
BOUNCE MADE SUCCESSFUL LAND-
ING ASHORE.



WHEEL BOUNCE



5,000th
Landing



All Guns Track the Target





Fire When on the Target



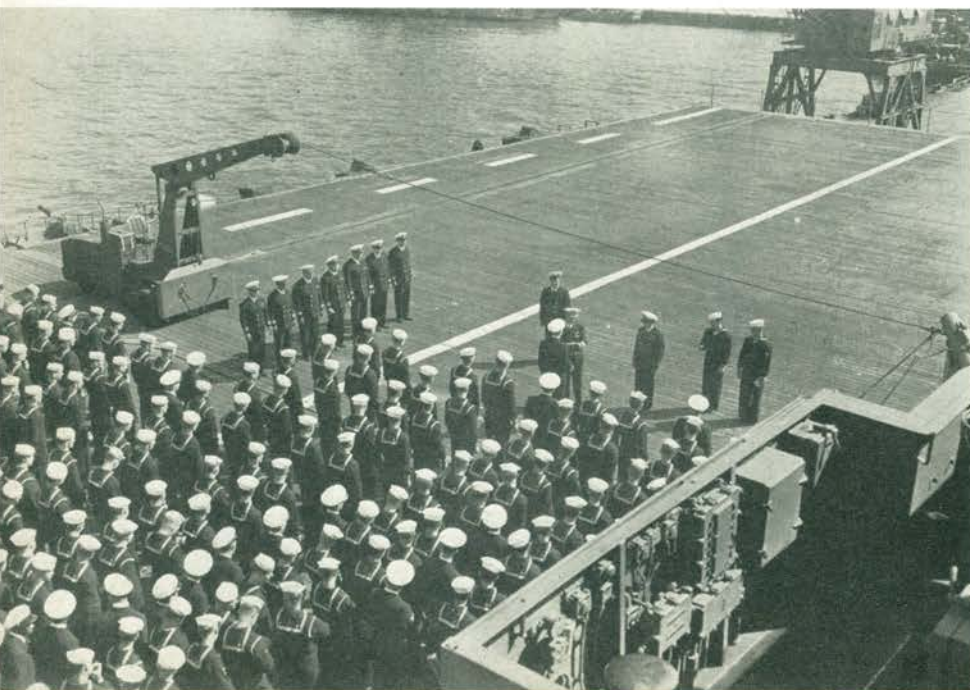


CAPTAIN BRADY PRESENTS
SILVER STAR TO CAPTAIN SHANDS



ENSIGN C. MILLER RECEIVES PRESIDENTIAL UNIT CITATION

Citations



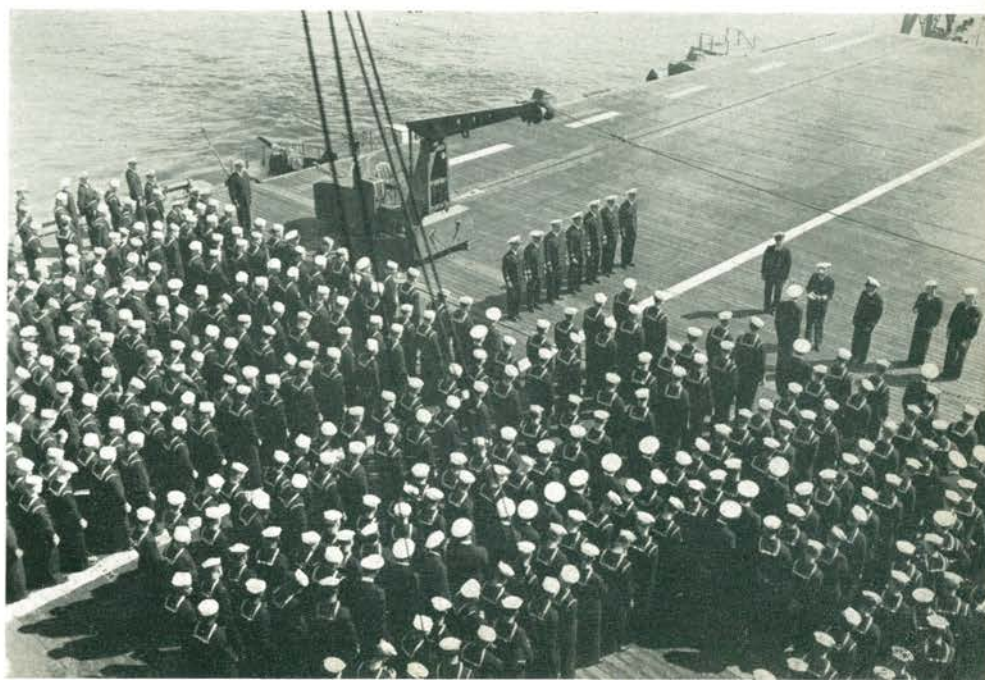
ALL HANDS MUSTER FOR
PRESENTATION OF AWARDS



CAPTAIN BRADY CONGRATULATES AWARDEES

... and Awards

ALL HANDS MUSTER FOR
PRESENTATION OF AWARDS

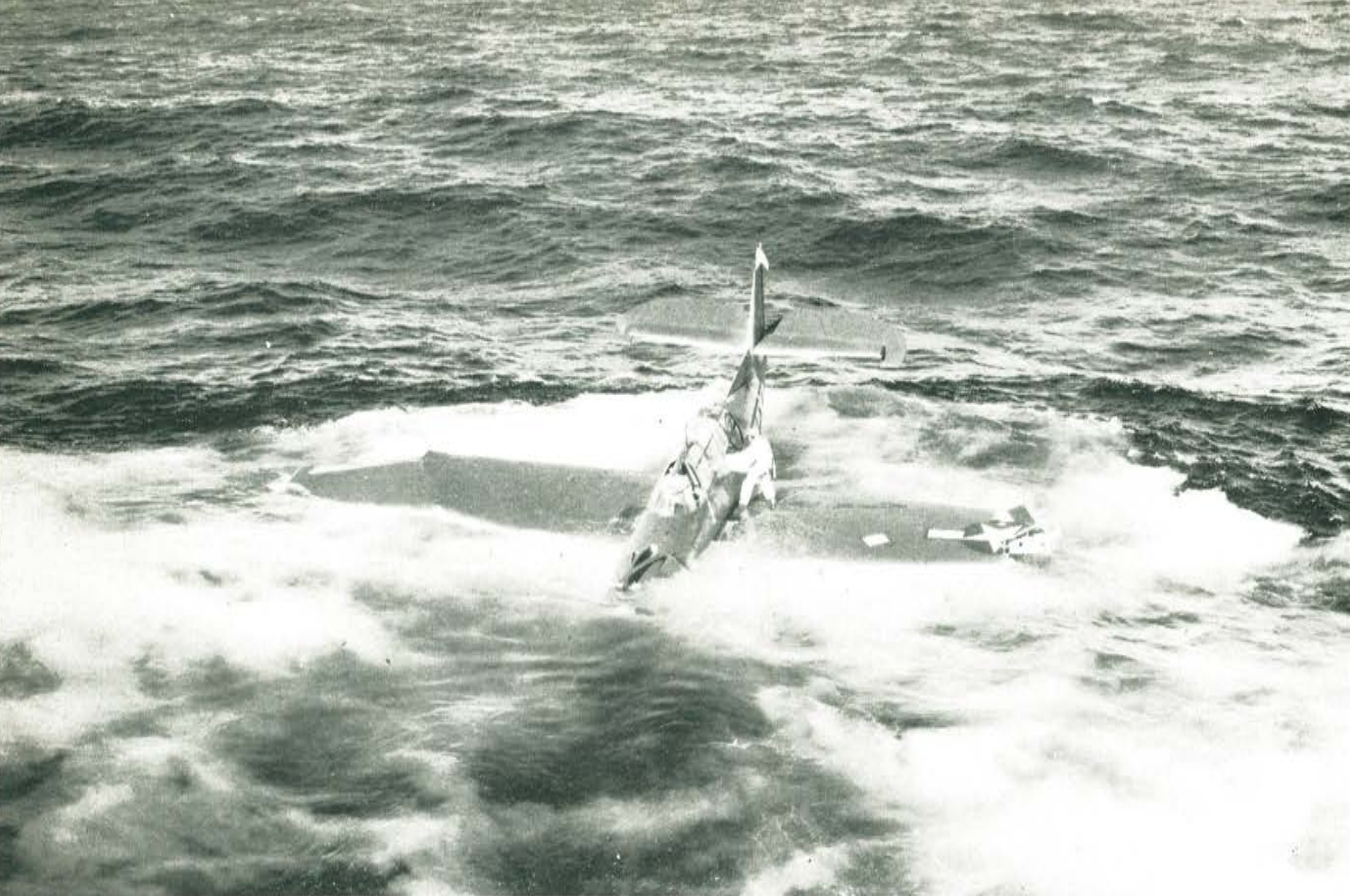






Paul Olsson

U.S.S. TAKANIS BAY



W A T E R



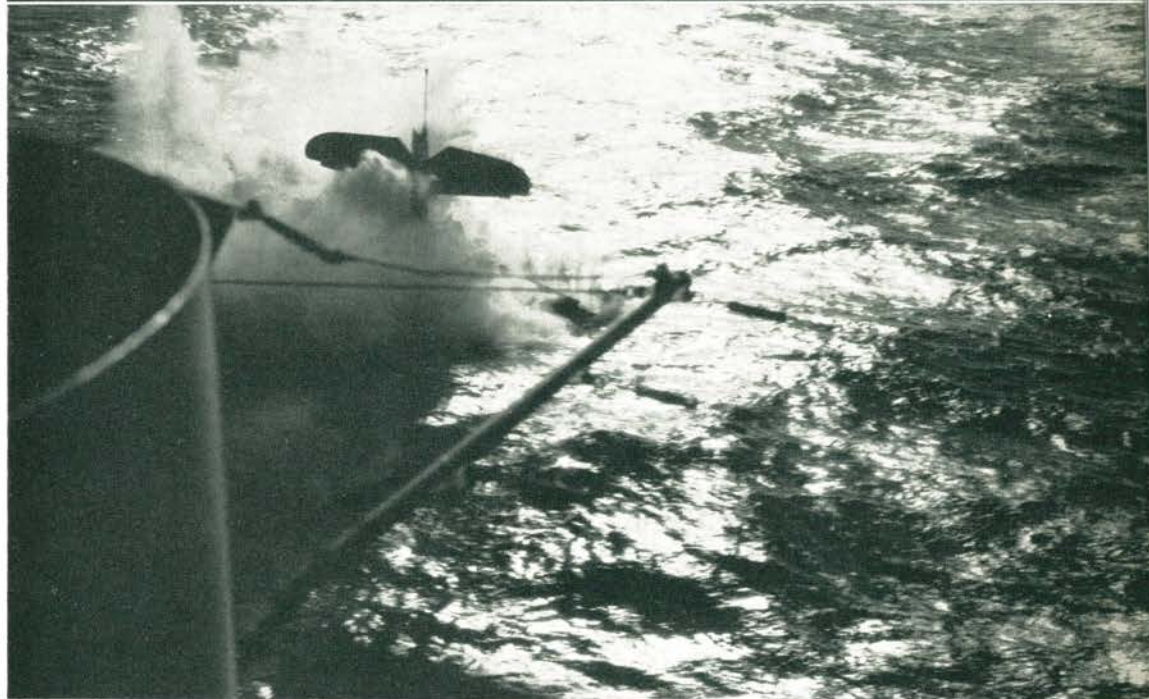


. . . . CRASHES

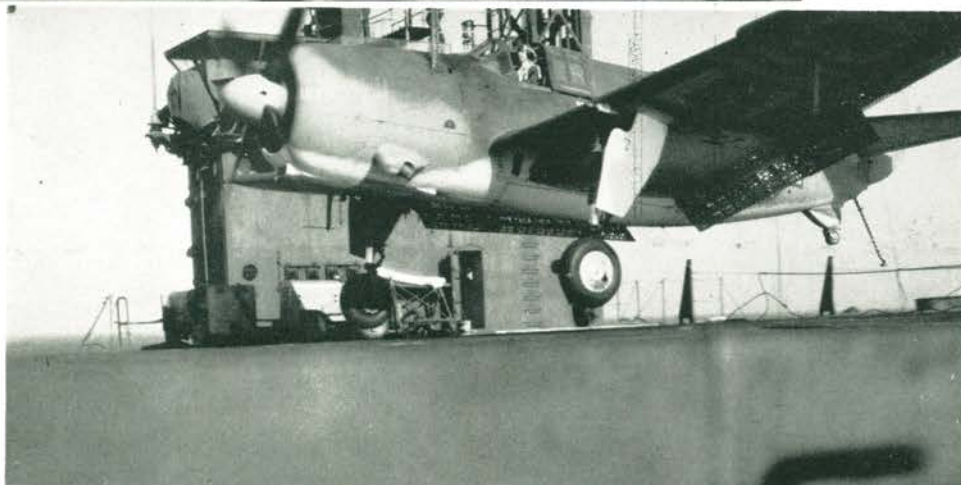




A WAVE-OFF
SOMETIMES ENDS
LIKE THIS . . .



... OR THIS





TBM GOES OVER
THE CATWALK



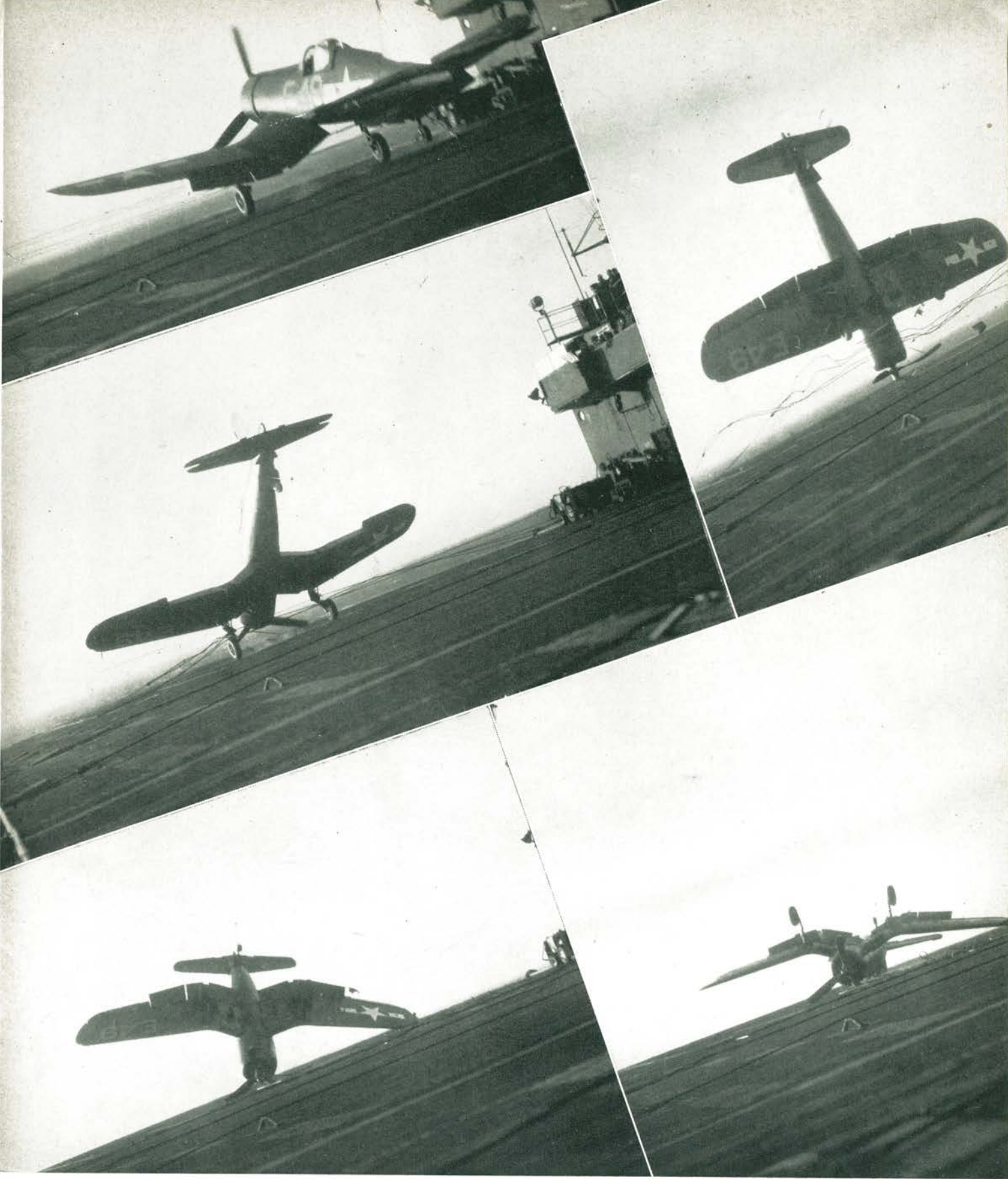
MAN CHASED OVERBOARD FROM CATWALK



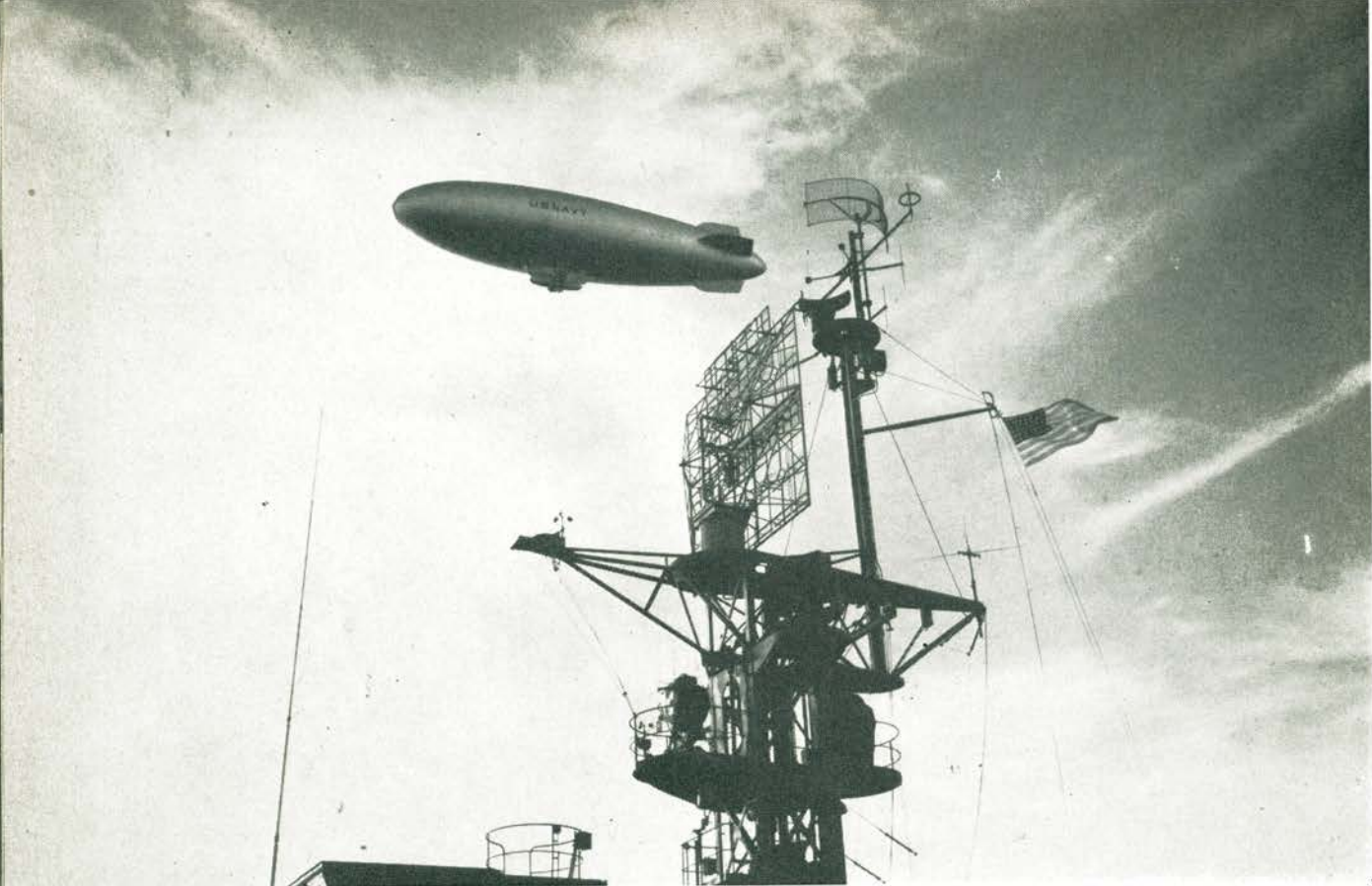
SB2C TAKES A DIVE FROM THE FLIGHT DECK



... BARRIER
CRASHES ...

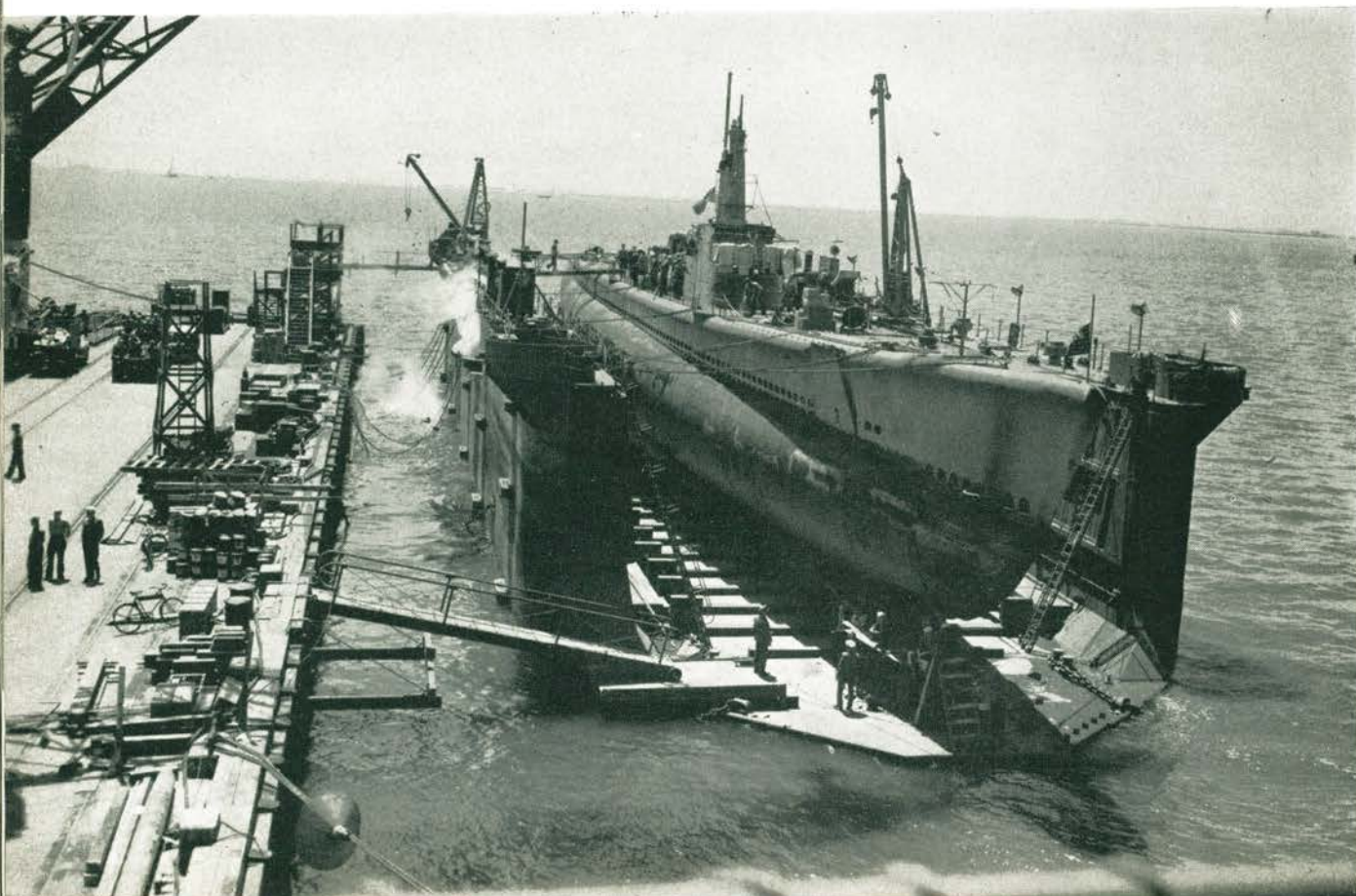


F4U DOES A NOSEOVER AT BARRIER



BLIMPS WELCOME "T.B."

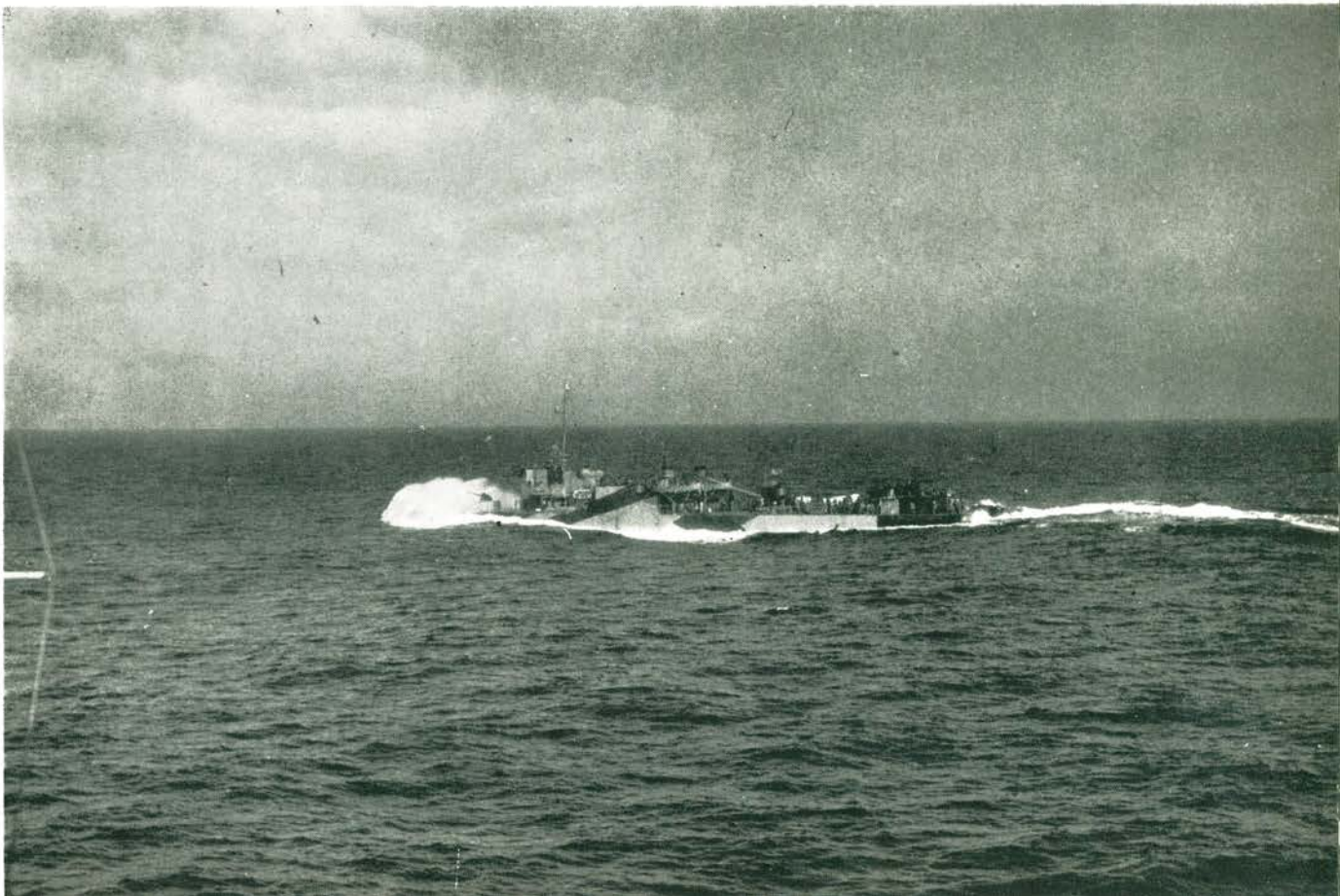
SUBMARINE DRYDOCKED . . . DESBASE SAN DIEGO

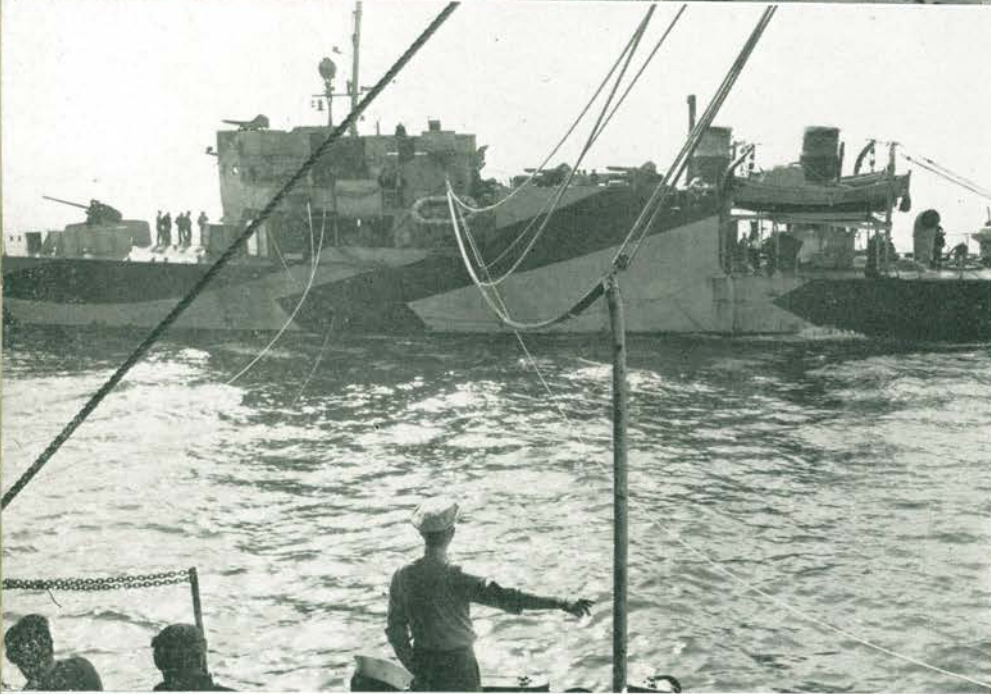




CORONADO

DESTROYER TAKES ONE OVER





FUELING DESTROYER AT SEA

CRUISER



LSM



DESTROYERS



LST



Change of

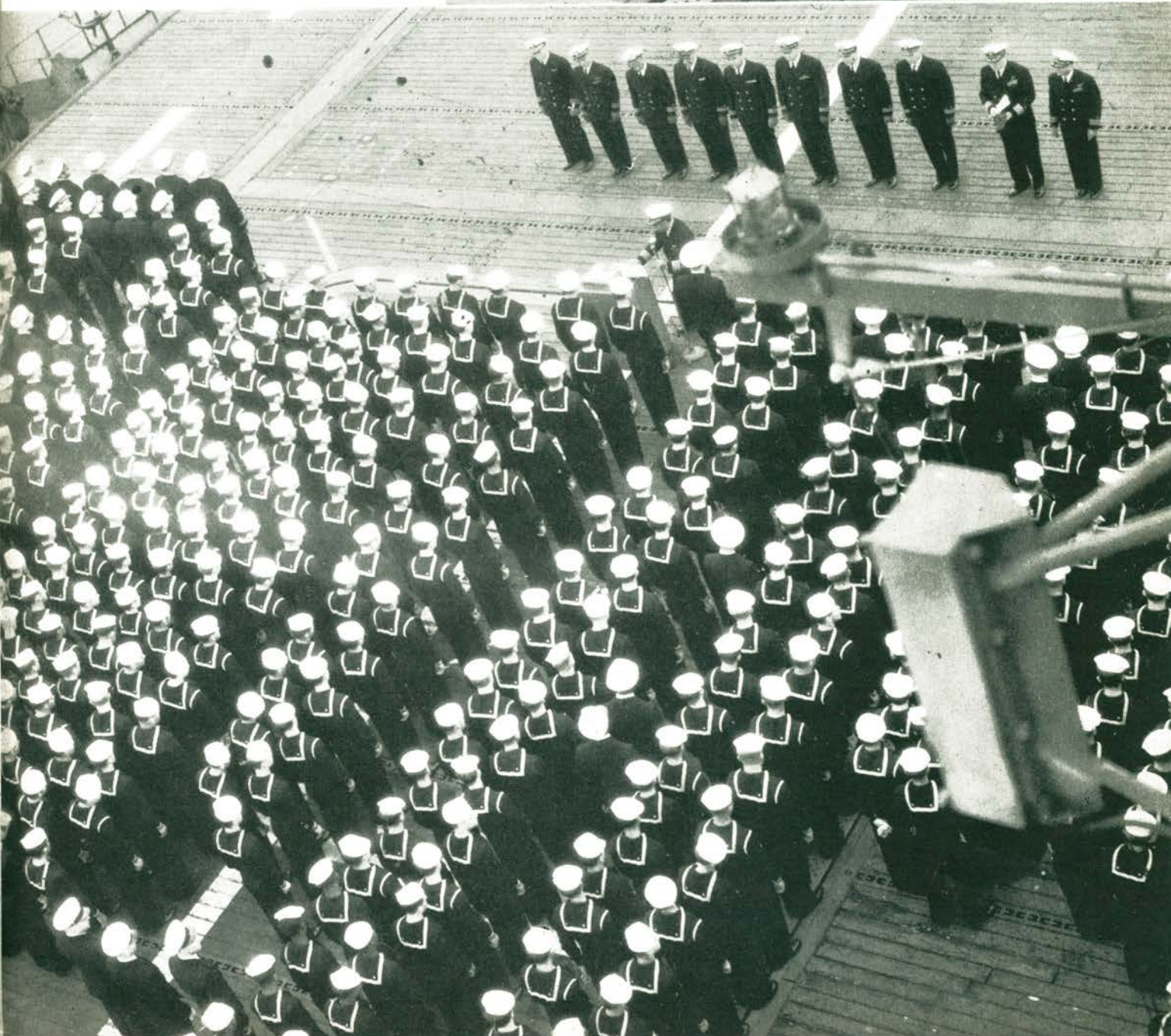


CAPTAIN BRADY'S
FAREWELL TO CREW



Command

CAPTAIN SHANDS
READS HIS ORDERS
RELIEVING CAPTAIN BRADY





LIFE ABOARD THE



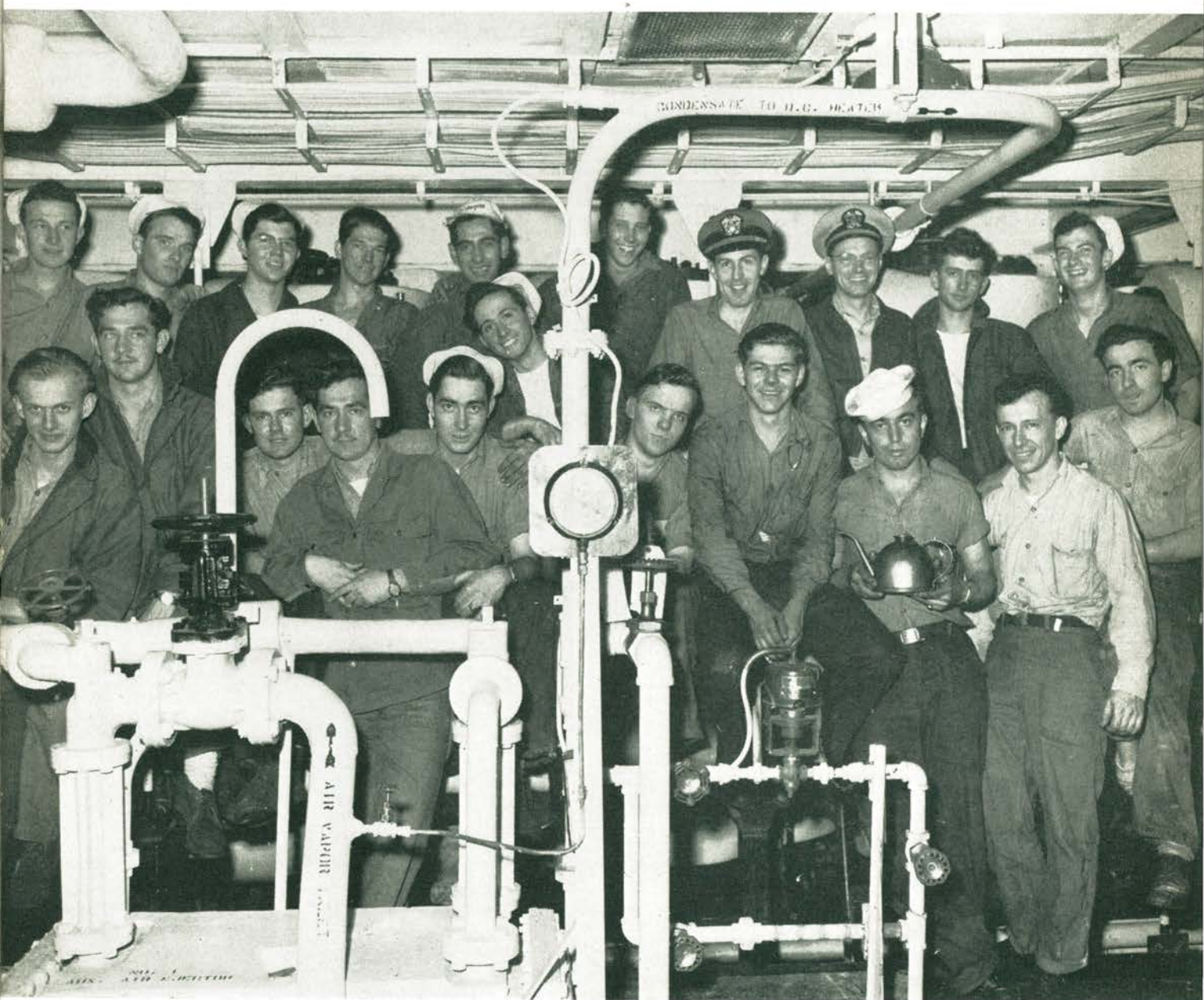
... U. S. S. TAKANIS BAY



TOP LEFT: RADIO SHACK
BOTTOM: PAY LINE

TOP RIGHT: BOMB STOWAGE
BOTTOM: SHIPFITTERS SHOP

Black Gang



M DIVISION



B DIVISION



MACHINE SHOP,
A DIVISION

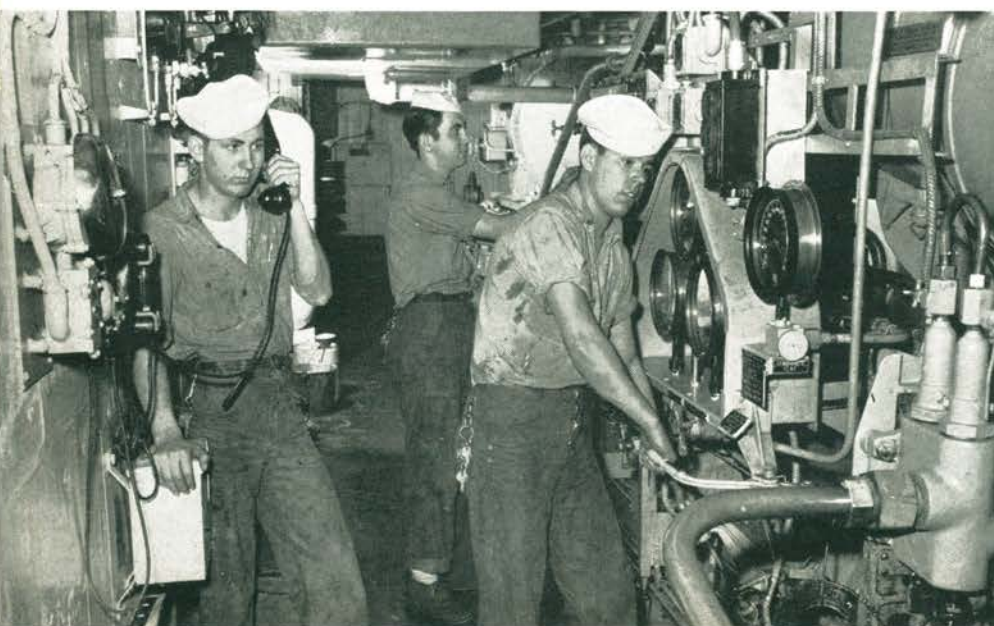




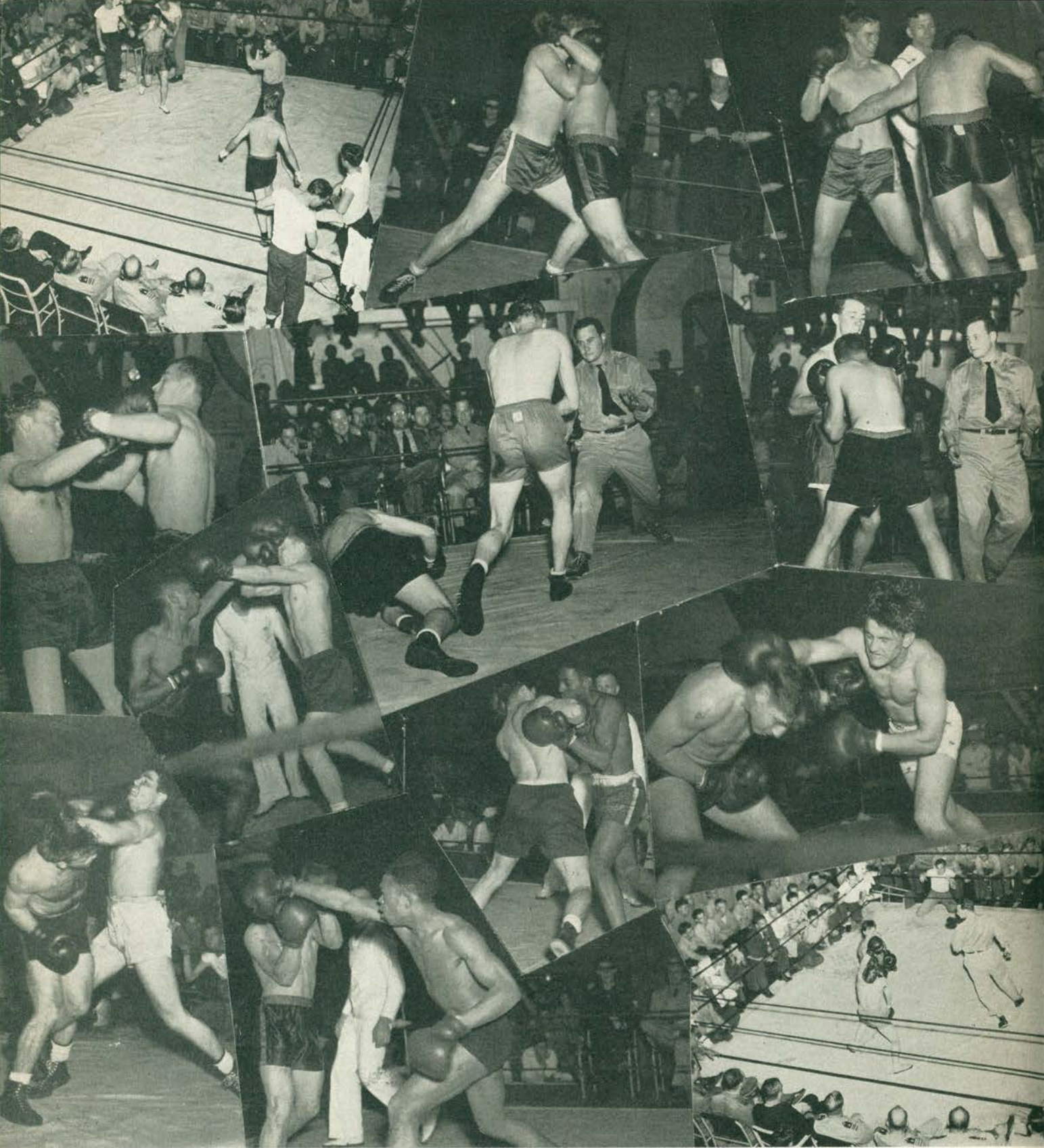
FORWARD ENGINE ROOM
CONTROL STATION



FORWARD EVAPORATORS



V-2 DIVISION CATAPULTS



Smokers...



FORD ISLAND FERRY



SERGEANT JAMES J. KEENEY, U.S.A.,
YANK WAR CORRESPONDENT, DIS-
PLAYS RECORDS USED BY TOKYO ROSE.
KEENEY AIDED IN THE CAPTURE OF
TOKO ROSE.





CAPTAIN BRADY ENJOYS TURKEY
WITH COMMANDER DRANE AND CREW

CAPTAIN YOUNG AND COMMANDER WILLET
JOIN THE CREW IN THANKSGIVING DINNER





Santa Claus

Christmas at Sea
1945





CAPTAIN AND EXEC
PLACE CHRISTMAS ORDERS



SEAGOING SANTA

1945 CHRISTMAS AT SEA

HANGAR DECK PARTY



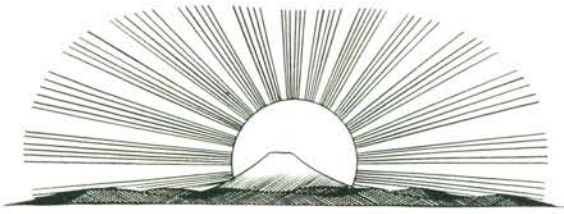


Commander's Birthday!

COMMANDER WILLETT
INSPECTS BIRTHDAY CAKE

"T.B." GOES DOWN, STERNFIRST

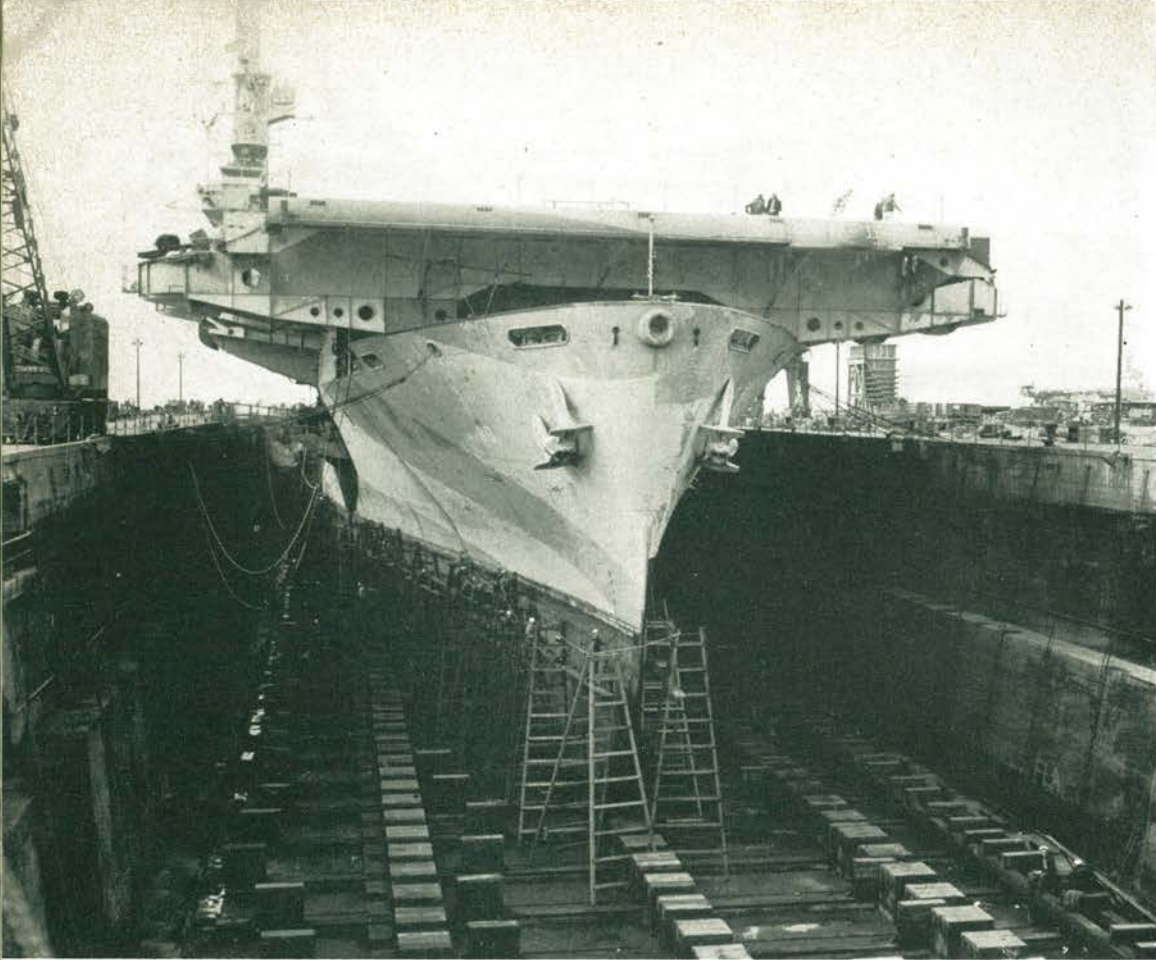




Japanese Snaps

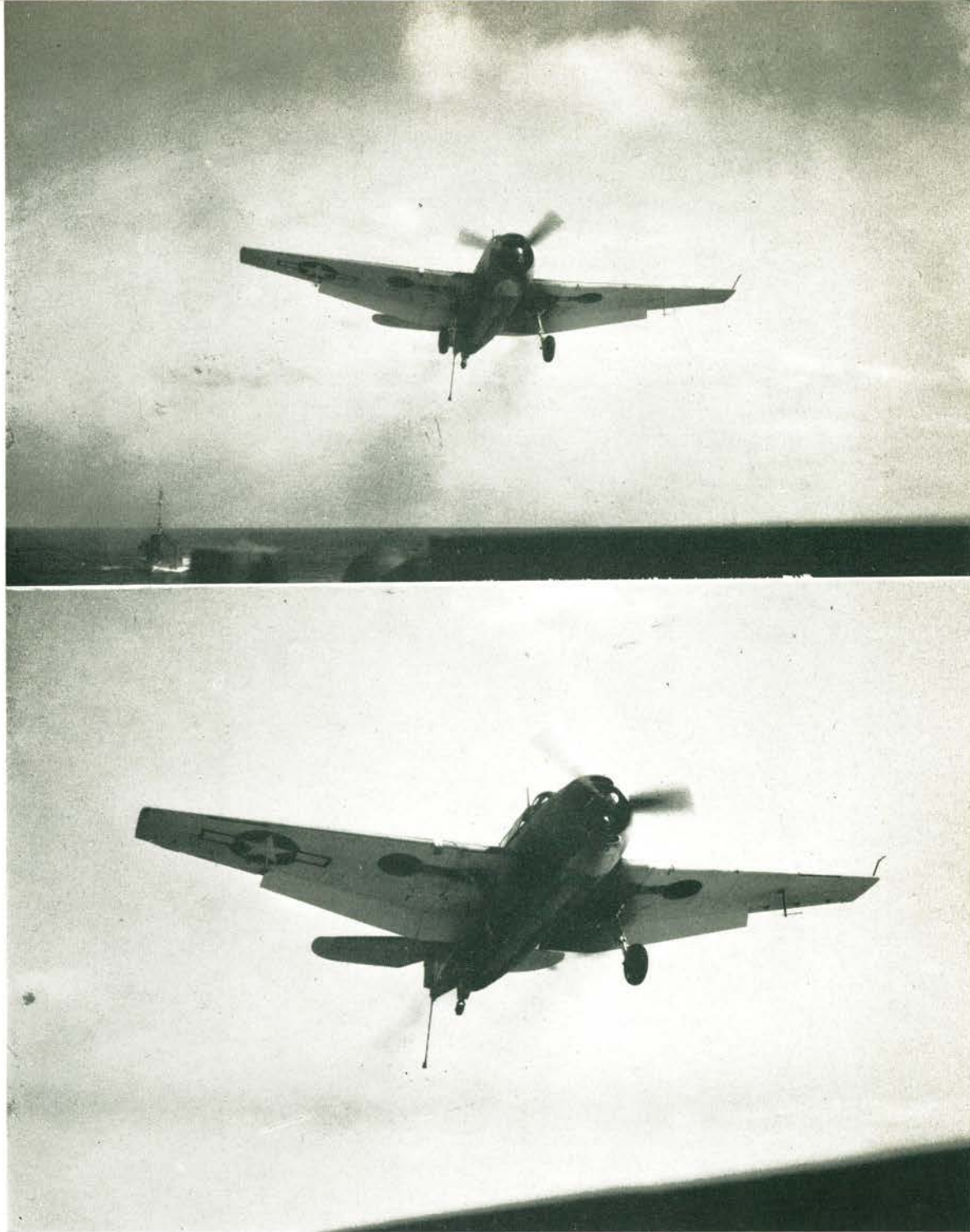






Dry Dock



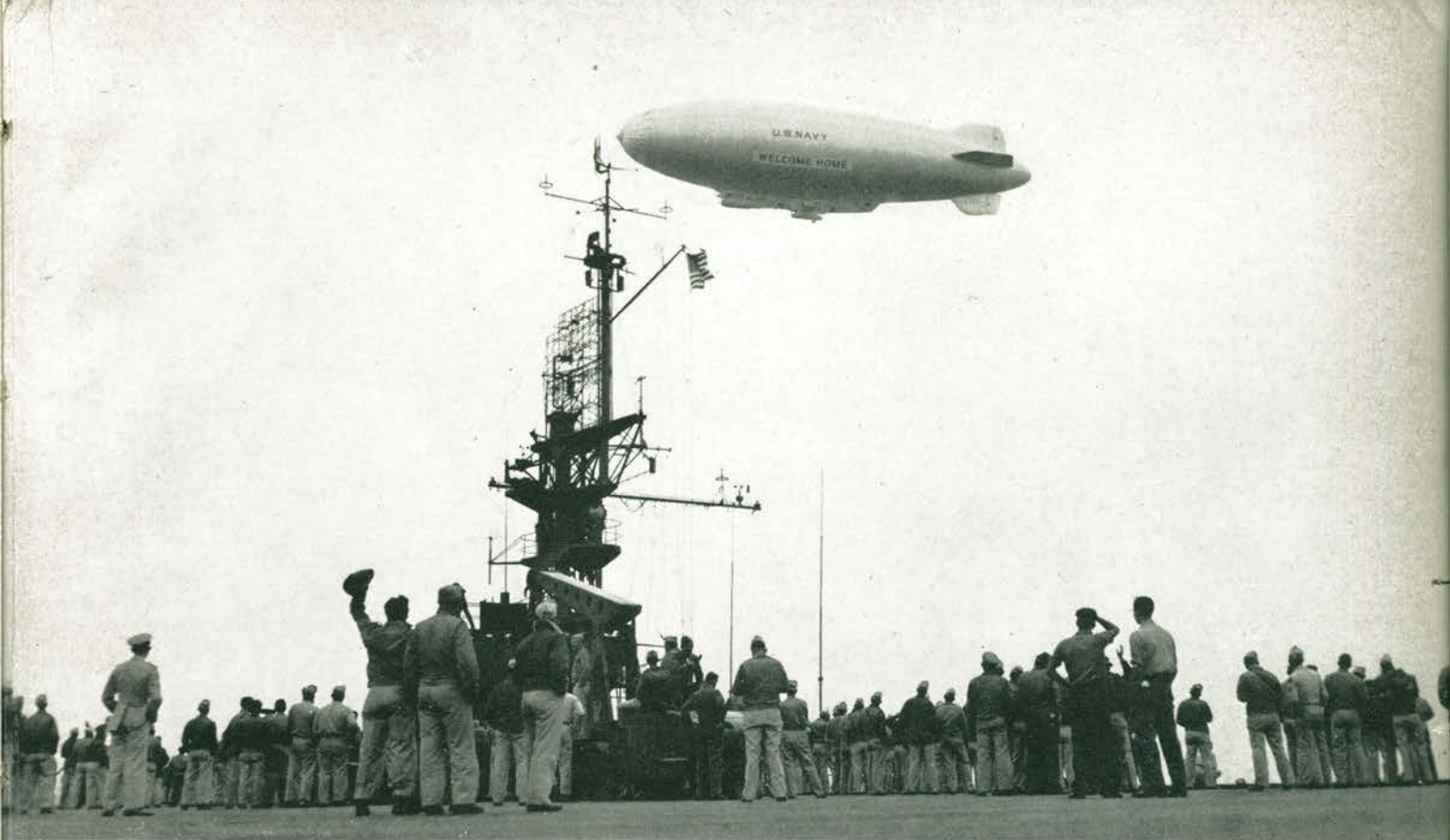


20,000th Landing

THE TAKANIS BAY HOLDS THE RECORD FOR LANDINGS ABOARD VESSELS OF HER CLASS. FROM COMMISSIONING TO INACTIVATION OVER 20,000 LANDINGS WERE MADE. A RECORD ONLY TOPPED BY A VERY FEW FIRST LINE CARRIERS.

CORONADO OVER CALIFORNIA SEACOAST





Home at Last



Bangor Public Library, Bangor, Maine

DEC 10 1947

DEC 31 1947

JUL 24 1956

APR 11 1963

10099
2276
3793
4650

