



The NAVAL BATTLE of CASABLANCA

Morocco, November 8, 1942

FORWARD & ACKNOWLEDGEMENTS

In 2010, I felt impressed by the Lord to compile a book about my father and mother ~ a strange ‘assignment’ because I was orphaned at the age of two and did not know them, nor did anyone in the family discuss them or tell me stories about them. However I have learned that an assignment from the Lord is just that and is to be obeyed. Moreover, He does not ask anything of you, but that He will provide, and that is exactly what He did. Unfortunately this does not always mean that my timing and His agree. I finished the book, had it published, bound and distributed and only a few months later learned new information which *should have been* the heart and soul of the entire book.

A dear friend, **Bob Dunnam**, is a very bright man and quite a researcher. He read my completed book and asked me a startling question: “Do you know why your father was in Boston [Nov. 28, 1942]?” I was dumbfounded. I knew only that his ship, the *U.S.S. Tuscaloosa*, had put in to Boston Harbor for repairs, giving him a bit of leave time with my mother who took the train from Fort Sam Houston, TX to be reunited with him.

Bob then proceeded to tell me the specific battle in which my father fought. I had never heard this information and immediately began searching the internet to learn about the “Naval Battle of Casablanca [Morocco]”. I found a book written by an eyewitness, **Franklyn Dailey**, who was on the *U.S.S. Edison* and watched from the Mediterranean. His book is called Joining the War at Sea, a chapter of which he has kindly allowed me to include, and in it he refers frequently to another book: A History of U.S. Naval Operations in WWII, Volume 2 [of twelve] by Samuel Eliot Morison, a renowned historian, and published in 1947. I am immensely grateful to Franklyn for allowing me to reproduce a chapter from his book herein, and to **Meghan Tillett** of Little, Brown & Company, Publishers, for granting permission to reprint Chapter V from Morison’s “Operations in North African Waters, October 1942-June 1943”. I had ordered this book and started with Chapter V to learn more about the Naval Battle of Casablanca. By this time I knew that my father, Duncan, piloted a Curtiss SOC-3 Seagull which was catapulted from a heavy cruiser to “spot” submarine activity, minefields, or to observe the exchange of torpedoes and credit one of our ships or the enemy’s with a “hit”, using color coded ordnance. When I got to page 101 in the book, I began weeping....Morison quotes my father in a footnote from an “Action Report.” I had no knowledge of Action Reports and immediately set about trying to obtain copies of the originals from the National Archives. I was sent, instead, the handwritten “Deck Logs” from the *U.S.S. Tuscaloosa* which I would never have known about. I am overcome by the thoughtfulness of **Henry J. Henley**, Textual Archives Services Division of NARA, College Park, MD for sending these reports and going beyond the dates of my request to include November 29, 1942, when the death of my father and several shipmates was reported to the Officer of the Deck. I am including the originals which, being handwritten, are a bit time-consuming to read, and my transcription.

Vice Admiral Julien LeBourgeoise has been patient with me for a decade now when I have begged him to use his influence and contacts to gather material from NARA. In this case, he prevailed upon his former Aide, **Paul Tobin** to help. Paul gave me direct numbers to the Chief of Military Records at National Archives, **Dr. Timothy Nenner**, also at College Park, MD. When I called the number given me by Paul I expected to get a secretary who would of course tell me Dr. Nenner was in a meeting. When I realized I had reached Dr. Nenner himself, I was tongue-tied. Dr. Nenner said he would look that very day and I was close to tears just hearing him say it.

Jim Genuleas is a WWII veteran who volunteers at the Museum at Camp Mabry. His hobby is building models and I am beyond fortunate that he has made a model of a Curtiss SOC-3 Seagull, which was my father’s plane, and a model of the *U.S.S. Tuscaloosa* with two SOCs on the catapults! What a blessing!

Heather Linney, my publisher at Medical Parkway Printing, by this time knows me very well and makes invaluable suggestions. I respect her and enjoy working with her. She can read (what should be) my mind by now.

Above all, Glory to Jesus “The Spirit of the Lord hath made me, and the breath of the Almighty gives me life.” Job 33:4

Post Script

A dear friend who is intelligent and a great researcher, Bob

Dunnam, read my book after it was already bound and finished. He asked me: “Do you know why your father’s ship was in Boston?” I was stunned by his question. I had no idea, even after writing a book and investigating on the internet the European, African, Middle Eastern Theater. No one had ever told me the specific battle in which my father fought in World War II.

He said: “Your father was fighting in the Naval Battle of Casablanca”. I was still a blank.

I again turned to the internet and found a book, published in 2009 called Joining the War at Sea by Franklyn E. Dailey, jr. His book is an eyewitness account from a battleship in the Mediterranean. I ordered his book and eagerly read the chapter on Casablanca and the role of the catapult planes or “spotters”. It became a bit clearer. Morocco was a colony of France at the time of WWII. France had surrendered to Germany, signing an Armistice with Nazi Germany. I was astonished to learn that the French army under DeGaulle supported the Allies, whereas the Vichy regime, which controlled Morocco, was “officially neutral,” but obliged to resist any attempt by France’s allies to seize French territory or equipment for use against Germany. Therefore, the French Navy was fighting FOR Germany and the Nazis which is why we were fighting them at Casablanca. That was a real eye-opener for me!!

In Frank Dailey’s book, I noticed that he referred quite often to History of United States Naval Operations in World War II, Volume 2, which I found online and ordered. Hallelujah! When it came, I hungrily devoured the chapter on Casablanca, while Maurice sat nearby in our family room. Suddenly, I was in tears, sobbing!! The Holy Spirit, in His grace and mercy, led me to read a footnote (who reads footnotes?) in which my father is quoted in the Tuscaloosa Action Report, Enclosure E, “Lt. Jesse D. Elliott, Jr., pilot of a spotting plane of *Tuscaloosa* states in his report ‘We scored a hit on one destroyer, which hauled for the harbor smoking, and the Brooklyn split a destroyer in two,’

The thought that my father, a young navy flier, was quoted/mentioned in A History of the U.S. Naval Operations in WWII by a renowned historian, published in 1947, and that the Lord would give me the gift of seeing it was very emotional for me.

In reading about the Naval Battle of Casablanca, I learned that the battle lasted from 8 November until 16 November, 1942. The *U.S.S. Tuscaloosa* sustained torpedo damage along with the other ships in the area, so the ships were sent to several different ports in the U.S. for repairs. *Tuscaloosa* was sent to Boston, and there is the missing link for me. I see everything a little differently now, thanks to Bob Dunnam, Frank Dailey, and two excellent books on the Naval operations in early WWII. Mr. Morison’s chapter is paginated differently: His pages are pp 88-114.

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JESSE DUNCAN ELLIOTT, Jr.
Lieutenant, U.S. Navy



Jesse Duncan Elliott Jr.
Lieutenant, United States Navy
Promoted posthumously to Lt. Commander

JESSE DUNCAN ELLIOTT, Jr.

JESSE DUNCAN ELLIOTT, jr., the only child of Mary and Duncan Elliott, was born in San Francisco 5 August, 1915 while his father was stationed at the Presidio on an idyllic military base overlooking both the Pacific Ocean and San Francisco Bay. Established in 1776 by a Spanish expedition that marched north from Sonora, Mexico, it became a Mexican frontier outpost when Mexico gained her independence from Spain in 1821. During the Mexican American War in 1846, the U. S. Army took control of the Presidio, California, and the Southwest. Once the army's premiere base, it was decided in 1989 to close it. In 1994, the U.S. Army lowered its flag for the last time and it was transferred to the National Park Service. The Presidio is now a National Historic Landmark District and part of the Golden Gate Recreational Area; it is the world's largest national park in an urban setting. It was one of Grandfather Duncan's favorite assignments, as it would be for anyone who was stationed there.

By 1916, the Elliotts were off to Tientsin (now called Tianjin), China with "Little Duncan". Grandfather Duncan was part of the "China Expedition" deployed to Tientsin to protect American interests during a country-wide revolution. British, Italian, French, Russian and Japanese forces were stationed there in conjunction with the Americans. Coincidentally, the Nulsens and Elliotts were stationed there at the same time, their tours overlapping by a year, 1917, the year my mother was born. Surely they met in China.

"Little Duncan" was a seasoned traveler at the age of four and many travels were ahead of him, as they ventured back and forth by ocean liner - I wonder if his love for the sea began in these early years.

From 1924 until 1928, when they departed for Constantinople, Duncan attended Sidwell Friends School in Washington, D.C., which is another coincidence because my children's grandfather became headmaster of this prestigious school in the 1960's and their father taught there, as well. It is still a very prominent private school. During his father's tour as attaché (military ambassador attached to the American Embassy) in Istanbul, Turkey; Sofia, Bulgaria and Romania, Duncan attended the English High School for Boys; then he attended Shenandoah Academy in Virginia. A postgraduate year was spent at Severn to prepare him for admission to Annapolis.

Perhaps influenced by his namesake, Commodore Jesse Duncan Elliott, whose exploits of heroism and daring during the War of 1812 were chronicled by none other than James Fenimore Cooper, when it was time to decide on a college, Duncan chose the United States Naval Academy at Annapolis, Maryland. The Academy had a very strict atmosphere in those days, unlike college campuses of today, or even other campuses in that time. (Uncle Bob said if you played a sport, you signed a pledge saying you would not drink and this included Coca Cola, even while "on leave". Duncan was a boxer, lightweight, so he may have had to sign such a pledge.) Young women were only allowed on campus for certain week-ends; no dating was allowed at other times (removing distractions from serious studying and training.)

There was an honor system, of course, and students were obligated to report any infractions or they would be held accountable and perhaps dismissed as well as the accused student. A student at Annapolis had to apply himself scholastically and in the summer there were “cruises”, on which the midshipmen learned seamanship. A “middie” was not allowed to marry for two years after graduation. This rule was designed to prevent a romance-starved young man who had been secluded and focused on his studies for four years from marrying an “unsuitable” young lady. For this reason, Marion and Duncan had to wait two years after his graduation, until 1939, to marry. She left Sweet Briar College in Virginia and returned to Holton-Arms to complete junior college and to work for Mrs. Holton so she could be closer to him until their marriage date.

They were much in love; childhood sweethearts; and after fulfilling the required two-year waiting period, they were married at the Fort Myer Chapel in historic Fort Myer, Virginia, with a reception following at the Army-Navy Country Club in Arlington, Virginia. The men were in their summer dress whites and wore black armbands for mourning. The couple left the chapel under an arch of crossed swords, a moving Military tradition that originated from an English custom. It gives a symbolic pledge of loyalty to the newly married couple from their [*in this case, Navy*] family. Only the newly married couple is allowed to pass underneath the arch. The cake was cut with a saber. Their marriage would join the two as one in a continuation of a long line of career military officers and their wives who lived their lives in willing sacrifice for duty, honor and country.

The couple must have been apart for much of their brief marriage, as Duncan was assigned to the *U.S.S. West Virginia* out of Bremerton, Washington, from 1937-1940, meaning he was “off at sea” most of that time. Then he requested assignment to flight school in Pensacola, Florida and subsequently was attached to the *U.S.S. Tuscaloosa*, a heavy cruiser. Marion lived at 416 Dickman Road, Fort Sam Houston, Texas with her parents during their periods of separation. The *U.S.S. West Virginia* would be sunk on Pearl Harbor Day (Duncan had completed his assignment prior to that date), but eventually it was raised. I have a silver tray engraved with the following message:

“Presented by
Wardroom Mess
U.S.S. West Virginia
21 July, 1939”

a wedding gift from his crew.

I, Barbara, was born at Fort Sam Houston and was christened at the military chapel at Pensacola, Florida, (see certificate, Volume I) where Duncan was training to fly the Curtiss SOC-3 Seagull, a bi-wing plane which, during World War II, was used as a “spotter” to sight submarines, minefields, and to give a birds eye account of the action from a “higher” perspective, communicating with the parent ship by radio. They gathered intelligence over North Africa (I now know that he was among the Navy officers who fought in the Naval Battle of Casablanca, Morocco, Nov. 8-16, 1942) from the Heavy Cruiser, the *U.S.S. Tuscaloosa*. From the cruiser these planes were launched by catapult

into the air as if from a slingshot, and recovered after landing in the relatively smooth-water “slick”, created by the skillful turning of the mother ship. The Seagulls then taxied up alongside, hooked the top wing to a cable and were winched aboard by a crane. Standard altitude for spotting missions was 6,000 feet, but poor weather forced the spotter to operate between 1,500 and 300 feet or less. A typical spotting sortie lasted several hours. Flack was common and accounted for the Squadron’s only loss. There is a terrific movie with a wonderfully corny plotline, made in 1939 at Pensacola called: “The Wings of the Navy”. It is not available for sale or even for rent, to my knowledge, but my dear husband discovered it on television and taped it for me. It shows perfectly how this operation worked and is mesmerizing for me to watch. The most helpful book for me was Slingshot Warbirds. These planes, covered with cloth, were not built to defend themselves. If you look closely at the pictures I have included from the National Archives, you will see the wings of the planes, folded back to conserve space, and the cranes amidst all of the equipment on board. It is amazing to see if you are unfamiliar with the ship and the plane, as I was.

Because of the war, communication was encrypted or forbidden altogether. According to one Washington newspaper obituary, “Last week Mrs. Elliott, who was staying with her parents in Texas, received a wire from her husband advising her of his presence in Boston.” Today it is unthinkable that one would not have picked up the telephone to call “long distance” or that they would not dial a cell phone, send an e-mail or text message instead of waiting for a telegram. (Any communication, personal or official, might be intercepted by the enemy, revealing the position or destination of a ship, thus the expression during WWII: “Loose lips sink ships.” Our shores had already been breached at several points.)

I now believe, from an obituary, she took a coal-burning steam train from San Antonio to Boston, while Duncan visited with his parents, waiting for her 3-day journey east. [*Trains were the preferred method of travel in the early 1940’s, as planes were twin-propped and had to refuel every few hundred miles.*]

It was the era of the Big Bands and the Cocoanut Grove was one of the most famous nightclubs in the theater district of Boston, located south of the Common between Shawmut and Broadway, Piedmont and Church Streets. Marion and Duncan made a reservation for the second show Nov. 28, 1942 ~ dinner and dancing to celebrate his being safely on U.S. soil, their love, and being reunited. Thanksgiving weekend in Boston, there was a big college football game between two Jesuit-run, all male colleges, Boston College and Holy Cross of Worcester. There was a great rivalry, which had existed for years between them. A victory party had been arranged at the Cocoanut Grove for Boston College, which had declared a win even before the start of the game – they were highly favored. To the surprise of everyone, Holy Cross trounced them and at the beginning of the fourth quarter, a call was quietly made, canceling their reservation at the Cocoanut Grove. The Cocoanut Grove was a “warren” of several different rooms, each with a theme. The Melody Lounge was a basement room, dimly lit by Christmas-tree-sized lights (7 watt) and had faux palm trees, the club’s signature décor. The Lounge was intended to evoke a dark, romantic atmosphere; the tropics in chilly Boston. Silky

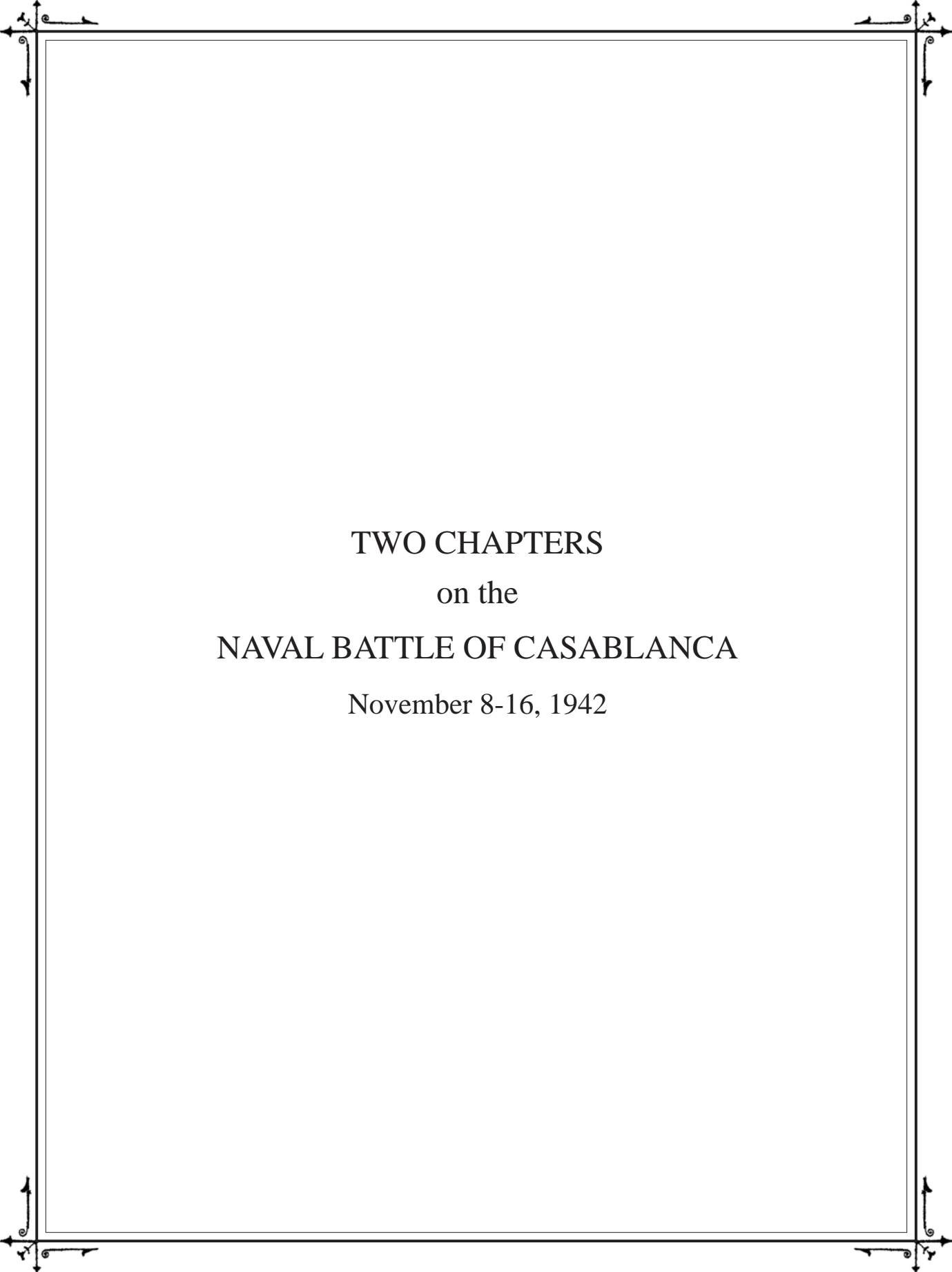
fabric hung from the ceiling simulating a tent or sky: “an illusion of the heavens on a starry night.” “Over the dance floor upstairs was a 900-square-foot rolling roof that had been installed in 1934. During mild weather, it could be opened to allow dancing under the (real) stars. When not in use, the rolling roof was closed and concealed from below by billowy blue satin fabric.” The Grove was overcrowded on November 28 (a capacity of 460 became 1,000+ on most Saturday nights.) November 28 was no exception, and exits were concealed or locked to prevent patrons from leaving without paying the check. Lax fire laws, “winking” at codes, unmarked and insufficient exits and inflammable materials; a revolving front door, black darkness, panic and confusion all contributed to the deadly outcome of the conflagration. Perhaps started by a match in the basement Melody Lounge, decorations caught fire, causing thick black smoke, and resultant poisonous gasses. Those ingredients, plus combustion, were responsible for killing almost 500 people. “Twelve minutes after the [*faux palm*] tree caught fire, everyone who was to die was dead or mortally burned.” 1). “Half an hour after receiving the first alarm, the Boston Fire Department had extinguished the fire.” 2). Years later, each victim received \$160. in compensation. “There were 200 military uniform caps found in the checkroom...fifty-five servicemen died in the fire...at least eleven children from five families lost both their parents.”1.)

This tragedy would define me for the rest of my life.

Sources: *Cocoanut Grove*, by Edward Keyes; Atheneum; 1984; New York; *Fire in the Grove* by John C. Esposito; Da Capo Press edition, 2005; 1.) *Holocaust!* By Paul Benzaquin; New York: Henry Holt and Company, 1959; 2.) *The Cocoanut Grove Fire* by Stephanie Schorow; Commonwealth edition, 2005

*“Fear not, for I have redeemed you;
I have called you by your name, you are Mine.
When you pass through the waters, I
will be with you; and through the rivers
they shall not overflow you.
When you walk through the fire, you shall not be burned,
nor shall the flame scorch you. For I am the Lord your God,
the Holy One of Israel, your Savior....
You have been honored and I have loved you....
Fear not for I am with you; I will bring your
descendants from the east and gather you from the west
I will say to the north ‘give them up!’
and to the south ‘Do not keep them back!’
Bring My sons from afar,
and my daughters from the ends of the earth.
Everyone who is called by My name whom I have created for My glory....”*
Isaiah 43:1-7

“You have been honored and I have loved you.....”



TWO CHAPTERS
on the
NAVAL BATTLE OF CASABLANCA
November 8-16, 1942



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February 11, 2011

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OPERATIONS IN WORLD WAR II

VOLUME II

Operations in
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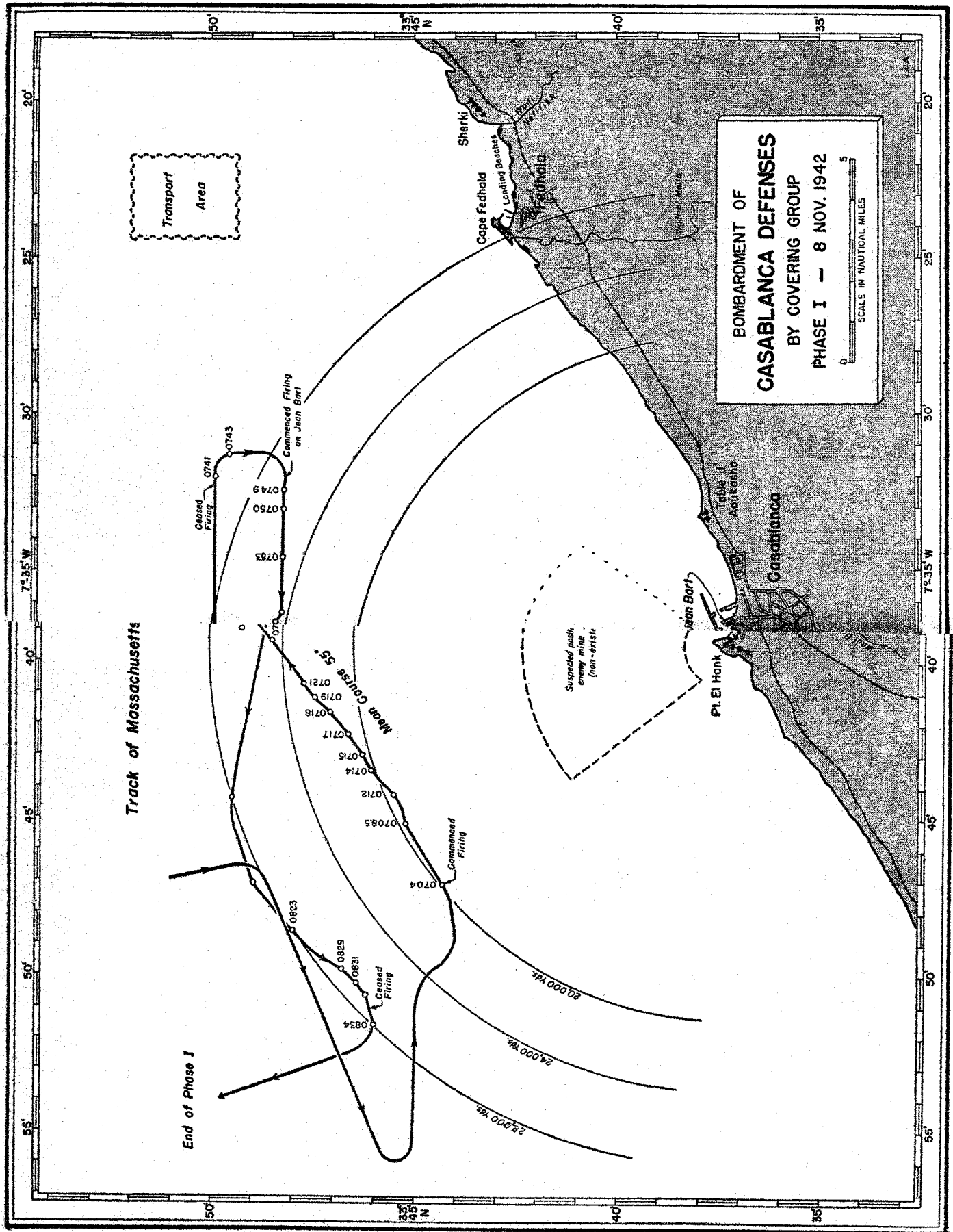
October 1942—June 1943

BY SAMUEL ELIOT MORISON

WITH AN INTRODUCTION BY
Vincent P. O'Hara

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The Naval Battle of Casablanca

8 November 1942

The Carrier-based Planes

From the moment when it was light enough to launch planes, until all enemy resistance ceased, the carrier-based aircraft of the Navy showed the utmost fight and aggressiveness. U.S.S. Ranger, the one big carrier in Task Force 34, took station some thirty miles northwest of Casablanca and began shoving 'em off at 0615 when it was still quite dark. Nine Wildcats of her Fighter Squadron 9 (Lieutenant Commander John Raby) received their "Batter Up!" from anti-aircraft fire when over the Rabat and Rabat-Sale' airdromes, headquarters of the French air forces in Morocco. Without loss to themselves, they destroyed seven grounded planes on the one field, and fourteen bombers on the other. Four planes in their second flight, which took off at 0845, shot down an enemy plane. In their third flight that day they destroyed seven enemy Dewoitine 520s fueling on the Port Lyautey field, but lost one plane with Ensign T. M. Wilhoite. The fourth flight, taking off at 1145, found no enemy to the eastward. The fifth, departing at 1300, strafed shore batteries; on the sixth, which began at 1515, four French destroyers while five planes strafed and bombed an anti-aircraft battery near Casablanca.

Fighter Squadron 41, taking off from Ranger at 0700, made straight for Les Cazes airfield near Casablanca, which it found to be patrolled by ten Dewoitine 520s and six Curtis 75-As. In the ensuing dogfight three of the former and five of the latter were shot down, and fourteen planes were destroyed on the ground. Four Wildcats failed to return. Later in the day the same squadron made several more flights, destroyed grounded planes on airdromes, and strafed the French destroyers (effectively their officers admitted) when they first sortied from Casablanca.

Ranger's SBD squadron, consisting of eighteen dauntless dive bombers, was orbiting 10,000 feet in the air over Casablanca by 0700 waiting for the "Play Ball!" With the Jean Bart and anti-aircraft batteries on the harbor jetties throwing up everything they had, these planes bombed the submarine basin in the inner harbor, as well as various installations. They were recovered in time for a brief rest before being sent out again to stop the cruiser Primauguet when she sortied at 1000.

Suwannee, in the meantime, commanded by that famous Cherokee Indian Captain "Jock" Clark maintained combat and anti-submarine air patrol for the Center Group. Her only trouble was the prevalent light wind on D-day. Frequently she had to seek areas where ruffled water indicated a better breeze. Most of her planes were recovered with only a 22-knot wind over the deck, which would have precluded flight operations in time of peace. Her Avengers joined those of Ranger in bombing missions.

These are typical examples of the unremitting activity of the Navy carrier-based planes. There were probably 168 French planes available in Morocco on the date of our arrival; 172 of

ours were brought in by the four carriers. These shot down about 20 enemy planes in the air, and destroyed a considerable number on the ground. Prompt and effective aggressiveness of the Naval air arm, combined with the fact that a considerable part of the French air force welcomed the landing, made this aspect of the Battle of Casablanca rather one-sided.

Air protection to the landing forces was far from complete; it never can be. At least five times on 8 November French fighter planes flew over the Fedhala beaches and strafed our troops; and on the ninth, high-level bombers made fruitless passes at ships and beaches. Yet, on the whole, the air opposition was very well taken care of. No enemy aircraft interfered with spotting planes from battleships and cruisers, and no air bombs hit the transports. The value of aircraft to protect amphibious operations was conclusively demonstrated; and it was immensely heartening to the Army to see our own planes overhead instead of those with enemy markings. Moreover, in addition to destroying and driving off enemy planes, the naval aviators delivered effective strafing and bombing attacks on French warships and shore batteries in the naval combats of 8 and 10 November.

Admiral McWhorter compiled this table of the air operations under his command from 8 to 11 November inclusive: -

	RANGER	SANTEE	SUWANNEE	SANGAMON	
<i>Number of combat sorties ...</i>	496	144	255	183	
<i>Number of bombs expended ..</i>	952	96	66	237	
<i>Thousands of rounds of .30 and .50-cal. ammunition expended</i>	120.9	75.3	8.8	27.2	
<i>Planes lost or missing, combat and operational</i>	F4F-4	12	10	3	0
	SBD-3	3	4	0	2
	TBF-1	0	7	2	1
<i>Planes on hand 12 November</i>	F4F-4	42	4	26	12
	SBD-3	15	5	0	7
	TBF-1	1	1	7	8

Thus, 44 out of 172 Navy planes brought in by the carriers were expended in four days. Most of the pilots and crewmen were recovered alive.

2. The Opening Bombardment

The Naval Battle of Casablanca was an old-fashioned fire-away-Flannigan between warships, with a few torpedo attacks by the enemy, and air attacks by us, thrown in. Lasting from dawn almost until late afternoon 8 November, it developed out of an action that commenced before sunrise between French batteries in Casablanca Harbor and airplanes of Rear Admiral "Ike" Giffen's Covering Group.

This group consisted of battleship Massachusetts on her shake-down cruise, heavy cruisers Tuscaloosa and Wichita, screened by destroyers of Captain Don P. Moon's Squadron 8, Wainwright, Mayrant, Rhind and Jenkins. Their mission, besides covering the entire Task Force against a possible sortie by the formidable French ships in Dakar, was to contain the enemy vessels in Casablanca Harbor, destroy them if and when they showed fight, and neutralize shore batteries in or near Casablanca.

During the approach on 7 November the Covering Group steamed on a course about ten miles southwest of the Center Attack Group, in the general direction of Casablanca. Naval tradition, since time immemorial, requires the "skipper" to make a speech to his men before going into battle; nowadays it is done over the ship's loudspeaker system instead of by straight voice or speaking trumpet. Accordingly at 1415 November 7 this message from Admiral Giffen was repeated by the commanding officer of each ship: --

The time has now come to prove ourselves worthy of the trust placed in us by our Nation. If circumstances force us to fire upon the French, once our victorious ally, let it be done with the firm conviction that we are striking not at the French people, but at the men who prefer Hitler's slavery to freedom. If we fight, hit hard and break clean. There is glory enough for us all. Good luck. Go with God.

To which Captain Whiting of the Massachusetts added: --

We commissioned the Massachusetts only six months ago; never have I seen a more responsive and hard-working ship's company than this one. You have met every demand I have made. We have the finest ship's spirit possible. We are ready. If it becomes our duty to open fire tomorrow, never forget the motto of the Commonwealth of Massachusetts whose name we proudly bear. That motto is: Ense Petit Placidam Sub Liberate Quietem, with the sword She Seeks Peace under Liberty. If we wield the sword, do so with all the strength in this mighty ship to destroy quickly and completely.

At 2215 November 7 Admiral Giffen's group turned away to the southwestward, and during the night steamed over a trapezoidal course whose base ran parallel to the coastline, about twenty-one miles off shore. After completing the last corner of the trapezoid at eighteen-fathom shoal bearing 14 miles NW by N from El Hank Light, turned westerly and at 0610 proceeded to catapult nine planes for spotting and anti-submarine patrol. The shore batteries at Fedhala were already opening fire, but Admiral Giffen was too far away to hear the report. He caught Admiral Hewitt's "Play Ball in Center" over the wireless telephone at 0626, but his did not apply to the Covering Group.

Catapulting planes from a cruiser or battleship in early morning twilight is one of the finest sights in the modern Navy. The plane, poised on the catapult, snorts blue fire from its twin exhausts. The ship maneuvers so that the plane will shoot into the wind. Flag signals are made from the bridge and rhythmic arm signals from the plane dispatcher on the fantail. A nod from

the pilot, and the plane rushes headlong down the catapult like some hagridden diver going overboard. Just as it leaves the skids, a loud crack of the explosive charge is heard. The plane falls a few yards towards the water, then straightens out and flies off and away.

Immediately after launching their planes the Massachusetts, Wichita and Tuscaloosa ran up battle ensigns, bent on twenty-five knots, and assumed battle formation. The four destroyers steamed in a half-moon about 3,000 yards ahead of the flagship, which was followed in column by the two cruisers at 1000-yard intervals, their 'long, slim 8-inch guns projecting in threes from the turrets, like rigid fingers of death pointing to the object of their wrath with inexorable certainty.' At 0640, when the formation had reached a position bearing about west northwest from Casablanca, distant 18,000 yards from Batterie El Hank and 20,000 yards from battle-ship Jean Bart's berth in the harbor, it began an easterly run, holding the same range. Ten minutes later, one of the flagship's spotting planes reported two submarines standing out of Casablanca Harbor, and at 0651 radioed: 'There's an anti-aircraft battery opening up on me from the beach. One burst came within twelve feet. Batter up!' Another spotting plane encountered 'bandits' at 0652 and signaled: 'Am coming in on starboard bow with couple hostile aircraft on my tail. Pick 'em off - I am the one in front!' The big ships opened up on these planes with their 5-inch batteries at 0701, and shot one down. The other retired; and almost simultaneously battleship Jean Bart and El Hank commenced firing. The coast defense guns straddled Massachusetts with their first salvo, and five or six splashes from Jean Bart fell about 600 yards ahead of her starboard bow. Admiral Giffen lost no time in giving his group the 'Play Ball!' Massachusetts let go her first 16-inch salvo at 0704. Actually Jean Bart was shooting at the cruisers astern; she never saw, or at least never recognized, Massachusetts during the action; so our mighty battlewagon making her fighting debut was reported to the Germans via Vichy as a 'pocket battleship'.

Jean Bart, the newest battleship of the French Navy, almost 800 feet long and of about the same tonnage as Massachusetts, had never been completed. Although unable to move from her berth alongside the Mole du Commerce in Casablanca, her four 15-inch guns in the forward turret and her modern range-finding equipment made her a formidable shore battery. On El Hank promontory just west of the harbor, was a battery of four 194-mm (approximately 8 inch) coast defense guns and another of four 138-mm guns facing easterly. On the other side of the harbor toward Fedhala, at a place called Table d'Aoukasha, was a somewhat antiquated coast defense battery. We had assumed that the approaches would be mined but no mines had been laid. The sea approaches to Casablanca were, however, nicely covered by gunfire.

For several minutes Massachusetts and Tuscaloosa concentrated on Jean Bart, commencing fire at a range of 24,000 yards and opening out to 29,000. Wichita opened fire on El Hank at 0706 at a range of 21,800 yards, using her own plane spot. Massachusetts fired nine 16-inch salvos of six to nine shots each at Jean Bart, and made five hits. One penetrated an empty magazine. A second penetrated below the after control station, completely wrecking it, and the nose made a large hole below the waterline. The third and fourth did not meet sufficient

resistance to detonate an armor piercing shell. The fifth at about 0720, hit the forward turret (then firing at Massachusetts), ricocheted against the top of the barbette and then into the city, where it was recovered and set up as a trophy at the French Admiralty building. The impact of this shell on the barbette jammed the turret in train, silencing Jean Bart's entire main battery for about eight hours. Thus, one of the primary defenses of Casablanca, whose guns at extreme elevation might have been able to reach the transport area off Fedhala, was eliminated in sixteen minutes. Throughout this action, heavy stuff was whizzing over Massachusetts and splashing in the water close aboard. Admiral Giffen and Captain Whiting disdained the protection of the armor-cased conning tower, and directed battle from the open flying bridge. The Admiral once remarked, as an enemy salvo passed close overhead, 'If one lands at my feet, I'll be the first to line up to make a date with Helen of Troy!'

Tuscaloosa concentrated on the submarine berthing area in Casablanca, then shifted to the Table d'Aoukasha shore battery, while Wichita, having fired twenty-five 9-gun salvos at El Hank, and silenced it temporarily, took over the submarine area in the harbor at 0727. The range was then 27,000 yards. At 0746 the Covering Group changed course to 270 degrees and commenced a westerly run past the targets, firing on El Hank, Table d'Aoukasha, and ships in the harbor. This action was broken off at 0835 in consequence of a telephone message relayed from the Army ashore, 'For Christ's sake quit firing – you are killing our own troops,' and 'This is from Army – you are killing townspeople, no opposition ashore.' Subsequent investigation proved that these casualties were caused by the Batterie du Port, Cape Fedhala, when firing on our troops at the upper edge of Beach Red 2.

Up to that time, the only certain damage inflicted by either side was on the Jean Bart. The French scored no hits on the Covering Group, although they made several straddles and near misses, and one shell passed through the flagship's commissioning pennant. Around 0745 bombing planes' and warships' projectiles sank three merchantmen in Casablanca and also three submarines, Oreade, La Psyche and Amphitrite. Anyway, somebody sank them at anchor. Yet, in spite of all the efforts by Covering Group and carrier planes, eight submarines sortied successfully between 0710 and 0830, and some of them were shortly to be heard from. The shore battery at Table d'Aoukasha – whose guns were described by a French officer as 'tout ce qu'il y a du plus vieux' – was silenced only temporarily, and the modern El Hank battery remained completely operational.

3. The Morning Naval Battle

The Covering Group had become so interested in pounding Jean Bart and El Hank that its mission of containing the enemy ships in Casablanca Harbor was neglected. At 0833, when they checked fire, Massachusetts, Tuscaloosa and Wichita had reached a point about sixteen miles northwest of the harbor entrance, and twenty-five miles from our ships engaged in unloading

troops at Fedhala. Admiral Michelier, anticipating that this westward run would place the big ships at a safe distance, ordered the destroyer squadrons under his command to sortie from Casablanca and sneak along the coast to break up the landing operations at Fedhala. This was his one desperate chance of defeating the 'invasion'.

Beginning at 0815, the following French ships sortied from Casablanca: -

Destroyer Leaders of 2500 tons, 423 feet long, five 5 ½ -inch guns, four torpedo tubes, 36 knots

MILAN Capitaine de Fregate Costet

ALBATROS Capitaine De Fregate Peries

Destroyers of 1400 tons, 331 feet long, four 5.1 inch guns, six torpedo tubes, 36 knots

L'ALCYON Capitaine de Corvette de Bragelongue

BRESTOIS Capitaine de Fregate Mariani

BOULONNAIS Capitaine de Fregate Sticca

FRONDEUR Capitaine de Corvette Begouen-Demeaux

This force was under the command of Contre-Amiral Gervais de Lafond in Milan. Light cruiser Primauguet sortied last, at 0900. Admiral Lafond later informed Admiral Hewitt that when the first sortie commenced he was still ignorant of the nationality of the ships he had been ordered to fight. Other officers later confirmed this surprising fact.

Spotting planes reported the sortie to our Center Attack Group as early as 0818. There then began an anxious twenty minutes for the transports. Wildcats and Dauntless dive-bombers from Ranger strafed and bombed the ships, but they continued on their course and knocked one of the bombers down; its entire crew was lost. Fedhala is only twelve miles by sea from Casablanca, not much to cover for destroyers capable of thirty-six knots; and the transports at that moment were so many sitting ducks for a torpedo attack or gunfire for that matter. At 0828 the French destroyers began shelling landing boats that were seeking Beach Yellow west of Cape Fedhala, making a direct hit on one, and also firing on Wilkes and Ludlow, who were patrolling a few miles to the westward of the Cape. Ludlow delivered a salvo that started a fire on the Milan, then retired at flank speed, and at 0834 was hit by a shell which entered the wardroom country and exploded on the main deck, starting fires which took her out of action for three hours. Splashes and straddles followed her out to 24,000 yards range, and Wilkes too fell back on the cruisers. The French sailors must have believed that they had us on the run.

Admiral Hewitt now ordered Augusta, Brooklyn, Wilkes and Swanson to intercept the French force. Anxiety on board the transports was dispelled by what one of their officers pronounced to be 'the most beautiful sight he ever saw.' The four ships went tearing into action like a pack of

dogs unleashed: Wilkes and Swanson with their main batteries yap-yapping, dancing ahead like two fox terriers, followed by the queenly Augusta with a high white wave curl against her clipper bow, her 8-inch guns booming a deep ‘woof-woof’; and finally the stolid, scrappy Brooklyn, giving tongue with her six-inchers like ten couple of staghounds, and footing so fast that she had to make a 300-degree turn to take station astern of her senior. At 0848, when the enemy was not more than four miles from our transports, action opened at 18,500 yards, rapidly closing to 17,600; French shells came uncomfortably close but failed to hit; at about 0900 range was opened by the enemy retiring toward Casablanca to draw us under the coastal batteries.

Admiral Hewitt at nine o’clock ordered Giffen to close and take care of the French ships. The Covering Group came in at 27 knots, and at 0918 opened fire at 19,400 yards, closing to 11,500. Augusta and Brooklyn broke off and returned to guard the transports, while the fire support destroyers engaged the Batterie du Port on Cape Fedhala, which had reopened fire, and quickly silenced it for the third time. In the meantime the French destroyers sent up a heavy smoke screen and followed the excellent defensive tactics of charging out of it to take a crack at their formidable enemy, then in again to throw off the spot planes and range finders. ‘Our enemy deserves much credit,’ reported the gunnery officer of Tuscaloosa, ‘for superb seamanship which permitted him to maintain a continuous volume of fire from his light forces while exposing them only momentarily. One well-managed stratagem observed was the laying of smoke by a destroyer on the unengaged bow of the enemy cruiser, which effectively obscured our ‘overs.’

These French destroyers did indeed put up a fight that commanded the admiration of all. The Covering Group was unable to polish them off; hurling 8-inch and 16-inch ammunition at these nimble-footed light craft was a bit like trying to hit a grasshopper with a rock. At 0935 Giffen changed course to 280 degrees ‘because of restricted waters’ and began another run to the westward, exchanging shots with the French destroyers and El Hank.

The minutes around 1000 were the hottest part of this action. Several things happened almost simultaneously. The beautiful French light cruiser Primauguet (7300 tons, 600 feet long, eight 6-inch guns and twelve torpedo tubes) sortied to assist the destroyers, two of which peeled off from the smoke screen group and headed north to deliver a torpedo attack on the Covering Group. Massachusetts, at a range of about 11 miles, and Tuscaloosa, at a little less, landed a couple of salvos on the van destroyer Fougueux. She blew up and sank in lat. 33 degrees 42’ N, long. 7 degrees 37’ W, about 6 ½ miles north of Casablanca breakwater. About the same moment a shell from El Hank hit the flagship’s main deck forward and exploded below, injuring nobody. *[FOOTNOTES 24-29 below, including Action Report of Lt. J.D. Elliott, jr. of Tuscaloosa.]*

24 Tuscaloosa Action Report, Enclosure G (Lt. Cdr. P.W. Mothersill) 19 Nov. 1942. He probably mistook one of the destroyer leaders for a light cruiser.

25 Admiral Giffen reports (p. 16): ‘At about 0925 one of the DLs which the flagship had been engaging was last seen with only her bow projecting from the water. This ship presumably

sank.’ From the check-up of French ships made after the action it seems that this must have been an optical illusion.

26 Massachusetts Action Report. What is meant by ‘restricted waters’ I do not know. There were no mine fields reported in the neighborhood of the French force, and this change of course brought the Covering Group closer to El Hank.

27 Wichita’s War Diary states, ‘0942 commenced fire on Primauguet, range 24,000 yards visibility 14 miles.’ The French sources state that this cruiser opened fire on Massachusetts at 0935.

28 This is the writer’s interpretation of some rather puzzling and conflicting data. From the information that Maj. Rogers obtained from French officers after the battle, Fougueux blew up and sank at the position mentioned in the text at 1000, and she was hit by green-dyed and no-colored shells. Green was the color of Wichita, Brooklyn and Massachusetts; Tuscaloosa states: ‘1001, a French destroyer under fire of Tuscaloosa was observed to be sinking,’ Capt. F. E. M. Whiting, in the same Action Report states: ‘On only one occasion did I observe a salvo from this vessel land directly on a ship. When the smoke and splash had cleared away that ship was no longer present.’ On the other hand, Lt. J. D. Elliot, Jr., pilot of a spotting plane of Tuscaloosa, states in his report (Enclosure E to Action Report): ‘We scored a hit on one destroyer, which hauled for the harbor smoking, and the Brooklyn split a destroyer in two.’ but he mentions no time. Lt. (jg) A. M. Barclay of the Tuscaloosa’s other spotting plane says: ‘One DD was definitely sunk by being split in half. Fire from the Brooklyn I believe being mostly responsible.’ A junior officer of Tuscaloosa confirmed this when I visited her (“her” refers to the ship, not the officer here) in Dec. 1942. But the Brooklyn was not firing at 1000. The hypothesis that the hour of Fougueux’s sinking was given to Maj. Rogers in French time, one hour later than ours, will not hold; for Brooklyn at 0900 was at an excessive range from the spot where the Fougueux sank. Wichita also fired green dye. She looks like Brooklyn and had been firing on DDs since 0947, but claimed no hit. To add to the confusion: 1) Wichita’s War Diary states, ‘1110. One French destroyer hit by torpedo from carrier-based plane and capsized.’ See also note 33.

29. Cdr. G. G. Herring, the executive officer who advised this change of course, sighted the submarine’s firing impulse bubble. The captain of the Amazone lunched on board Brooklyn at Philadelphia in Apr. 1943 and reported firing six torpedoes one of which stuck in the tube. He could not understand why he missed such a near shot, and like a true fighting man remarked ‘I wish I could say I was sorry I fired at you, but I am not.’

Within three minutes Massachusetts sighted four torpedo wakes about 60 degrees on her port bow, distant under one thousand yards. The big battleship was maneuvered between Numbers 3 and 4 of the spread, and just made it; Number 4 passed about fifteen feet away along her starboard side. Four minutes later four torpedoes, from submarine Meduse, narrowly missed

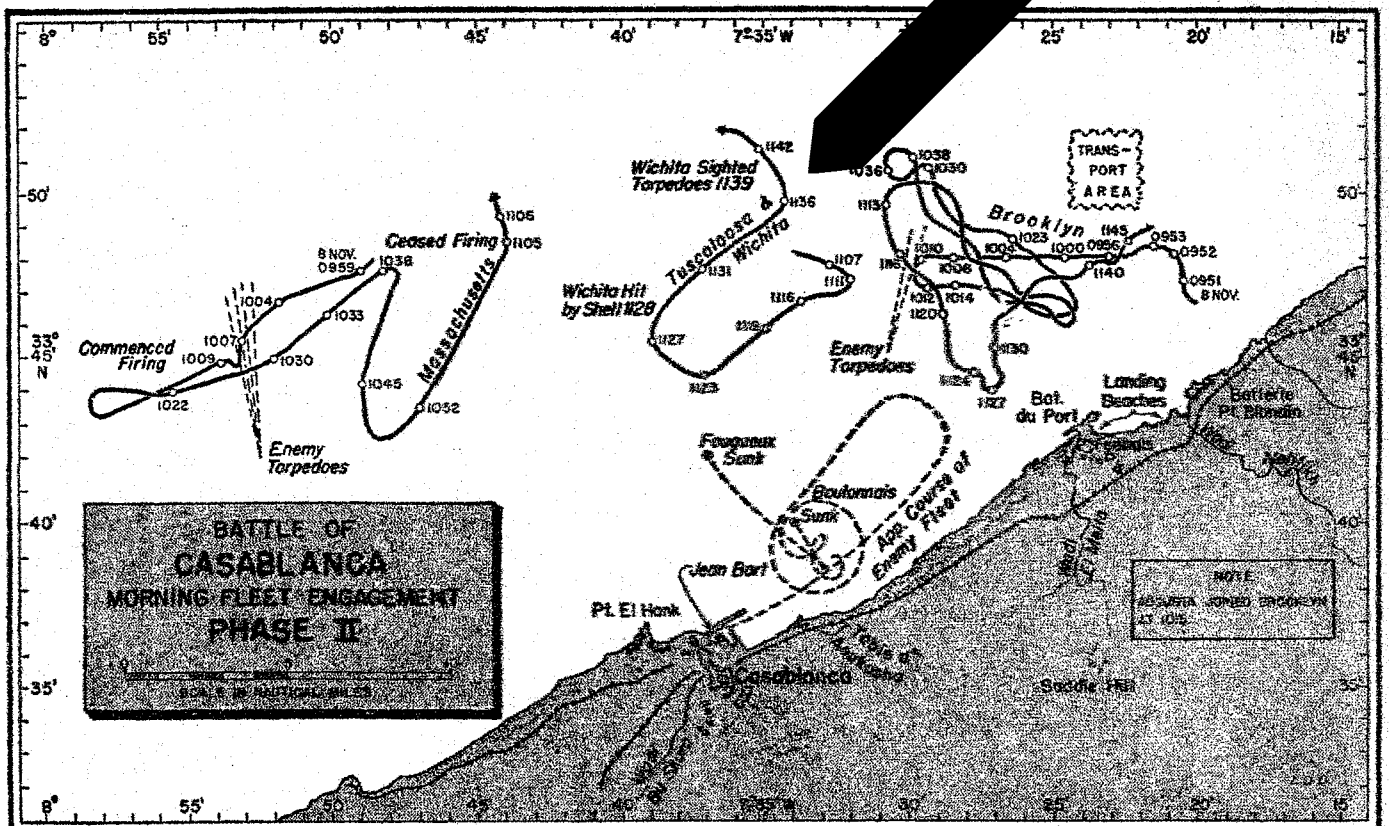
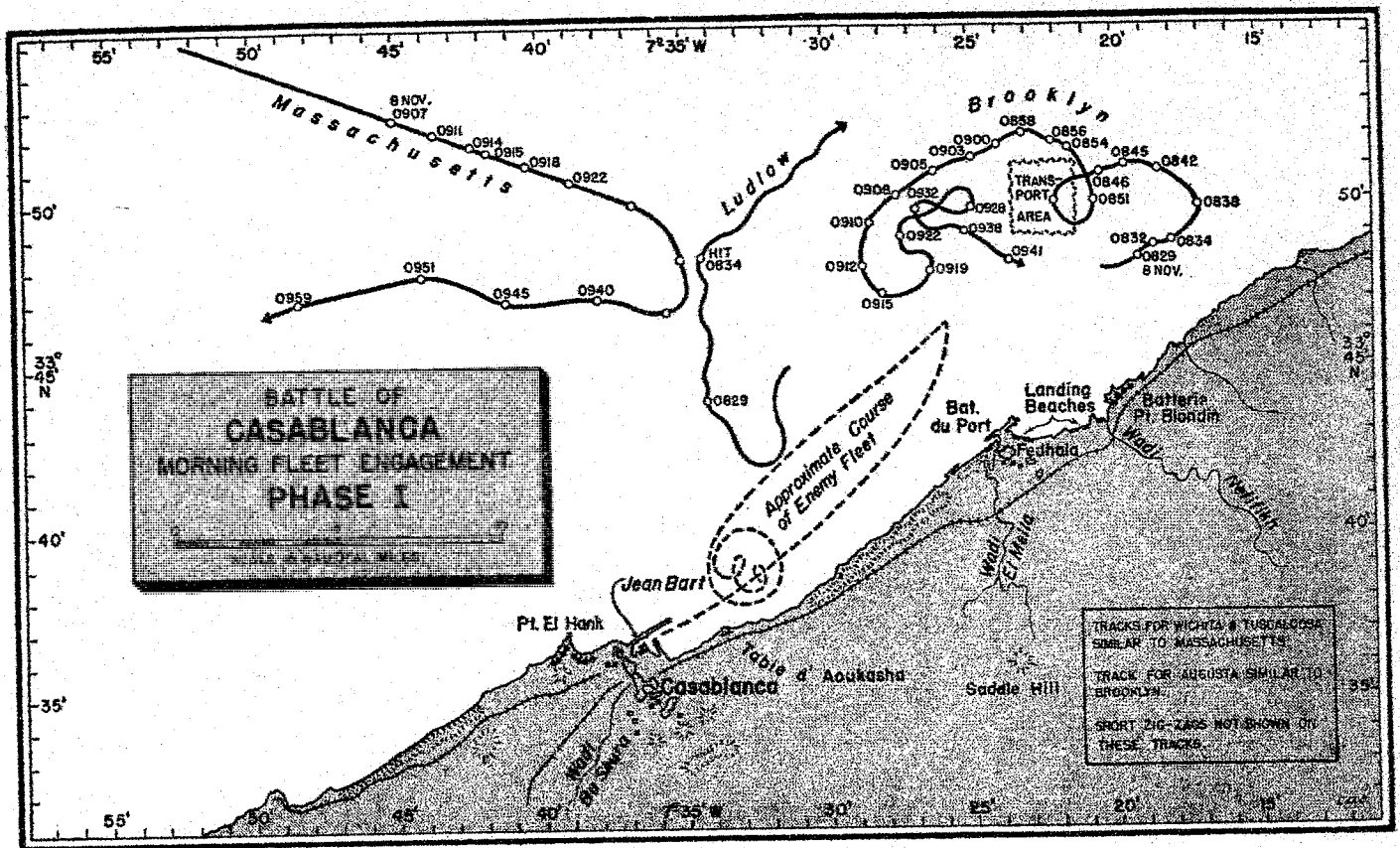
Tuscaloosa; and at 1021 another torpedo wake was sighted, passing 100 yards to port. The French just missed sweet revenge for their too impetuous Fougueux.

While the Covering Group was making this run to the westward, sinking ships and dodging torpedoes, three French destroyers began to edge along shore toward the transports. Our big ships were now well below the horizon, as seen from the transport area, so Admiral Hewitt at 0951 ordered his two cruisers and three destroyers to intercept the enemy. When the Brooklyn received this order, she was operating to the eastward of the transport area. Captain Denebrink in his eagerness steered a straight course for fifteen minutes, and just managed at 1010, by a timely 90-degree turn, to dodge five torpedoes from the submarine *Amazone*, fired at a range of about three thousand yards. *Augusta*, who was fueling a plane and preparing to set General Patton and staff ashore, catapulted the plane, cut adrift the waiting landing craft and stood over to support Brooklyn, handsome as a bridal bouquet with her guns spouting orange bursts of flame.

The second morning engagement, which commenced at 1008 when one of the French destroyers opened fire on Brooklyn, became general when *Augusta* came in at 1020. On the one side were the two cruisers screened by *Wilkes*, *Swanson* and *Bristol*; on the other, light cruiser

Primauguet, two destroyer leaders, and four destroyers. *Augusta* and Brooklyn steered radically evasive courses: ellipses, snake tracks, and figure eights – dodging shells every few seconds, and footing so fast that their screening destroyers with difficulty kept out of the way. Brooklyn was very impressive, reported an observer in *Augusta*. ‘Her fire consisted of ranging salvos with one or two guns, followed by one or more full salvos with one or two guns, followed by one or more full salvos, spotted, and then a burst of rapid fire lasting a minute or so.’ Her adversary was then steering northwesterly to open the range, so as to give her guns the advantage; at seven and a half to nine miles from the enemy one could see little more than black specks of ships constantly emerging from and submerging in the smoke, and gun flashes snapping out of the screen. At 1046 Brooklyn received the only hit suffered by either cruiser, a 5-inch dud.

So intent was Brooklyn upon the task at hand that she forgot about the Covering Group; and when the superstructures of three ships appeared over the horizon to the westward, firing, and large geysers of green water, far higher than anything she had been dodging, shot up off her starboard bow, officers on the bridge thought for a few seconds that the enemy had led us into a trap – that these ships were the *Richelieu*, *Gloire* and *Montcalm* from Dakar. It turned out that the green splashes were from *El Hank*, making a few passes at Brooklyn, and that the three ships hull-down were, of course, the Covering Group returning. Great relief on the bridge! At about 1035 *Massachusetts* signaled her re-entry into battle by opening fire on *Boulonnais*, who, hit by a full salvo from Brooklyn, rolled over and sank at 1112. By 1100 *Massachusetts* had expended approximately 60 per cent of her 16-inch ammunition, and decided that she had better save the balance in case that bad dream, the *Richelieu*, came true. Accordingly she pulled out of range with three screening destroyers, while Captain Gillette in *Tuscaloosa* assumed tactical command



of the two heavy cruisers and Rhind, with orders to polish off the enemy fleet. They closed range to 14,000 yards, closer than our light cruisers were at the time.

At about 1100, just before the reduced Covering Group swung into action, cruiser Primauguet took a bad beating from Augusta and Brooklyn. Holed three times below the waterline, and with an 8-inch shell on No. 3 turret, she retired toward the harbor, and anchored off the Roches Noires. Milan, with five hits, at least three of them 8-inch, followed suit. Almost at the same moment, destroyer Brestois was hit by Augusta and a destroyer. She managed to make the harbor jetty. The planes from Ranger strafed her near the waterline with .50-caliber bullets but did not hasten her end. Holed below the waterline, she sank at 2100.

There were now only three French ships in action outside the harbor, destroyers Frondeur and L'Alcyon, and destroyer leader Albatros. They formed up about 1115, apparently with the intention of delivering a torpedo attack on the cruisers, but were soon reduced to ineffectual zigzagging behind a smoke screen by the fire of Tuscaloosa and Wichita. They had good support, however, from El Hank. After a number of straddles and near misses, this shore battery scored one hit on Wichita at 1128, which detonated in a living compartment on the second deck, injuring fourteen men, none of them seriously; the fires were quickly extinguished. Ten minutes later the same cruiser dodged a spread of three torpedoes from one of the French submarines. Wichita and Tuscaloosa, however, gave back far more than they got. Frondeur took a hit aft and limped into port down at the stern; like Brestois, she was finished off by aircraft strafing. Albatros was hit twice at 1130, once below the waterline forward and once on deck; with only three of her guns functioning she zigzagged behind a smoke screen, shooting at Augusta. At that moment Ranger's bomber planes flew into action, and laid two eggs amidships. The fireroom and one engine room were flooded, and one engine room was presently flooded by another hit from Augusta. Albatros went dead in the water.

Immediately after, around 1145 or 1150, action was broken off by reason of two rumors, one false and the other misleading. News reached Admiral Hewitt from a plane that an enemy cruiser had been sighted southwest of Casablanca, and he ordered Wichita and Tuscaloosa to steam down the coast in search of her. From one of our communication teams ashore came word 'Army officers conferring with French Army officers at Cape Fedhala. Gunfire must be stopped during this conference.' Such a conference was being held, but Admiral Michelier knew nothing about it, and the senior French officer present, a lieutenant colonel, had no authority to decide anything except to surrender Fedhala, where all resistance had already ceased.

Out of the eight French ships which took part in this morning engagement, only one, L'Alcyon, returned to her berth undamaged. But Admiral Michelier had a few cards still up his sleeve, and proceeded to play them well.

4. The Afternoon Engagement

The eighth of November had developed into a beautiful blue-and-gold autumn day, with bright sunlight overhead a smooth sea almost unruffled by light offshore wind, and a haze over the land to which smoke from gunfire and smoke screens contributed. Sea gulls with black-tipped wings were skimming over the water, and so continued throughout the action apparently unconcerned by these strange antics of the human race.

At 1245 Brooklyn and Augusta were patrolling around the transports; and their crews, who had been at battle stations for twelve hours, were trying to grab a little cold lunch. General Patton at last had managed to get ashore from the flagship. Admiral Michelier chose this opportune moment, when the Covering Group was chasing a ghost cruiser to the westward, to order a third sortie from Casablanca, led by an aviso-colonial named La Grandiere. At a distance she resembled a light cruiser. She was followed by two small avisos-dragueurs (coast-patrol minesweepers) of 630 tons, armed with 3.9 inch anti-aircraft guns, called La Gracieuse and Commandant Delage. The three vessels steamed along the coast as if headed for the transports. The French, as ascertained later, were simply trying to pick up survivors from the sunken destroyers, but their course then looked aggressive. At the same time two destroyers who had not yet sortied, Tempete and Simoun, remained near the harbor entrance, milling around temptingly in order to attract some of our vessels under the fire of El Hank. Albatros was still outside, but dead in the water.

Again it was Brooklyn, Augusta, destroyers and bombing planes to the rescue. Action commenced at 1312, range 17,200 yards, rapidly closing to 14,300. Again the enemy put up a smoke screen, through which the cruisers were unable to find their targets. La Grandiere was damaged by one of the bombing planes, but returned to harbor safely, and the two small avisos were not touched. During this short action a brave little tug was observed towing in Albatros, who was bombed and strafed on the way, and finally beached at the Roches Noires near the Primauguet and Milan. This was a bad move on the part of the French, because in that position they were easily attacked from seaward by carrier-based planes who were not bothered to any great extent by the harbor anti-aircraft defenses. Primauguet that afternoon suffered several fierce bombings and strafings from Ranger's planes, and her whole forward half was completely wrecked. A direct hit on her bridge killed the captain, the executive, and seven other officers; Rear Admiral Gervais de Lafond was seriously wounded, but recovered.

By 1340 the Covering Group was coming up again fast from the westward, and for the third time that day Admiral Hewitt handed over the duty of engaging the enemy to Admiral Giffen, while Captain Emmet's command resumed patrol duties. Massachusetts fired one salvo at the small ships, and was promptly engaged by El Hank, but ceased firing after ten minutes in order to conserve ammunition. Wichita and Tuscaloosa stood in toward the harbor, and engaged La Grandiere and Albatros.

At the height of this action Colonel Wilbur, accompanied by a French guide and Colonel Gay and driven by Major F. M. Rogers, made a second auto excursion into Casablanca in the hope of dissuading the French from further resistance. The advance post let them pass under flag of truce after disarming the party. They called at army headquarters in Casablanca, and after ascertaining that the Colonel's friend General Bethouart was in jail, and that Michelier was in command, proceeded to the Admiralty on the waterfront. As they passed through the streets of Casablanca, flying the American flag, the population waved and cheered, and a friendly crowd gathered whenever they halted to ask the way. About 1400, word was sent in to Admiral Michelier requesting an interview. An aide came out, saluted, remained at attention, and declared that the Admiral refused to receive them. As Major Rogers was beginning to argue in his best Harvard French, El Hank let fly a salvo at Wichita. 'Voila votre reponse!' said the Admiral's aide.

The last ruse of Admiral Michelier had succeeded. Wichita and Tuscaloosa, although not hit, were so frequently straddled by gunfire from El Hank that they broke off action at 1450. Dive-bombers from Ranger also engaged this shore battery, but inflicted no lethal damage. At 1530 Admiral Giffen signaled Admiral Hewitt, 'Have seven loaded guns and will make one more pass at El Hank.' So this day's furious shooting ended in a well-earned tribute to 'Old Hank,' as the bluejackets named this French shore battery.

The final score of the Battle of Casablanca is very one-sided. The United States Navy suffered one hit each on destroyers Murphy and Ludlow, cruisers Wichita and Brooklyn and battleship Massachusetts. Three men were killed on board Murphy and about 25 wounded, by the Sherki battery. Approximately 40 landing boats were destroyed by enemy action, most of them by airplane strafing when on the beach. The Army casualties ashore that day were very slight. The French Navy lost 4 destroyers and 8 submarines sunk or missing; Jean Bart, Primauguet, Albatros and Milan disabled. Casualties to all French armed forces were stated by the War Department on 23 November to be 490 killed and 969 wounded. All coast batteries at Fedhala were in our possession at the end of D-day, but those at Casablanca were still in French hands and operative.

Admiral Michelier still had his two principal assets, the four 15-inch guns of Jean Bart and the four 194-mm and four 138-mm coast defense guns of Batterie El Hank. As long as these, and the several mobile and fixed batteries of 75-mm field guns around Casablanca, were undamaged, the Admiral was in a good position to bargain. French naval and air power in Morocco had been irretrievably damaged, but the main American objective, securing Casablanca, was far from being attained; and until we could get the transports and cargo ships into Casablanca they were highly vulnerable to submarine or air attack and also in danger of foul weather damage.

In general, it may be said that the results were respectable, considering that this was the first major action of the Atlantic Fleet; but no more than might reasonably be expected from

American local superiority in gun and air power. Nothing had occurred to upset the principle that coastal batteries have a great advantage over naval gunfire. Brooklyn to be sure had done a good job on the Sherki, but even her bombardment technique could not have silenced a determined and well-trained crew of gunners. The value of naval air power was well demonstrated; for the speedy destruction and driving down of French planes left the cruiser-based planes free to spot fall of shot, while carrier-based bombers and fighters delivered attacks on ships and shore batteries.

The French observed their traditional economy in the use of ammunition; but the American ships were lavish, considering that they had no place to replenish their magazines that side of Hampton Roads. If the dreaded Dakar fleet had turned up next day, it is questionable whether the Covering Group would have had enough shells to defeat them.

Of individual ship performances, that of Brooklyn was typical for intelligently directed and courageously sustained aggressive action. Her men remained at battle stations from 2215 November 7 to 1433 November 8, with a single forty-minute interval at noon and no hot food, without showing signs of discouragement or fatigue. The teamwork and morale of that ship was outstanding. Even the smallest mess attendant, when questioned after the action as to what he had done, since the anti-aircraft gun for which he passed ammunition had never fired, said, 'I mostly kept out of people's way, sir – but I did an awful lot of that!'

Equipped with the latest devices to keep main battery trained on a target while steering evasive courses at a speed of thirty-three knots, Brooklyn delivered an amazing shower of projectiles, and as she zigzagged and pirouetted, delivering 15-gun salvos and continuous rapid fire from her main battery, her appearance, with great bouquets of flame and smoke blossoming from her 6-inch guns, was a delight to the eye, if not to the ear. Brooklyn went far to prove, in this action, that the light cruiser is a most useful all-around fighting ship. She expended almost 1700 rounds of 6-inch common and about 965 rounds of 6-inch high-capacity, on this joyful day of battle, without a single misfire. At the end of the day Admiral Hewitt sent this message to Captain Denebrink: 'Congratulations on your gunnery as evidenced by silencing Sherki battery and on your aggressive offensive action shown throughout the day.'

Augusta also put in an outstanding performance. Although much of her space and communication facilities were taken up by the two admirals and two generals on board, and their staffs, Captain Gordon Hutchins fought his ship cleverly and well. Her 8-inch guns could not, of course, shoot as rapidly as the 6-inch of Brooklyn but they probably did more damage.

The Covering Group destroyed the Jean Bart as a fighting ship, and probably accounted for the Fougueux and Boulonnais. Massachusetts, on her shakedown cruise, was full of fight and tip-top in morale; her turret men showed unusual endurance in handling the 16-inch shells for hours on end; out of her 113 officers and 2203 men, only three were in sick bay during the action. If she did little damage to the battery on El Hank, that was because of her ammunition. She carried

only armor-piercing (AP) 16-inch shells, with a view to engaging enemy battleships. It was well known that AP projectiles would be of slight use in shore bombardment, for which high-capacity (HC) shells with instantaneously acting fuses are required, and Admiral Hewitt's staff made every effort to procure a supply of these for her; but at that time the Bureau of Ordnance could furnish none. The AP simply drove the gunners of El Hank temporarily to cover; only a direct hit on one of the emplacements could have silenced the battery permanently.

The destroyers too were well handled. They acted as all-around utility ships, shepherding the landing boats to the line of departure in dangerous proximity to the shore batteries, delivering accurate and powerful fire on ship and shore targets, and screening the capital ships and transports from torpedo attack. Many of their officers will appear again and again in this history, especially in Pacific Ocean operations. One of several commended by their skippers was Lieutenant Franklin D. Roosevelt Jr., USNR, gunnery officer of Mayrant, 'for controlling and spotting main battery with skill and good judgment under highly adverse spotting conditions.' These conditions were partly due to the inexperience of plane pilots, partly to the glare of sunlight on the water between our ships and their targets.

Perhaps the best story of the battle comes from destroyer Wilkes, when screening Brooklyn and Augusta in their fight with Primauguet and the French destroyers. The officer at the engine-room telephone heard loud reports, and more speed was called for. 'What's going on up there?' he inquired. 'Enemy cruiser chasing us,' was the reply. Before long he was almost thrown off his feet by a sudden change of course, and even more speed was called for. 'What's going on now?' he asked. 'We're chasing the enemy cruiser!'

ENDNOTES ~ NAVAL BATTLE of CASABLANCA, Morison

¹ Rear Admiral McWhorter's Action Report on Torch, including those of the ACVs, 8 Dec. 1942, and Summary of TG 34.2 Air Operations, 23 Nov.

² Elsewhere these French fighter planes are designated P-36, or H-75.

³ Wordell and Seiler "Wildcats" Over Casablanca pp. 42-46 contains an excellent account of the adventures and feelings of individual *Ranger* pilots.

⁴ Presumably *Swannee's* maximum speed through the water was the same as *Santee's*, 17.8 knots.

⁵ Operation Plan 5-42, Annex A. The 76 Army planes on the *Chenango* are not included, as they, being land-based planes to operate from an airfield, took no part in the fighting.

⁶ Several of the Action and other Reports state that this, and other bomber squadrons that attacked us, were German. This was not correct. The Axis air forces were too heavily engaged in Algeria to bother us in Morocco, and there is no evidence of German or Italian planes taking part in the operations on that coast, although a few Heinkel bombers and Junkers transport planes were observed grounded at Les Cazes. "Wildcats" Over Casablanca p. 61.

⁷ Summary of 23 Nov. 1942. Operational losses before the eighth or after 11 Nov. not included.

⁸ Principal sources: (1) Admiral Giffen's Action Report incorporating those of other ships of the Covering Group, 19 Nov. 1942; (2) information obtained between 12 and 20 Nov. from French naval officers and from an inspection of such French naval vessels as were still afloat, by Maj. Francis M. Rogers USMCR, assistant Intelligence Officer on Admiral Hewitt's staff, incorporated in a report headed "Naval Engagements"; (3) *Bulletin of Ordnance Information* No. 2-43, 30 June 1943.

⁹ This motto, part of one composed by the English republican Algernon Sidney in the seventeenth century, was adopted by the Commonwealth of Massachusetts during the American Revolution.

¹⁰ A spotter plane reported gunfire along Fedhala beaches at 0629. "Play Ball, all stations" was received on board *Massachusetts* from Admiral Hewitt at 0641, but this was modified to "Play Ball, Center Group only" at 0647. Following orders, Admiral Hewitt did not wish to force resistance in any area that was still quiet. Admiral Giffen's Report of 19 Nov., Enclosure E; *Tuscaloosa* Action Report, Enclosure I.

¹¹ Quoted from the highly literary War Diary of Crudiv 7 compiled by Lt. Cdr. F. A. Storm USNR.

¹² *Massachusetts* Action Report, Enclosure A.

¹³ Same and *Wichita* War Diary.

¹⁴ Capt. Barthes of *Jean Bart* informed Maj. Rogers that she had no radar, only two 8-meter CL range finders temporarily installed; and four radar antennae observed were not operational.

¹⁵ Rear Admiral Stanford C. Hooper stated at a meeting of the Institute of Radio Engineers 28 Jan. 1943, as reported in the *New York Times* next day, that the *Massachusetts* got home a salvo on *Jean Bart* at a range of 26 miles. The utmost range of *Massachusetts* in any action on this or subsequent days was 31,600 yards, and her utmost range in firing at *Jean Bart* was 29,000 yards or about 17½ miles.

¹⁶ As a result of wildly erroneous statements made at the time on the performance of the 16-inch AP ammunition, a thorough investigation was made of the *Jean Bart*. The results are reported in the Bureau of Ordnance *Bulletin of Ordnance Information* No. 2-43 pp. 62-66. Other details from memorandum of Capt. L. L. Strauss to Capt. J. E. Gingrich 20 Aug. 1943, and from files of the Bureau.

¹⁷ So received by various ships in the Center Attack Group between 0818 and 0828; Admiral Giffen received the second part only at 0830.

¹⁸ Dive-bombers from *Ranger* sank the submarines, and were responsible for sinking most of the merchantmen.

¹⁹ *Wilkes* Action Report and conversation with one of her officers, who is positive that this battery and no other fired on her 9 Nov.

²⁰ Conversations with Admiral Hewitt and of Maj. Rogers with Capt. Sticca and other French officers at Casablanca 18 Mar. 1943.

²¹ Admiral Hewitt's Preliminary Report 28 Nov. p. 7.

²² Observed by *Wilkes* (information from Lt. Andrew Hepburn Jr. USNR) and reported by other ships.

²³ Capt. Emmet's Narrative of Events says at 0829; *Brooklyn War Diary* at 0839.

²⁴ *Tuscaloosa* Action Report, Enclosure G (Lt. Cdr. P. W. Mothersill) 19 Nov. 1942. He probably mistook one of the destroyer leaders for a light cruiser.

²⁵ Admiral Giffen reports (p. 16): "At about 0925 one of the DLs which the flagship had been engaging was last seen with only her bow projecting from the water. This ship presumably sank." From the check-up of French ships made after the action it seems that this must have been an optical illusion.

²⁶ *Massachusetts* Action Report. What is meant by "restricted waters" I do not know. There were no mine fields reported in the neighborhood of the French force, and this change of course brought the Covering Group closer to El Hank.

²⁷ *Wichita's* War Diary states, "0942 commenced fire on *Primauguet*, range 24,000 yards, visibility 14 miles." The French sources state that this cruiser opened fire on *Massachusetts* at 0935.

²⁸ This is the writer's interpretation of some rather puzzling and conflicting data. From the information that Maj. Rogers obtained from French officers after the battle, *Fougueux* blew up and sank at the position mentioned in the text at 1000, and she was hit by green-dyed and no-colored shells. Green was the color of *Wichita*, *Brooklyn* and *Massachusetts*; *Tuscaloosa* fired no-color. The Action Report by Capt. Gillette of *Tuscaloosa* states: "1001, a French destroyer under fire of *Tuscaloosa* was observed to be sinking." Capt. F. E. M. Whiting, in the same Action Report, states: "On only one occasion did I observe a salvo from this vessel land directly on a ship. When the smoke and splash had cleared away that ship was no longer present." On the other hand, Lt. J. D. Elliot Jr., pilot of a spotting plane of *Tuscaloosa*, states in his report (Enclosure E to Action Report):

"We scored a hit on one destroyer, which hauled for the harbor smoking, and the *Brooklyn* split a destroyer in two," but he mentions no time. Lt. (jg) A. M. Barclay of the *Tuscaloosa's* other spotting plane says: "One DD was definitely sunk by being split in half. Fire from the *Brooklyn* I believe being mostly responsible." A junior officer of *Tuscaloosa* confirmed this when I visited her in Dec. 1942. But the *Brooklyn* was not firing at 1000. The hypothesis that the hour of *Fougueux's* sinking was given to Maj. Rogers in French time, one hour later than ours, will not hold; for *Brooklyn* at 0900 was at an excessive range from the spot where the *Fougueux* sank. *Wichita* also fired green dye. She looks like *Brooklyn*, and had been firing on DDs since 0947, but claimed no hit. To add to the confusion: (1) Capt. Sticca, the former captain of *Fougueux*, informed Maj. Rogers at Casablanca 18 Mar. 1943 that his ship was sunk by red-dyed shells, probably 8-inch. If his memory was correct, the *Augusta* must have been responsible. (2) *Wichita's* War Diary states, "1110. One French destroyer hit by torpedo from carrier-based plane and capsized." See also note 33, p. 106.

²⁹ Cdr. G. G. Herring, the executive officer who advised this change of course, sighted the submarine's firing impulse bubble. The captain of the *Amazon* lunched on board *Brooklyn* at Philadelphia in Apr. 1943 and reported firing six torpedoes one of which stuck in the tube. He could not understand why he missed such a near shot, and like a true fighting man remarked, "I wish I could say I was sorry I fired at you, but I am not."

³⁰ This experience was one of the arguments for the new class of AGC, amphibious command ships. Capt. Hutchins had to fight the *Augusta* with two rear admirals, a major general, and their complete staffs on board. See, in Part II, the success of the R.N. Headquarters Ships *Largs* and *Bulolo*.

³¹ These destroyers were engaged only part of the time, as their attention was drawn by the shore batteries at Cape Fedhala.

³² Capt. Shepard's Report p. 18.

³³ The time given in Mordal *La bataille de Casablanca*. Earlier reports said *Boulonnais* was sunk by red-dyed ammunition. *Augusta* was the only ship using that color to my knowledge; but *Augusta's* Action Report mentions no hits made at this time. It notes an enemy "destroyer" hit and sunk at 1107, and *Brooklyn's* spotting plane reported an enemy ship on fire at 1109. (This was undoubtedly *Boulonnais*.) On the other hand, the log of *Massachusetts* has this entry for 1035: "Main battery went to rapid fire. Engaged destroyer of *L'Alcyon* class." Cease-firing was given when four hits were observed to burst on her stern. But all missed her. The *Massachusetts* gunnery officer, Cdr. L. E. Crist Jr., with whom I have corresponded on this matter, saw the *Boulonnais* in that position himself. He says that another green-dye ship, a cruiser, was firing at her and may have given the *coup de grâce*, when *Massachusetts* shifted her attention to the *Primauguet*. However, one of the battleship's aviators, Lt. (jg) T. A. Dougherty USNR, who had been taken prisoner ashore but was given a front-row seat for the battle at Table d'Aoukasha, said his ship sank the *Boulonnais*. Professor R. G. Breckenridge of M.I.T., after reading this and note 28, observed that fluorescin, the dye for green coloration, shows red in the splash when viewed by transmitted light, which may well resolve this dilemma.

³⁴ Memo. of Cdr. C. L. Tyler (who examined her) to Bureau of Ordnance 2 Dec. 1942. Her bridge area also was devastated by plane machine-gun fire; she lost 29 men killed on the bridge.

³⁵ Maj. Rogers's Report, confirmed by Capt. Shepard's Report. *Albatros* casualties were 25 killed and 80 wounded.

³⁶ *Brooklyn War Diary*.

³⁷ *La Grandière* was 2000 tons, 340 feet long, diesel-powered, carrying three 1/2-inch guns in her main battery.

³⁸ Capt. Shepard's Report states that *Primauguet* had 300 casualties. Although most of the damage was done by aerial bombs, she sustained one 16-inch hit in a boiler room and two 8-inch hits. Report by Cdr. C. L. Tyler to Bureau of Ordnance.

³⁹ Of the 8 submarines that sortied from Casablanca, *Méduse* was bombed by carrier planes on 8 and 9 Nov., damaged, and subsequently beached near Mazagan; *Orphée* returned to her berth unscathed; *Le Tomant* made Cadiz, and was scuttled by her crew rather than fall into Franco's hands; *Amazone* and *Antiope* made Dakar safely; *Sidi-Ferruch*, *Conquérant*, and *Sybille* were missing, at least one of them as a result of depth-charging by our planes and destroyers. Three others were sunk by plane bombing or naval gunfire at their berths in the harbor.

⁴⁰ There are two sides to this ammunition question, however. We had to get a quick decision, or get out of the ring, and the aggressive school of action in which our naval officers have been trained believes that the way to get results is to throw in everything you have, promptly. Capt. Shepard in his Report condemns the Task Force for squandering ammunition, and discusses the reasons for their so doing. See Appendix II for table of expenditures.

⁴¹ Cdr. E. K. Walker's Action Report of *Mayrant*.

Joining the War at Sea 1939 – 1945

**A Destroyer's Role in World War II
Naval Convoys and Invasion Landings**

Franklyn E. Dailey, Jr.

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The Covering Group - Heavier Stuff

At Casablanca harbor, the U.S. Covering Group objective was to hold the French warships in check while supporting the Fedhala landings as needed. This group consisted of the battleship *Massachusetts*, just six months in commission, the cruisers *Tuscaloosa* and *Wichita*, and the destroyers *Wainwright*, *Mayrant*, *Rhind* and *Jenkins*. On a gun for gun basis, the battleship's role was to target a coastal battery at Point El Hank and to neutralize the French battleship, the *Jean Bart*. The latter ship, immobile at dockside, had one operable turret with its two 15-inch guns pointed to seaward. French fire control was good but this turret was operating in local control. While French fire control with their land-based naval batteries worked well, post-battle evaluations showed it was usually the fire control part of their systems that were knocked out first by our fire, while the guns themselves remained in firing condition. *Tuscaloosa* and *Wichita*, U.S. heavy cruisers with 8-inch guns, were to target other Casablanca shore batteries and make sure, along with *Massachusetts*, that no French subs, cruisers or destroyers got to sea. The Covering Group destroyers acted as an ASW and AA screen.

The French at Casablanca opened the D-day gunnery action at daylight. At 0610, nine U.S. scout planes were catapulted for spotting and ASW. These U.S. reconnaissance planes were fired on by French AA guns and challenged by French aircraft. The Covering Group's first targets involved AA fire against the French planes. The Point El Hank battery and the *Jean Bart* commenced firing on U.S. ships at sea at a ten-mile range. Shell splashes appeared ahead of *Massachusetts*, and she responded

with her big guns shortly after 0700 on the 8th. *Tuscaloosa* began firing at El Hank and at the submarine pens in the harbor. The firing from El Hank and *Jean Bart* intensified, as more splashes walked closer to *Massachusetts*. U.S. destroyers in the Covering Group screen were out-ranged and had to hold fire. At 0815, large caliber gunfire from Casablanca was at its height. French destroyer leaders *Milan* and *Albatros*, along with destroyers *Le Frondeur*, *Le Fougueux*, *Le Brestois* and *Le Boulonnais*, then began their first foray. It was directed toward the Fedhala transport area.

With carrier aircraft available, in retrospect, it has to be marked as almost a matter of pride that our battleship and heavy cruisers would execute a maneuver, controlled by the wind direction, to catapult nine, almost defenseless, float planes for reconnaissance and spotting. During the 1930s these elegant triumphs of coordination between aircraft pilot and ship skipper had been perfected. The pilots surely wanted to do their part. The compromises to freedom of action by the launching ship, especially when retrieving their observation planes, became less and less acceptable as experience was gained in later actions of the U.S. Navy. In the fast carrier task forces in the Pacific, carrier airmen became skilled in the scout and observation duties of the "float-planes." Still, at Casablanca, these launches provided valuable information.

Directly after launching their planes, *Massachusetts*, *Wichita* and *Tuscaloosa* unfurled battle ensigns (oversize U.S. flags), and increased battle formation speed to 25 knots. *Massachusetts* led the column, followed by the cruisers at 1000-yard distances. Four destroyers screened at 3000 yards ahead of the battleship. The fifteen-mile track of these ships roughly matched and paralleled the northeast to southwest coastline between Fedhala and Casablanca. Author Morison's account in his Volume II, *Operations in North African Waters*, is recommended reading. An excerpt follows.

“At 0640, when the formation had reached a position bearing about west northwest from Casablanca, distant 18,000 yards from Batterie El Hank and 20,000 yards from battleship *Jean Bart*'s berth in the harbor, it began an easterly run, holding the same range. Ten minutes later, one of the USS *Augusta*'s spotting planes reported two submarines standing out of Casablanca Harbor, and at 0651 radioed: “There is an anti-aircraft battery opening up on me from the beach. One burst came within twelve feet. Batter up!” Another U.S. spotting plane encountered ‘bandits’ at 0652 and signaled, “Am coming in on starboard bow with couple hostile aircraft on my tail. Pick ‘em off - I am the one in front!” The big ships opened up on the pursuing planes with their 5-inch batteries at 0701, and shot one down. The other retired and almost simultaneously battleship *Jean Bart* and El Hank commenced firing. The coast defense guns straddled *Massachusetts* with their first salvo, and five or six splashes from *Jean Bart* fell about 600 yards ahead of her starboard bow. Admiral Giffen (directly in charge of this group) lost no time in giving his group the ‘Play Ball.’ *Massachusetts* let go her first 16-inch salvo at 0704.”

El Hank's 4-gun battery of 194mm guns was located just west of the harbor. This battery was modern and accurate. Another, four-gun 138mm-battery nearby, looked eastward. A smaller, older battery at Table d'Aoukasha looked toward Fedhala. *Jean Bart*'s 15-inch guns facing to seaward and their fire control were operative, though the ship was still being outfitted. The harbor and its approaches were covered well by gun batteries ashore.

Massachusetts and *Tuscaloosa* concentrated on *Jean Bart* while *Wichita* took El Hank under fire, using her own float plane to spot. *Jean Bart* took some heavy metal. *Massachusetts* unloaded 9 salvos, some with six guns firing, some with all nine firing. (It depends on the bearing; it is not unusual for a maneuvering ship to have a turret unable to fire because its firing cu-

tout cams are protecting the ship itself.) According to Morison's account, one *Massachusetts* shell exploded in an empty *Jean Bart* magazine, one wrecked her after control station and opened up a hole below the waterline. Two armor piercing shells hit but did not meet enough resistance to explode, and a fifth shell hit a glancing blow on the forward turret, causing the turret to lock up in train, (no movement possible in the horizontal plane) putting her entire available battery out for 48 hours. She was not a factor during the intense period of the landings at Fedhala and for the central action period at Casablanca. *Jean Bart*'s big guns could reach the transport area at extreme range. They were silenced in 16 minutes on the morning of the 8th.

Tuscaloosa concentrated on the submarine berths at Casablanca, and then shifted to the Table d'Aoukasha battery. *Wichita* silenced El Hank temporarily with her 9-gun salvos of 8-inch shells and then worked the submarine area over. This took the action to about half past seven in the morning, and the Covering Group executed a course change to due west at a range of just over 25,000 yards. Firing was then resumed on all of the harbor ships and targets. Three subs were sunk at anchor. But eight French submarines had managed to get out and the shore batteries were still operational. No hits had been made on the Covering Group. By the end of this first phase of their firing at half past eight, the Covering Group was 16 miles northwest of Casablanca and 25 miles from the transport area. With the heavy guns of the U.S. ships now at a safe distance, the French Admiral Michelier ordered his destroyer squadrons to break up the landing area at Fedhala. Their sortie actually began shortly after 8 A.M.

First French Sortie

Out first were 36-knot destroyer leaders *Milan* and *Albatros*, of 2500 tons, 423 feet at the waterline, with five 5.5-inch guns and four torpedo tubes. Then came destroyers *Alcyon*, *Le Brestois*, *Le Boulonnais*, *Le Fougueux* and *Le Frondeur*. These were

1400 tonners, 331 feet long, with four 5.1-inch guns, 6 torpedo tubes, and were also capable of 36 knots. Their Admiral was Gervais de Lafond in cruiser *Primauguet*. This cruiser did not depart the port until 1000. The segmentation of French resistance politics was so great that this Admiral did not know the nationality of the forces opposing him when he ordered the sortie. A French general, Bethouart, who supported the U.S. and did know who the nationality of the landing forces, had been jailed for his truce-making efforts during the morning. Some reports spoke of anxious moments for the transports with this bold move of the French destroyers. I doubt that the transports and the assault boat crews had such awareness that morning. They, as one might say today, "had other problems." The French destroyers took beach Yellow, west of Cape Fedhala, under fire first. This was not an assault wave beach but was designated for later waves, and some boats were already there. The French also took *Wilkes* and *Ludlow* under fire. A *Ludlow* salvo started a fire on the *Milan*, but in turning at high speed, *Ludlow* herself was hit. As described earlier, *Ludlow* was then away from the action for repairs for about three hours. In leaving the scene, *Ludlow* was straddled out to 24,000 yards. Admiral Hewitt ordered *Augusta*, *Brooklyn*, *Wilkes* and *Swanson* to intercept the French ships. With the two destroyers screening ahead of *Augusta*, *Brooklyn* then made a high-speed 300-degree turn to fall in astern of *Augusta*. All four U.S. ships began firing at once. With the French ships down to just 8,000 yards from the transports, the ship to ship gunnery began at 18,000 yards. The French got off a good volume of fire but made no more hits and broke off at 0900.

Admiral Hewitt then ordered Rear Admiral Giffen and his Covering Group in to intercept the French. That group reduced their range to the French ships at 27 knots, opened fire at 19,000 yards about 0915, and closed to 12,000 yards firing all the while.

A Second Go

The French ships used coordinated turns, smoke generation, and speed to cut the effectiveness of our optical range finders and allow their destroyer leaders to dart out and take a few shots and then hide once again behind destroyer-laid smoke. At 1000, *Primauguet*, 7300 tons, 600 feet long, eight 6-inch guns and twelve torpedo tubes, joined the action. Two French destroyers moved north to make a torpedo attack on the Covering Group. In the lead, *Le Fougueux*, was hit by *Massachusetts* and *Tuscaloosa* from 22,000 yards, blew up and sank almost 7 miles north of the Casablanca breakwater. E! Hank hit *Massachusetts* on the main deck forward but damage was light. Just minutes later, torpedoes were sighted on the port bow of *Massachusetts*, and she turned in time to slide between the wakes of #3 and #4 of the spread. Four more torpedoes missed *Tuscaloosa*, and as late as 1020, a torpedo passed 100 yards from *Massachusetts*. These were later assessed to be from the French submarines that succeeded in departing from Casablanca earlier in the morning.

The Covering Group was now in another run to the west, and three French destroyers turned back toward the transport group. Admiral Hewitt ordered *Brooklyn*, *Augusta* and three destroyers to intercept. Recounting, up to this point, the French warships had been loose for quite awhile, had faced many aircraft attacks and some heavy shelling, and had lost just one of its nimble ships.

Brooklyn, to the east of Fedhala at this point, steered directly toward the French surface forces and luckily threaded a spread of five torpedoes from the French sub, *Amazone*. *Augusta* was fueling one of her recovered observation-planes and was preparing to load General Patton into a boat for his landing ashore. Still without Patton, the boat was cast loose and *Augusta* moved over toward *Brooklyn*. The latter ship came under fire from a French destroyer at about 1010. *Augusta* got into action 10 minutes later for this second morning engagement on the 8th of November. *Wilkes*, *Swanson* and *Bristol* screened the cruisers

and were pitted against light cruiser *Primauguet*, destroyer leaders *Milan* and *Albatros*, and four French destroyers.

Our cruisers changed course at will and more or less independently of each other. This gave our screening destroyers quite a challenge. Sometimes, we were not screening at all. This was through no fault of our own. A high-speed course reversal would put us astern of the cruiser. I was not yet a conning officer for Condition TWO, and for Condition ONE would have other duties. But, later at Salerno, I was the conning officer while screening cruisers that were firing at shore targets. It will be an item then to relate how these maneuvers effect a destroyer with two duties to perform, one to defend against aircraft, and one to screen against submarines. The Casablanca waters were full of shell splashes. They were also full of torpedoes. Destroyers escorting heavier gunned warships, lacking foreknowledge of course changes, had a complicated task.

37 Momentarily, *Brooklyn* would be the lead cruiser. She had fifteen 6-inch guns. Her gunnery tactic was to use one or two-gun ranging salvos, to spot the effect, and then go to one or two minutes of rapid fire. By then, the French had turned northwest and were using smoke. At eight to nine miles range, the French ships seemed like small targets emerging from smoke, then retiring into it. A 5-inch dud shell hit *Brooklyn* at 1045. The tension of this chase heightened when the masts of three ships appeared on the western horizon. It became clear that these ships on the horizon were firing, and large geysers of shell splashes appeared on *Brooklyn's* bow. At Dakar, the French had a battleship and two cruisers. Had those heavy French warships anticipated D-day at Casablanca and departed Dakar in time to participate in this action? No! The juxtaposition of splashes and masts was a coincidence. El Hank was the source of the *Brooklyn* near miss shell splashes. Our own Covering Group was firing as it re-entered the fray from its western swing. *Massachusetts* scored a direct hit on *Le Boulonnais*. That ship rolled, sus-

ended its roll momentarily, and then completely rolled over and sank.

Leaving *Massachusetts* to count what shells remained in her magazines (60% depleted), *Tuscaloosa*, now leading *Wichita*, and destroyer *Rhind*, closed the French to 14,000 yards, *Brooklyn* and *Augusta* were still pursuing from the east. *Primauguet* was holed five times below the waterline from *Augusta* and *Brooklyn*, and had an 8 inch shell on her #3 turret. She retired about 11 A.M. and anchored off shore. *Milan* had taken five hits, mostly 8 inch shells. *Milan* retired and anchored. *Augusta* scored a hit on *Le Brestois*. This French destroyer made it into the harbor, but after strafing from *Ranger's* planes, she later sank. The three French warships outside the harbor still underway were destroyer leader *Albatros*, and destroyers *Le Frondeur* and *Alcyon*. These ships organized for one more torpedo foray at 1115. Firing from *Tuscaloosa* and *Wichita* reduced the French ship maneuvering options to zig-zags behind a smoke screen. Under continuous fire from El Hank, *Wichita* was hit about 1130 with light damage and 14 men wounded. *Wichita* then was missed by a three-torpedo spread from a French submarine. *Tuscaloosa* and *Wichita* hit *Le Frondeur*. Down by the stern, *Le Frondeur* made it back into port only to succumb to aircraft strafing. Shells hit *Albatros* twice at 1130, and she fought on with three guns, zig-zagging in the smoke. One of *Ranger's* dive-bombers scored with two bombs that penetrated a fire room and an engine room. A hit from *Augusta* took out the other engine room. *Albatros* lost all way. Only *Alcyon* got back in unscathed.

Fedhala conferences were being held. Casablanca conferences were being held. News of his defending troops' surrenders came sweeping up the road from Fedhala. Still, Admiral Michelier kept his own counsel and had more fight in the forces left to him.

A Third Effort by French Fighting Ships on D-day

By noon on the 8th, *Brooklyn* and *Augusta* had returned to their transport-guarding assignment. General Patton had been put ashore. The Covering Group was moving westward again to run down a false report of an unidentified cruiser. At shortly before one in the afternoon, *La Grandiere*, a 2000-ton ship with three 5.5" guns, left harbor at Casablanca with two minesweepers as escort. Again, the track was toward the transports. Two destroyers, *Tempete* and *Simoun*, which had not yet seen open sea action, milled around the harbor entrance. In the face of shelling from *Augusta* and *Brooklyn* and U.S. screening destroyers, *La Grandiere*, slightly damaged by our aircraft, returned with her escorts to port. A tug attempting to tow *Albatros* was also bombed and strafed and finally helped beach *Albatros* near *Primauguet* and *Milan*. *Primauguet* came under almost continuous bombing attack in her exposed position with no shore based AA guns left to help her out. A hit on the bridge killed nine officers, including her skipper.

Later in the afternoon, *Massachusetts* signaled that she had seven loaded 16" guns, and would make one more firing pass at El Hank. But, by the end of the 8th, El Hank stood firm. *Massachusetts* had only armor piercing shells left for her main battery, according to Morison's account. With no High Capacity (HC) point detonating ammo, only a direct hit on thick metal would do any real harm.

Samuel Eliot Morison's comment at the close of the first day at Casablanca included the following exchange:

"The officer manning the engine room telephone on the destroyer *Wilkes* heard loud reports, then calls for more speed. 'What is going on up there?' he inquired. 'Enemy cruiser chasing us!' was the reply. Before long he was thrown off his feet by a sudden change of course and even more speed was called for. 'What's going on now?' he asked. 'We're chasing the enemy cruiser!'"

French Submarines

There had been eleven French submarines in Casablanca when action began. Three were sunk in the harbor and eight got out. We have covered most of the action accounts of those that got to sea. Let me summarize what has been learned about the French subs from later assessments. *Meduse* was bombed by a *Philadelphia* plane and beached. *Orpheé* made it back into Casablanca and survived. *Le Tonnant* made it to Cadiz and was scuttled there by her crew. *Amazone* and *Antiope* made it to Dakar. Three have never been fully accounted for. They were *Sidi-Ferruch*, *Le Conquerant*, and *Sybillé*. According to Author Morison's Volume II, one of these three was depth-charged by U.S. destroyers and bombed by U.S. aircraft. What the French submarines that made it out of Casablanca might have accomplished in several torpedo attacks against our most important warships could have spelled disaster. Hindsight tells us that it was right to try to take them out of action before they could leave port. The uncertainties about French resistance and the fragmentary last minute reconnaissance information on the harbor sent our first air strikes off with tentative objectives. Those submarines should have been a primary objective.

Troop Progress at Fedhala

On the ninth, in a visit to Patton's newly established command post at Hotel Miramar in Fedhala, Admiral Hewitt transferred command of all troops ashore to General Patton. Although a good percentage of our troops had made it to shore by the evening of the 8th, only a fraction of the cargo from the transports had been unloaded. Three of the Center Group's smaller cargo ships moved right into Fedhala harbor by the end of D-day. Ferrying cargo to shore in landing boats proceeded on through the night of 8-9 November. Two sorties of single French aircraft dropped a few bombs, without effect. The swell, unusually low for 8 November, increased to normal on the 9th. All remaining transports in the roadstead were moved shore-

ward so that the closest was just 4,000 yards from the harbor. U.S. destroyer *Bristol* had captured a French trawler on the 8th, and with a prize crew aboard, ferried 200 soldiers per trip for two days and two nights. This made available a greater percentage of the surviving landing craft for use in moving supplies ashore. The beachmaster concentrated on Fedhala harbor or beach Red in the rising surf. Even then, tank lighters foundered in the surf.

Personnel with inadequate training, exacerbated by poor planning of the way material had been loaded aboard ship, were factors which delayed the movement of men and materiel to the beach. The job got done. But, it would never be done this way again. With the wrong supplies at the wrong place, competition for specific needs made matters worse. Trucks were needed to move material away from the docks, but Patton needed the same trucks for his advance toward Casablanca. Transports *Stanton* and *Thurston*, and soon-to-be communications ship *Ancon*, got their complex signal and medical equipment ashore. Boat crews were exhausted with no time off from the night of the 7th until the morning of the 10th when all troops had made it ashore.

Aircraft duels occupied much of the 9th, with *Ranger* planes shooting down French Dewoitine aircraft and a Messerschmitt-109 which had strafed the beaches at Fedhala. Thereafter, Port Lyautey airfield and columns of French reinforcements moving toward Casablanca, occupied the attention of the U.S. air group. The beaches and transport area were not further bothered from the air. By the 10th, Lyautey airfield and the Kasbah to the north were in U.S. hands and Safi had fallen. Battleship *New York* was ordered back to the Center Group and General Harmon's tanks started north toward Mazagan from Safi on the road to Casablanca. The Army intended to assault Casablanca on the 11th.

Admiral Michelier improvised. Crews from his disabled ships joined a Senegalese battalion and formed a perimeter around Casablanca on the 10th. U.S. troops advancing west

were met by naval gunfire from the *Jean Bart*'s secondary batteries and the Ainsaba AA battery. Two French corvettes advanced along the coast firing into U.S. troops with 100mm guns and machine guns. *Augusta*, *Edison*, *Boyle*, *Tillman* and *Rowan* moved toward the corvettes, with *Edison* opening fire at 1130 on the lead corvette and *Tillman* on another. Ten minutes later *Augusta* fired several salvos at a range of 18,000 yards. Using smoke, the corvettes retreated into the harbor.

Michelier's defense was soon split. *Augusta*'s attention then became riveted on large splashes ahead. *Jean Bart* had repaired the 15-inch turret's inability to rotate, but had cannily left the guns in the position they were in when disabled, until ready to resume fire. Turning seaward, *Augusta* was straddled closely three times from *Jean Bart*'s ten two-gun salvos as the former opened the range to *Jean Bart* from 19,000 to 29,000 yards. *Edison* was with *Augusta* on that retirement. Our guns were out-ranged. From being ahead of *Augusta* on the inbound course, we were left behind her as she swept outbound; we had much too close a look at one tight straddle of *Augusta*'s fantail. *Ranger* dive-bombers using 1000-pound bombs scored three direct hits on *Jean Bart* in retaliation.

(Though she had now been put out of action for good at Casablanca, the resilient *Jean Bart* was shortly floated, and escorted to New York with the help of one of *Edison*'s officers, Jake Boyd. In the U.S. she was refitted, and made available again, this time for the Allies.)

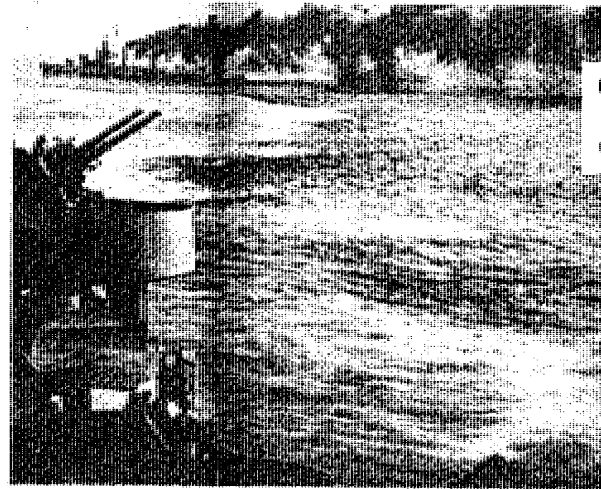
By the night of the 10th, U.S. troops converged in a 180-degree arc around Casablanca, awaiting only the Sherman tanks from Safi. A final attack was set for early on the 11th. By 0600, *Augusta*, *New York*, cruiser *Cleveland* and several destroyers, all with plenty of ammunition, took up firing positions. Before 0700, the French sent a flag of truce and the attack was called off. The French communication chain went from Darlan at Algiers, to General Nogues to Admiral Michelier and covered the entire TORCH objective, Algiers, Oran and Casablanca. The

JOINING THE WAR AT SEA

JOINING THE WAR AT SEA

fighting ashore for Morocco and Algeria was over. There may have been exceptions, but the French in North Africa immediately began cooperating in the effort to defeat Germany.

In the next Chapter, we will return to the French warship resistance at Casablanca. In their sorties, French destroyers made smoke to confuse our fire. U.S. destroyers did not use smoke at Casablanca, but we did use it frequently in later operations during air attacks on convoys in the Mediterranean and during shore bombardment operations. The ship more on the defensive in a ship-to-ship melee was the one most likely to use smoke. U.S. Destroyers could make chemical smoke from smoke generators and black smoke in the ship's power plant. The next photo shows the latter, and following is chemical smoke.



Good example
of a smoke screen

Illustration 8 - Benson DDs Make Smoke





ORIGINAL NEWSPAPER
REPORTER'S ACCOUNT
FROM FLAGSHIP *U.S.S. MASSACHUSETTS*

FIRST EYEWITNESS STORY OF CASABLANCA
NAVAL BATTLE

Admiral Giffen praised as Hero

(An exclusive eyewitness account of the battle of Casablanca is provided in the following article by John R. Henry, International News Service staff correspondent, who was aboard Rear Admiral Robert C. Giffen's flagship).

By JOHN R. HENRY

International News Service Staff
Correspondent

WITH THE ATLANTIC FLEET, ABOARD A FLAGSHIP, OFF CASABLANCA, Nov. 8 (Delayed).

Hostile French aircraft appeared like a swarm of hornets in the pale dawn sky today, and a few minutes later you were in the midst of a panoramic naval battle.

You stood there on the flying bridge, and, like your shipmates, hoped the French would not fight. None of you were afraid, but the suspense spawned a strange nervous tension that gnawed you inwardly.

You waited and wondered whether the next moment would bring French shells screaming at your ship. You reached into your emergency rations for a stick of chewing gum to keep your mouth from drying up during the intense delay.

Then it all happened----

Their planes sputtering fire at ours...The rattle and boom of our antiaircraft guns rising in angry crescendo...shells from the French battleship, Jean Bart, screaming overhead and mushrooming gigantic geysers.

You have seen America's greatest sea victory in the Atlantic since the days of Sampson and Schley.

Your ship, bearing the flag of Rear Admiral Robert C. Giffen, directed the fight and was in the thick of it all the way. You are tired and nearly limp from lack of sleep and the strain of battle.

The events started when a clarion call to general quarters came over the loudspeaker system sometime after the 5 a.m. breakfast. At 5:45 a.m. you grabbed the day's emergency rations --a can of sardines, a bar of candy and a pack of chewing gum --and stuffed them into your gas mask bag, then hurried up the nearest ladder to the flag deck, adjusting your steel helmet as you went. You lugged along a kapok life jacket--just in case.

Admiral Giffen already was on the flag deck--he'd been there since 4:30 a.m., after a hasty breakfast of navy beans and coffee. The French had not shown the designated symbol of friendship. Fighting already had broken out in near-by areas where our troops landed.

"Looks like they may fire a few at us," the admiral commented, Admiral Giffen, tall, heavy-set and wearing a soft brown sweater over his Navy khaki, was the picture of a fighting man deliberately calm on the brink of battle.

ADMIRAL EXPOSED TO FIRE

The admiral, his lieutenant, chief signalman and marine orderly climbed to the flying bridge. It is exposed on all sides to bullets,

(Cont'd.)

FIRST EYEWITNESS STORY OF VICTORY AT CASABLANCA

U.S.Navy's Biggest Achievement Since Spanish-American War.

shrapnel and shell.

You stood there while the flagship led a column of two other vessels closer and closer to this date with destiny.

It was 6:30 when the admiral sent planes into the sky for a reconnaissance over Casablanca.

You looked up in time to see French fighter planes roaring down on our observation craft. A brief dog fight ensued. One of our flyers was forced to land in the water, but one of the Frenchmen went down in a smoking tailspin and crashed into the sea.

Our ack-ack opened up. The French flew away.

Admiral Giffen meanwhile refused to open fire upon the harbor; he was ordered only to protect American troop ships from attack by French war vessels.

Moments later you heard the eerie scream of a shell. It plunged into water uncomfortably close. Another fell on the opposite side. The Jean Bart had opened fire. It was 7:03 a.m.

FIGHT STARTS

Another flash brightened the shore line as French shore batteries swung into actions.

Admiral Giffen was roaring out orders.

"Play Ball!" He exclaimed. This was the secret signal for American ships to open fire.

A terrific explosion nearly rocked you to the deck as your forward turret belched shells from all guns.

Jarring repercussions of the salvo snatched away your notebook.

You saw smoke boiling out of the harbor. Someone said the Bart was afire, but just then a lookout pointed to Port side, announcing the approach of a torpedo plane.

A destroyer unleashed its little guns and the plane wheeled away without dropping its torpedo.

Shore batteries continued pounding at us, but fire control, meanwhile, received a report that the Bart had been hit and had ceased firing. It was 8:04 a.m.

Our ships then laid a concentrated bombardment on the shore emplacements.

Minutes later a kid blurted out a report from our observation planes. Units of the French fleet--submarines, a cruiser of the Primagauguet class, at least two light cruisers and three destroyers were steaming out from Casablanca apparently headed northward to attack our troop ships.

GROUP WITHDRAWS

The task group withdrew, momentarily, then your ship dashed forward to head off the French men-o'-war.

What followed was a flame of compact action.

Admiral Giffen strided about the deck in a near sprint, snapping orders, bellowing encouragement to the men about him.

"Keep firing!" he said, and once yelled out: "Let them have it! Pour it on them!"

(cont'd)

FIRST EYEWITNESS STORY OF VICTORY AT CASABLANCA

The French ships soon had the range. Their salvos repeatedly bracketed our beam. Their shells were dyed, the accuracy of their shots being determined by the colors of the splashes. The task force whipped first to starboard, then to port to throw the French gunnery off range. Signal lights blinked terse messages from ship to ship. Little destroyers ran along at each side of the force and in front.

Our ship was putting out the steel in bursts of vivid flame, but so were the French.

Suddenly, you heard a crashing new note in the loud, shattering symphony of battle. A shell thudded into the armor plating on the forward deck and shrapnel clattered across the steel like a thousand dice tossed on a tin roof. A repair party reported that damage was slight. You were happy without reasoning why.

At 9:48, the fire control tower reported two French destroyer leaders or light cruisers had been hit. One of the French ships was down by the stern. Another had sunk. Loss of life must have been tremendous. There was no time to rescue survivors.

A lookout then screamed:

"Torpedoes approaching off port bow!"

TORPEDOES

A swift turn to port. You saw the "tin fish" approaching--four of them--two thousand yards from the port side. They looked like they'd hit before we could extricate ourselves from that fast, dizzy turn.

"Stand by for torpedoes..."

You fell to the deck to brace yourself for the blast.

You waited. They went past--one to the starboard, three to port.

The French were continuing a game but losing battle.

Our main batteries now were hammering hard at the Frenchmen

The ships behind were closing in for the kill.

Another shell zoomed into our forecabin. Fire was reported in the marine compartment below decks, but the damage control party doused it in record time.

With at least two of their number sunk and others badly damaged, the French vessels, in a few more salvos, had their fill.

There was a lull in the battle as the shattered little fleet limped back toward Casablanca under a screen of smoke. Our ships moved in toward the shore batteries on Point El Hank.

The battle signal jerked you into action again.

Admiral Giffen said we were out "to get" more French ships. These definitely were on their way to sink the troop transports to the northward.

Firing was seen dead ahead. Our cruisers, standing by the transports, came up to head off the French Craft.

Our guns boomed again, and the hapless foe was snared in a withering cross-fire.

FRENCH VEER AWAY

The French now veered away from the troop ships, and, maneuvering beneath a smoke screen, selected to punch it out with our force. Shells splashed dangerously near.

(Con't'd)

FIRST EYEWITNESS STORY OF VICTORY AT CASABLANCA

It was 1:39 p.m. It lasted only 24 more minutes. The Frenchmen fought savagely, desperately and bravely. They tried vainly to close the range, then maneuver away. You could see the flash of their guns which almost every time was followed by an ugly spurt of colored water close by your hull. We closed in.

One of the shells whined against the main deck aft and sprayed its splinters into the thick iron bulkhead on a deck above. Another French destroyer took the count. It was 2:05 p.m., however, before the depleted foe withdrew and staggered under the protection of shore batteries which had opened up anew.



“ACTION REPORTS”

U.S.S. TUSCALOOSA



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TIMOTHY K. NENNINGER
Chief, Modern Military Records
Textual Archives Services Division

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ACTION REPORT

ORIGINAL

USS TUSCALOOSA

CA 37

SERIAL 065

15 NOVEMBER 1942

REPORT OF ACTION, NOVEMBER 8, 1942, OFF CASABLANCA,
FRENCH MOROCCO.

43943

OFFICE OF NAVAL RECORDS AND LIBRARY

U. S. S. TUSCALOOSA
(VCS-7)

November 13, 1942.

From: The Senior Aviator.
To : The Commanding Officer.

Subject: Narratives of pilots concerned in D day
operations of operation Torch.

1. The narratives of all pilots concerned
in D day operations of operation Torch are herewith
submitted.

J. D. ELLIOTT Jr.,
Lieutenant, U. S. Navy.

U.S.S. TUSCALOOSA

(VCS-7)

January 8, 1942

“Summary of D day action, operation Torch, by Lieutenant, J. D. ELLIOTT, Jr.”

(All times are approximate).

At about 0615, just before sunrise, on 8 November, 1942, I was catapulted in plane 7 CS 5, with Lt (jg) R. M. BARCLAY in plane 7 CS 6 as relief spotter, and proceeded towards Casablanca harbor to take up spotting station.

There was a heavy ground haze, and I climbed above it and at about 0630, I noted heavy firing at Fedala and broadcast “Batter Up” to the ship. I then proceeded to fly over Casablanca harbor at about 6000 feet, and at about 0640 reported a submarine on the surface heading out to sea from the harbor, and another submarine just standing out of the harbor. I also noted and reported that either smoke pots were being lit off on the Jettie Delure, or the destroyers in their berth were lighting off boilers. I noted and reported one cruiser tied up as marked on the photostat I was carrying with me, of which the ship had a copy. It was also noted and reported that three destroyers were standing out of the harbor.

About 0700 enemy fighters were sighted, these being the first plane (sic) I had seen since being catapulted, either friendly or enemy. Four of these fighters approached my section and I made for low cloud in a diving spiral. They paired off and made high rear attacks, on each of which I tried to turn into them, apparently causing them to miss. Griffith, T. R., ACMM (AG), Lt (jg) Barclay’s rear gunner got a good burst into one of their planes and sent him off smoking. As we were now down low on the water, and more or less under the cover of our own ships anti-aircraft fire, they broke off the attack. A Wichita 500 was shot down about this time, but managed to land.

Having evaded this attack I proceeded to my spotting station, but was not on station when fire commenced. About the third salvo I began spotting, but it was very difficult to see what effect we were having as there was heavy smoke in the harbor. The first few salvos were short of the harbor and then a couple of straddles were made on the Jettie Delure destroyer anchorage, probably causing some damage.

Fire was shifted to table D’Aukasha after a short time and there were at least three full salvos which hit in the immediate vicinity of the battery. At this time, four more destroyers and a cruiser were seen to be standing out of Casablanca harbor, which I reported. This made a total of seven destroyers and one cruiser which had stood out.

The ship checked fire and recalled planes, and then when we were over the ship, gave the destroyers as target and commenced firing.

[My only guess about the above date (Jan. 8, 1942), is that a typist transcribed the handwritten notes after Duncan’s death and wrote 1942 instead of 1943.] BEA

U. S. S. TUSCALOOSA

(VCS-7)

November 8, 1942

As there were two groups of destroyers, one of three to the north engaging the Brooklyn and Augusta, and the other of four covering the cruiser, just outside the harbor, some difficulty (sic) was experienced in locating the correct target.

We scored a hit on one destroyers (sic) which headed for the harbor smoking, and the Brooklyn split a destroyer in two. Which sank immediately. The other two destroyers which had been engaging the Brooklyn and Augusta then retired to join those guarding the cruiser, presumably the Gloire. All the French ships were maneuvering radically and making much smoke, and as the target was shifted by the ship continuously it was extremely difficult to decide which ship we were firing on. However, two straddles were noted on the Gloire.

At about 1130, as I had only one-half hour's fuel left I was directed by the ship to proceed to Fedala. As I did not know if the town was in our hands, I landed in the transport area off the beach and went alongside the Thurston (AP77) to try and gas. I had previously informed Lt (jg) Barclay of my intentions and told him to try to do the same. The Thurston broke out gas in five gallon cans and succeeded in giving me fifty gallons through a landing craft.

At about 1400 I had succeeded in gassing and took off to rejoin the ship. I found Lt (jg) Barclay, who had fueled aboard the Brooklyn, almost immediately, and got in contact with the ship.

I then spotted for another bombardment of the Gloire, which was not in the harbor. Three short straddles were noted. The Gloire appeared in a bad way, did not return fire, and had a tug and destroyer standing by. I noted the Jean Bart had no appearance of damage, was on an even keel, and there was no evidence of fire on or about her.

Table D'Aukasha had fired very little throughout the engagement, and then with only one gun, but El Hank had continued to fire throughout the day, except for short intervals when ships came within range.

About 1530 all planes were recovered, Dog method, all hands returning safe and unhurt, except for a few bullet holes in Lt (jg) Barclay's plane, and minor damage due to rough handling in the transport area.

Of the ships in our particular group, this vessel was the only one to get all planes back, reflecting great credit on the airmanship and resourcefulness of the pilots concerned.

J. D. ELLIOTT, Jr.

[Strafing is the practice of attacking ground targets from low-flying aircraft using aircraft-mounted automatic weapons.]

U. S. S. TUSCALOOSA

(VCS-7)

January 8, 1942

“Notes on TUSCALOOSA Aircraft Operations Dog Day.”

1. It is considered spotting planes should not have been launched until control of the air was gained. Because of fighter attacks several planes were lost, and the spotting planes were unable to be on station when action began.
2. Communications were excellent and no trouble at all was experienced in the use of voice radio.
3. When under attack by fast fighters, use of cloud, well timed maneuvers, and an accurate fire from the rear seat served to foil the attacks.
4. Smoke in the harbor at Casablanca proved an effective deterrent to really accurate plane spot. At Table D'Aukasha where there was no smoke, spotting was easy and the target hit repeatedly.
5. When action was joined with rapidly maneuvering French vessels, under a smoke screen plane spot was almost useless due to the following conditions:
 - a.) Ship shifted targets continuously.
 - b.) Target designated to plane was not always the one fired on.
 - c.) There were so many ships involved it was sometimes impossible to decide what was meant by a target designation.
 - d.) Spots which plane transmitted were frequently to a target which had been designated several salvos before, while the ship had since shifted without notifying plane. This served further to confuse the issue.
 - e.) At times “splash” was not transmitted and because of this the plane was unable to tell which of numerous salvos were ours.
6. When firing on a known target plane spot was effective and straddles made
7. Although the enemy cruisers and destroyers were reported steaming out of the harbor while we were firing on, Table D'Aukasha, they were not taken under fire until they were well clear, some fifteen minutes later. Planes were recalled to the ship before this fire started and were not on spotting stations when it began.

J. D. ELLIOTT Jr.,

Lieutenant, U. S. Navy,

Senior Aviator.

U. S. S. TUSCALOOSA

(VCS-7)

“Summary of Operations “D” Day, November 8, 1942, Plane #6”

I was catapulted at dawn from the port catapult with T. R. Griffith, ACMM (AA), as radioman and gunner. My mission being relief spotter for the bombardment of Casablanca Harbor area in French Morocco. I joined up on Lt. Elliott and proceeded to take action just off Casablanca Harbor, then completely quiet. No other planes friendly or enemy were visible.

At about 0700 my radioman informed me that fighter planes presumed enemy were appearing from the Casez airdrome behind (sic) the city. Two of these planes came after me and two after Lt. Elliott. We made for the cover of a few fleecy clouds, and eventually to the protection of our own task groups A.A. fire. Evasive tactics were employed in my case by having Griffith tell me just when a fighter reached the firing point in his run. At that point Griffith would say “NOW” over the int earphone (sic) and I would do a vertical turn to whichever side seemed best. As we turned Griffith would open up with the free gun. After two bursts one fighter broke off heading for the beach streaming smoke and the propeller barely turning over. A second fighter broke off and followed the damaged one toward the beach. I successfully evaded another fighter until about 500’ above the water, below which point they appeared reluctant to go. Our own ships A.A. fire offered protection for the ensuing fifteen to twenty minutes.

The enemy fighters in this case were American made P 36’s with four fixed .30 cal. Maching (sic) guns. The only damage to my own plane were (sic) a number of bullet holes in the empennage.

About 0730 Lt. Elliott and I left the cover of our ship’s and returned to the spotting area. Met no further enemy aircraft opposition from then on because of the appearance of our own fighters and bombers. The ship commenced firing on the harbor area, falling short for a number of salvos and then straddling the Jetty Delurea a salvo or two. Fire was then shifted prematurely to table De GuCaha which was also hit after a few moments. This target offered no further oppositional fire as for as coastal defence (sic) guns were concerned. An AA battery further inland still continued to fire. The B.B. Jean Bart in the harbor fired a few salvo’s (sic) but I believe she was slowed somewhat by the Mass. [*U.S.S. Massachusetts*] fire.

Sometime later El Hank battery N.W. of the harbor was taken under fire with poor results as she continued a menace throughout the action.

About four submarines had left the harbor area after fire lifted there. Also live DD’s left in column with one heavy cruiser and a D.D. leader or light cruiser. These latter were taken under fire when well clear of the harbor though they were reported by radio when they started steaming out.

U. S. S. TUSCALOOSA

(VCS-7)

As all out exchange of fire continued off and on for the remainder of the morning with the escape of the enemy ship's (sic) up the coast prevented by aid from the Brooklyn and Augusta. Firing very poor on the whole though this was largely due to rapid changes in course by enemy ships. One D.D. was definitely sunk by being split in half. Fire from the Brooklyn I believe being mostly responsible. Two other D.D. were stopped dead in the water, one of these the D.D. leader. Later she was seen in tow headed back for the harbor. All during the engagement heavy smoke screens were made by enemy D.D.'s. In the harbor smoke pots or fires burned most of the day.

By 1130 my fuel was down to about one half hours so I was ordered to Fedala harbor where A.A. [*anti-aircraft*] fire prevented landing. I proceeded on with Lt. Elliott to the transport disembarking troops for the landing operations, in hopes of getting fuel there. We landed and drifted about for a half hour until I noticed the Brooklyn about a mile away recovering a plane. I taxied on an intercept path through heavy swells and Griffith signaled to her regarding fueling me. She consented and I hooked on, following a Wichita plane aboard. After about twenty minutes and being refueled, was catapulted and returned to our own area. The Tuscaloosa was not then engaged but was closing the range to fire at the enemy ships returning to the harbor entrance. A few more salvos were fired by the Tusc. and Wichita at the heavy cruiser. Several near salvos were noted which must have scored a hit or two. Heavy smoke prevented accurate spotting. The firing ceased about 2445 or 1500 and planes including myself were recovered about 1530. All planes returning safely.

R. M. BARCLAY,

Lt (jg), U.S.N.R.

Pilot – 7CS6

U. S. S. TUSCALOOSA

(VCS-7)

November 8, 1942

“Summary of Operations “D” day, November 8, 1942, Plane #7”

Pilot: F. H. McCLANAN, Lt (jg), A-V (N), U.S.N.R.

Radioman: H. J. PONTIFF, ARM1c, U.S.N.

I was catapulted at 0625 with radioman; 135 gallons of gas and a 325 depthcharge. I proceeded to make anti-sub search, sector No. 3 of flight plan six. At an altitude of 300 feet, I observed heavy anti-aircraft fire from our destroyer and cruisers. Enemy fighters planes (F-36) at 5000 feet, proceeded to attack anti-sub patrol planes. Noticed one of the Wichita planes being attacked by several P-36's and managed to steer clear of them by maneuvering into low scattered clouds. At the same time the plane was shot down, the Wichita shot down a low flying enemy torpedo plane.

At 0650 the main battery of the task force opened fire and at 0715, I sighted a surface sub seven miles from fleet. The Sub was steaming out to sea at full speed and upon investigating, found it to be flying American colors. On returning to task force I again maneuvered in the overcast to avoid two enemy P-36's and met slight anti-aircraft fire from our own destroyers.

Sub-patrol was continued for four hours, then I proceeded in the direction of Casablanca for one-half hour. I observed engagements of 34.1 with three (3) DD's and one O.L. and noted that she had been hit and smoking, but was still firing. Also observed excellent firing of Brooklyn and Augusta; Brooklyn sinking one DD with her second salvo.

With twenty-five minutes of gas left, I dropped my depth charge and proceeded to Fedala. Oil storage had been hit and was smoking so that it was impossible to distinguish where the shore AA batteries were located. Only slight AA fire from those batteries, but I proceeded to transport area; landed and after a period of two hours was able to obtain 25 gallons of aviation gas. I set (sic) on the water until the ship recalled the planes. At approximately 1800, I was recovered “Dog” method.

Forest. H. MCLANAN

U. S. S. TUSCALOOSA

(VCS-7)

November 8, 1942

All times approximate.

6.20 Catapulted 4 planes.

Bad ground haze -- commenced A/S patrol, 6/10 overcast at 1000 feet.

6.40 Heard Mass. Plane report first AA fire -- shortly reported enemy fighter planes -- we had no fighters in the area until 0715 or maybe later. Spotting plane's (sic) had no air covering group.

0700 Start of bombardment. Shortly after this, own S50's in area.

0730 From this time on, flights of F4F's and SED's seen at regular intervals.

0745 Spotted Wichita plane on water -- had been abandoned -- two small enemy surface craft heading for plane -- was fired on by one of the crafts -- proceeded to destroy plane -- dropped depth charge and strafed -- about twenty minutes later the plane capsized.

0800 Report of cruiser and two DD's underway from Casablanca intercepted.

0830 Bombardment of ships trying to escape.

Douglas DS-7 made one pass -- fired one burst and retired toward shore -- the only hostile plane I encountered.

0915 Ship still in action -- 25 gallons of gas left -- took a look at Fedala -- action still taking place -- large fire burning at Fedala -- Presumed to be all storage -- Dense smoke from Casablanca dock area -- area of BB. Augusta and Brooklyn had two would be escapists (DD's) hemmed in from the northward. Saw spread of 5 torps. Fired at Brooklyn by sub -- Brooklyn reversed course in time and nicely avoided all.

1000 Landed in transport area -- took on 50 gallons of gas from one transport -- took until 1145.

1200 Took one sweep of Fedala -- Casablanca area -- El Hank still operating -- ship still engaged, returned transport area.

1330 Took off again -- Cruiser (enemy) now seemed to be out of commission -- one tug and one destroyer trying to tow her into port. Other destroyer missing -- El Hank is now pulverized by Mass. Ship would not be ready for recovery until after 1500 -- Returned to transport area to save gas.

1500 Took off from transport area -- Returned to ship.

Plane No. 7CS8.

R. V. McGEE,

Lieutenant, U.S.N.R.

U.S. AIRCRAFT - ACTION WITH ENEMY

INSTRUCTIONS

- (a) To be filled out by unit commander immediately upon landing after each action or operation in contact with the enemy.
- (b) Do not "Gun Deck" this report - If data cannot be estimated with reasonable accuracy enter a dash in space for which no data is available.

1.	Date	8 Nov.,	1942	Lat. 33-40 N.	Time 0700	En. 1
				Long. 7-35 W.		
2.	Weather	Wind 8 kts/250	Sea moderate - ground haze - scattered	clouds		
3.	Unit reporting	U.S.S. TUSCALOOSA (VOS-7)	Type planes	soc		
		Attack on Casablanca, French Morocco - Spotting				
4.	Nature of operation	Bombardment of (1) Cruisers and light craft in Casablanca Harbor.				
5.	Specific objective	(2) Table D'Aukasha shore battery.				
		Two SOC	Four P-36	Vichy French Markings		
6.	Forces engaged (include models and markings)	OWI				
		ENEMY				
		High rear attacks.				
7.	Type of attack (Own/Enemy) (Scratch one)	Enemy paired off and made high rear attacks from opposite side.				
8.	Enemy tactics					
9.	Brief description of action (include altitudes and range of contact. Altitudes and directions of release and withdrawal.)	Sighted enemy while at 5000' over Casablanca - Withdrew in diving spirals toward cover of own guns and ground haze, turning towards enemy as he started to fire. Attack broke off (sic) at about 200' under cover of our own ship's guns.				
10.	Weapons employed	OWI				
		ENEMY				
		.30 Cal. rear gun.	Four to six fixed .30 cal.			
11.	Evasive action employed	Turned toward enemy as he started to fire. Took cover under own ship's guns and light ground haze (OVER)				

12. Ammunition expended (include types and fuse settings.
Indicate number of duds.)

100 rounds .30 cal. Per plane.

13. Results (Certain)

One P-36 damaged and headed for home smoking

(Estimated)

14. Damage to own aircraft

Effectiveness of leak-proofing
and armor

A few .30 cal. Holes in
empennage of one SOC

no hits

15. For attack on submarine

(a) Submarine was (on surface) (submerged) when sighted.

(b) Direction of attack relative to submarine was _____

(c) Elapsed time between first sight of sub and first
bomb explosion _____

(d) Was any part of sub in sight when bomb released _____

(e) Elapsed time between last sight of sub and explosion
of bomb released _____

(f) Estimated distance between sub or last surface
indication of sub and explosions _____

16. REMARKS (Use additional sheet if necessary. Make rough
sketch if practicable.)

Section consisted of: 7CS5 Lt J.D. ELLIOTT Jr. - RINCK, R.V., ARM1c

7CS6 Lt (jg) R.M. BARCLAY - GRIFFITH, T.R., ACMN

Only four passes were made by these planes.

On the second pass, GRIFFITH got a long burst into one P-36,
which went off smoking, and as we soon, came under cover of
our own ship's guns the attack was broken off. Aside from the
four P-36 engaging my section, there were six to eight on a
WICHITA SOC, which was shot down.

J.D. ELLIOTT Jr., Lieut., U.S.N.

(Signature)

ACTION REPORT

ORIGINAL

USS TUSCALOOSA

CA 37

SERIAL 065

15 NOVEMBER 1942

REPORT OF ACTION, NOVEMBER 8, 1942, OFF CASABLANCA,
FRENCH MOROCCO.

43943

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TIMOTHY K. NENNINGER
Chief, Modern Military Records
Textual Archives Services Division

NARA's web site is <http://www.nara.gov>

U. S. S. TUSCALOOSA
(VCS-7)

November 13, 1942.

From: The Senior Aviator,
To : The Commanding Officer,
Subject: Narratives of pilots concerned in D day
operations of operation Torch.

1. The narratives of all pilots concerned
in D day operations of operation Torch are herewith
submitted.

J. D. ELLIOTT Jr.,
Lieutenant, U. S. Navy.

ENCLOSURE (8)

U. S. S. TUSCALOOSA

(VOS-7)

January 6, 1942.

" Summary of D day action, operation Torch, by Lieutenant,
J. D. ELLIOTT Jr. "

(All times are approximate).

At about 0615, just before sunrise, on 6 November, 1942, I was catapulted in plane 7 GS 5, with Lt(jg) R. M. BARCLAY in plane 7 GS 6 as relief spotter, and proceeded towards Casablanca harbor to take up spotting station.

There was a heavy ground haze, and I climbed above it and at about 0630, I noted heavy firing at Fedela and broadcast "Better Up" to the ship. I then proceeded to fly over Casablanca harbor at about 6000 feet, and at about 0640 reported a submarine on the surface heading out to sea from the harbor, and another submarine just standing out of the harbor. I also noted and reported that either smoke pots were being lit off on the Jettie Delaire, or the destroyers in their berth were lighting off boilers. I noted and reported one cruiser tied up as marked on the photostat I was carrying with me, of which the ship had a copy. It was also noted and reported that three destroyers were standing out of the harbor.

About 0700 enemy fighters were sighted, these being the first plane I had seen since being catapulted, either friendly or enemy. Four of these fighters approached my section and I made for low cloud in a diving spiral. They paired off and made high rear attacks, on each of which I tried to turn into them, apparently causing them to miss. Griffith, T.R., AOMW(AA), Lt(jg) Barclay's rear gunner got a good burst into one of their planes and sent him off smoking. As we were now down low on the water, and more or less under the cover of our own ships anti-aircraft fire, they broke off the attack. A Wichita 300 was shot down about this time, but managed to land.

Having evaded this attack I proceeded to my spotting station, but was not on station when fire commenced. About the third salvo I began spotting, but it was very difficult to see what effect we were having as there was heavy smoke in the harbor. The first few salvos were short of the harbor and then a couple of straddles were made on the Jettie Delaire destroyer anchorage, probably causing some damage.

Fire was shifted to table D'Auktasha after a short time and there were at least three full salvos which hit in the immediate vicinity of the battery. At this time, four more destroyers and a cruiser were seen to be standing out of Casablanca harbor, which I reported. This made a total of seven destroyers and one cruiser which had stood out.

The ship checked fire and recalled planes, and then when we were over the ship, gave the destroyers as target and commenced firing.

- 1 -

U. S. S. TUSCALOOSA

(VOS-7)

November 8, 1942.

As there were two groups of destroyers, one of three to the north engaging the Brooklyn and Augusta, and the other of four covering the cruiser, just outside the harbor, some difficulty was experienced in locating the correct target.

We scored a hit on one destroyer, which headed for the harbor smoking, and the Brooklyn split a destroyer in two, which sank immediately. The other two destroyers which had been engaging the Brooklyn and Augusta then retired to join those guarding the cruiser, presumably the Gloire. All the French ships were maneuvering radically and making much smoke, and as the target was shifted by the ship continuously it was extremely difficult to decide which ship we were firing on. However, two straddles were noted on the Gloire.

At about 1130, as I had only one-half hour fuel left I was directed by the ship to proceed to Fedala. As I did not know if the town was in our hands, I landed in the transport area off the beach and went alongside the Thurston (AF77) to try and gas. I had previously informed Lt(jg) Barclay of my intentions and told him to try to do the same. The Thurston broke out gas in five gallon cans and succeeded in giving me fifty gallons through a landing craft.

At about 1400 I had succeeded in gassing and took off to rejoin the ship. I found Lt(jg) Barclay, who had fueled aboard the Brooklyn, almost immediately, and got in contact with the ship.

I then spotted for another bombardment of the Gloire, which was now in the harbor. Three short straddles were noted. The Gloire appeared in a bad way, did not return the fire, and had a tug and destroyer standing by. I noted the Jean Bart had no appearance of damage, was on an even keel, and there was no evidence of fire on or about her.

Table D'Aukasha had fired very little throughout the engagement, and then with only one gun, but El Hank had continued to fire throughout the day, except for short intervals when ships came within range.

About 1530 all planes were recovered, Dog method, all hands returning safe and unhurt, except for a few bullet holes in Lt(jg) Barclay's plane, and minor damage due to rough handling in the transport area.

Of the ships in our particular group, this vessel was the only one to get all planes back, reflecting great credit on the aimanship and resourcefulness of the pilots concerned.

J. D. ALLIOTT Jr.

U. S. S. TUSCALOOSA

(YSS-7)

January 6, 1942.

" Notes on TUSCALOOSA Aircraft Operations Dog Day. "

1. It is considered spotting planes should not have been launched until control of the air was gained. Because of fighter attacks several planes were lost, and the spotting planes were unable to be on station when action began.
2. Communications were excellent and no trouble at all was experienced in the use of voice radio.
3. When under attack by fast fighters, use of cloud, well timed maneuvers, and an accurate fire from the rear seat served to foil the attacks.
4. Smoke in the harbor at Casablanca proved an effective deterrent to really accurate plane spot. At Table D' Ankasha where there was no smoke, spotting was easy and the target hit repeatedly.
5. When action was joined with rapidly maneuvering French vessels, under a smoke screen plane spot was almost useless due to the following conditions:
 - (a) Ship shifted targets continuously.
 - (b) Target designated to plane was not always the one fired on.
 - (c) There were so many ships involved it was sometimes impossible to decide what was meant by a target designation.
 - (d) Spots which plane transmitted were frequently to a target which had been designated several salvos before, while the ship had since shifted without notifying plane. This served further to confuse the issue.
 - (e) At times "splash" was not transmitted and because of this the plane was unable to tell which of numerous salvos were ours.
6. When firing on a known target plane spot was effective and straddles made.
7. Although the enemy cruisers and destroyers were reported steaming out of the harbor while we were firing on Table D'Ankasha, they were not taken under fire until they were well clear, some fifteen minutes later. Planes were recalled to the ship before this fire started and were not on spotting stations when it began.

J. D. ELLIOTT Jr.,
Lieutenant, U. S. Navy,
Senior Aviator.

U. S. S. TUSCALOOSA

(VCS-7)

" Summary of Operations "D" Day, November 8, 1942, Plane #6 "

I was catapulted at dawn from the port catapult with T.R. Griffith, ADM(AA), as radioman and gunner. My mission being relief spotter for the bombardment of Casablanca Harbor area in French Morocco. I joined up on Lt. Elliott and proceeded to take station just off Casablanca Harbor, then completely quiet. No other planes friendly or enemy were visible.

At about 0700 my radioman informed me that fighter planes presumed enemy were appearing from the Caser airdrome behind the city. Two of these planes came after me and two after Lt. Elliott. We made for the cover of a few fleecy clouds, and eventually to the protection of our own task groups A.A. fire. Evasive tactics were employed in my case by having Griffith tell me just when a fighter reached the firing point in his run. At that point Griffith would say "NOW" over the int exphone and I would do a verticle turn to whichever side seemed best. As we turned Griffith would open up with the free gun. After two bursts one fighter broke off heading for the beach streamin g smoke and the propeller barely turning over. A second fighter broke off and followed the damaged one toward the beach. I successfully evaded another fighter until about 500' above the water, below which point they appeared reluctant to go. Our own ships A.A. fire offered protection for the ensuing fifteen to twenty minutes.

The enemy fighters in this case were American made P36's with four fixed .30 cal. machine guns. The only damage to my own plane were a number of bullet holes in the empennage.

About 0730 Lt. Elliott and I left the cover of our ship's and returned to the spotting area. Met no further enemy aircraft opposition from then on because of the appearance of our own fighters and bombers. The ship commenced firing on the harbor area, falling short for a number of salvos and then straddling the Jetty Dalarna a salvo or two. Fire was then shifted prematurely to table De Gudaña which was also hit after a few moments. This target offered no further oppositional fire as far as coastal defense guns were concerned. An AA battery further inland still continued to fire. The B.B. Jean Bart in the harbor fired a few salvo's but I believe she was slowed somewhat by the Mass. fire.

Sometime later El Hank battery N.W. of the harbor was taken under fire with poor results as she continued a menace throughout the action.

About four submarines had left the harbor area after fire lifted there. Also five DD's left in column with one heavy cruiser and a D.D. leader or light cruiser. These latter were taken under fire when well clear of the harbor though they were reported by radio when they started steaming out.

- 1 -

U. S. S. TUSCALOOSA

(VOS-7)

An all out exchange of fire continued off and on for the remainder of the morning with the escape of the enemy ship's up the coast prevented by aid from the Brooklyn and Augusta. Firing very poor on the whole though this was largely due to rapid changes in course by enemy ships. One D.D. was definitely sunk by being split in half. Fire from the Brooklyn I believe being mostly responsible. Two other D.D. were stopped dead in the water, one of these the D.D. leader. Later she was seen in tow headed back for the harbor. All during the engagement heavy smoke screens were made by enemy D.D.'s. In the harbor smoke pots or fires burned most of the day.

By 1130 my fuel was down to about one half hour so I was ordered to Pedola harbor where A.A. fire prevented landing. I proceeded on with Lt. Elliott to the transport disembarking troops for the landing operations, in hopes of getting fuel there. We landed and drifted about for a half hour until I noticed the Brooklyn about a mile away recovering a plane. I taxied on an intercept path through heavy swells and Griffith signalled to her regarding fueling me. She consented and I hooked on, following a Wichita plane aboard. After about twenty minutes and being refueled, was catapulted and returned to our own area. The Tuscaloosa was not then engaged but was closing the range to fire at the enemy ships returning to the harbor entrance. A few more salvos were fired by the Tuso. and Wichita at the heavy cruiser. Several near salvos were noted which must have scored a hit or two. Heavy smoke prevented accurate spotting. The firing ceased about 2445 or 1500 and planes including myself were recovered about 1530. All planes returning safely.

R. M. BARCLAY,
Lt(jg), U.S.N.R.
Pilot - 7086.

U. S. S. TUSCALOOSA

(VOS-7)

November 8, 1942.

" Summary of Operations "D" day, November 8, 1942, Plane #7 "

Pilot: F. H. McCLANAHAN, Lt(jg), A-V(N), U.S.N.R.
Radioman: H. J. PONTIFF, ARMC, U.S.N.

I was catapulted at 0625 with radioman; 135 gallons of gas and a 325 depth charge. I proceeded to make anti-sub search, sector No. 3 of flight plan six. At an altitude of 300 feet, I observed heavy anti-aircraft fire from our destroyers and cruisers. Many fighters planes (P-36) at 5000 feet, proceeded to attack anti-sub patrol planes. Noticed one of the Wichita planes being attacked by seven P-36's and managed to steer clear of them by maneuvering into low scattered clouds. At the same time the plane was shot down, the Wichita shot down a low flying enemy torpedo plane.

At 0650 the main battery of task force opened fire and at 0715, I sighted a surface sub seven miles from fleet. The sub was steaming out to sea at full speed and upon investigating, found it to be flying American colors. On returning to task force I again maneuvered in the overcast to avoid two enemy P-36's and met slight anti-aircraft fire from our own destroyers.

Sub-patrol was continued for four hours, then I proceeded in the direction of Casablanca for one-half hour. I observed engagements of 34.1 with three (3) DD's and one C.L. and noted that she had been hit and smoking, but was still firing. Also observed excellent firing of Brooklyn and Augusta; Brooklyn sinking one DD with her second salvo.

With twenty-five minutes of gas left, I dropped my depth charge and proceeded to Fedala. Oil storage had been hit and was smoking so that it was impossible to distinguish where the shore AA batteries were located. Only slight AA fire from these batteries, but I proceeded to transport area; landed and after a period of two hours was able to obtain 25 gallons of aviation gas. I sat on the water until the ship recalled the planes. At approximately 1800, I was recovered "dog" method.

Forest H. McCLANAHAN

U. S. S. TUSCALOOSA

(VCS-7)

November 8, 1942.

All times approximate.

- 6.20 Catapulted 4 planes.
Had ground haze - commenced A/S patrol, 6/10 overcast at 1000 feet.
- 6.40 Heard Mass. plane report first AA fire - shortly reported enemy fighter planes - we had no fighters in the area until after 0715 or maybe later.
Spotting plane's had no air covering group.
- 0700 Start of bombardment. Shortly after this, own SBD's in area.
- 0730 From this time on, flights of P4F's and SBD's came at regular intervals.
- 0745 Spotted Wichita plane on water - had been abandoned - two small enemy surface craft heading for plane - was fired on by one of the crafts - proceeded to destroy plane - dropped depth charge and strafed - about twenty minutes later the plane capsized.
- 0800 Report of cruiser and two DD's underway from Casablanca intercepted.
- 0830 Bombardment of ships trying to escape.
Douglas DB-7 made one pass - fired one burst and retired toward shore - the only hostile plane I encountered.
- 0915 Ship still in action - 25 gallons of gas left - took a look at Fedala - action still taking place - large fire burning at Fedala - Presumed to be oil storage - Dense smoke from Casablanca dock area - area of BB.
Augusta and Brooklyn had two would be escapees (DD's) hounded in from the northward.
Saw spread of 5 torps. fired at Brooklyn by sub - Brooklyn reversed course in time and nicely avoided all.
- 1000 Landed in transport area - took on 50 gallons of gas from one transport - took until 1115.
- 1200 Took one sweep of Fedala - Casablanca area - El Hank still operating - Ship still engaged, returned to transport area.
- 1330 Took off again - Cruiser (enemy) now seemed to be out of commission - one tug and one destroyer trying to tow her into port. Other destroyer missing. El Hank is now pulverized by Mass. Ship would not be ready for recovery until after 1500 - Returned to transport area to save gas.
- 1500 Took off from transport area - Returned to ship.

Plane No. 7038.

R. V. McGEE,
Lieutenant, U.S.N.R.



“DECK LOG” from
U.S.S. Tuscaloosa
November 8-29, 1942



NATIONAL
ARCHIVES

April 6, 2011

Ms. Barbara Adams
2516 Wooldridge Drive
Austin TX 78703

Reference: Your e-mail and FAX dated March 25, 2011, Subject: Copies of the deck logs for the USS Tuscaloosa for the dates in November, 1942 during the naval battle at Casablanca, French Morocco.

Dear Ms Adams:

This is in reply to the above reference. I searched the Records of the Bureau of Naval Personnel (Record Group 24) and located the signed deck logs for the USS Tuscaloosa. Copies of the deck logs for November 8-14, 1942 which records the USS Tuscaloosa's actions during the above battle are enclosed. Also enclosed is the deck log for Sunday, November 29, 1942 that list the ship's personnel, including your father, lost in the fire at the Coconut Grove on November 28, 1942.

Sincerely,

Henry J. Henley
Archives II Reference Section (NWCT2R)
Textual Archives Services Division

NWCT2-R#110-6788HH

Enclosures

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15-11-42
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DECK LOG BOOK

U. S. S. Tuscaloosa

Month of November, 1942

Zone Description 0

REMARKS

0 - 4

Steaming in company with Task Group 34.1 consisting of Massachusetts (O.T.C., Com Task Gr. 34.1) Tuscaloosa, Wichita, Wainwright, Rhind, Mayrant, & Jenkins. Standard speed 15 knots, steaming at 12 kts, 113 rpm under boilers 3,4,7 & 8 & all engines. Base course 246 degrees T, 256 degrees psc enroute Casco Bay, Portland, Maine to confidential destination. Ship is completely darkened & material condition YOKE is set. Paravanes [*devices equipped w/ sharp teeth & towed alongside a ship to cut the mooring cables of submerged mines.*] are streamed & *de-gausser is energized. Ship is in condition of readiness II M except the anti-aircraft battery which is in condition II. 0031 Changed course to the right to 345 degrees T, 002 degrees psc. 0123 Changed course to right to 052 degrees T, 065 degrees psc. 0340 Changed course to right to 168 degrees T, psc.

N. M. Braybrook

04 - 1800

Lieut. USN

Steaming as before. 0430 Lighted off boilers 1,2,5 & 6 0500 crossed 100 fathom curve. Manned all battle stations and set condition Zed. 0505 cut in boilers 1,2,5 & 6 on the main steam line 0538 c/s to 15 knots, 142 rpm. 0545 c/c R to 245degrees T & PGC, 254 degrees PSC. 0605 c/s to 20 knots, 193 rpm. 0610-0626 catapulted four planes. 0635 Hoisted battle colors to fore following motions of com task gr 34.1 0639 c/c to 180 degrees and c/s to 25 knots. 0642 c/c to 090 degrees. 0650 c/s to 20 knots. 0654 c/c to 105 degrees T. Shore A.A batteries and ships in harbor of Casablanca were observed to open fire on planes of this unit. Our planes were attacked by Vichy French fighter planes. Two (2) SOC planes were seen to be forced down. 0705 opened fire with main battery on Vichy French naval vessels in harbor of Casablanca, Morocco. Massachusetts opened fire on Jean Bart and fortifications at Point El Hank. Wichita firing on El Hank. 0720 shifted fire to fortifications on Table d'AKousha. This unit under fire from Jean Bart and shore batteries from 0705 to 0833 obtaining numerous straddles but no direct hits on Tuscaloosa. 0716 c/s to 27 Knots 0718 6 torpedo planes approaching on port quarter driven off by AA fire from this unit. 0719 c/s to 30 Knots. 0740 checked fire and c/c to 180 degrees T. 0745 c/c to 270 degrees T and c/s to 20 Knots. 0755-0835 Firing with main battery on table d'AuKasha, vessels in harbor and El Hank in that order. 0805 c/c to 295degrees T 0809 c/c to 270 degrees T. 0812 c/s to 24 Knots. 0817 c/c to 250 degrees T., 0821 c/c to 230 degrees T.

Approved: *N. C. Gillette* CaptainExamined: *F. B. McMurtry*

Captain, U.S.N., Commanding

Lieut. Cmdr.

U.S.N. Navigator

**[De-gausser: Navy ships would become magnetized while travelling through the earth's magnetic field causing problems w/ compasses & other navigational equipment & putting the ship at risk of setting off German mines. Cmdr. Charles Goodeve devised a simple coil system to cancel the ship's magnetic field during WWII.]*

ZONE DESCRIPTION 0

REMARKS

04-1800 continued

0828 c/c to 210 degrees T. 00832 c/c to 250degrees T. 0835 ceased firing

0835 c/c to 340 degrees T. 0845 c/s to 20 Knots. 0956 c/c to 160 degrees T and c/s to 26 Knots, standing in toward Cape Fedala to intercept French cruiser and destroyers. 0910 cc to 106 T. 0925 opened fire with main battery on cruiser and destroyers selecting targets of opportunity due to smoke screen concealing enemy units. 0935 c/c to 110 degrees T. 0937 c/c to 280 degrees T. 0921-1017 this unit under heavy fire from French cruiser, destroyers and shore batteries with numerous straddles but no direct hits on Tuscaloosa 0955 c/c to 265 degrees T. 1001 a French destroyer was observed to be heavily hit and sank immediately. 1005 sighted wakes of torpedoes on port bow; maneuvered to avoid torpedoes one of which passed within 50 feet of port side. 1013 ceased firing 1018 c/c to 090 degrees T. 1022 c/c to 060 degrees T. standing in toward Fedala to assist Augusta engaged with French cruiser. 1029 opened fire with main battery. This unit under fire from El Hank and cruiser with which we are engaged. 1038 ceased firing 1040 c/c to 240 degrees T. 1043 c/c to 200 degrees T. 1048 c/c to 180 degrees T. 1050 Task approximate station on disengaged quarter of Massachusetts to Keep out of range of El Hank and conserve own ammunition. 1102 c/c to 100 degrees T to close range on enemy cruisers and destroyers, Wichita took station astern. 1106 main battery opened fire on French cruiser. Tuscaloosa and Wichita under heavy and accurate fire from shore batteries. 110 c/c to 250 degrees T. 1136 ceased firing and c/c to 330 degrees T to get out of range of shore batteries. 1137 c/s to 25 Knots. 1142 c/c to 300 degrees T. and c/s to 27 K to avoid submarine 1144 c/c to 270 degrees T. 1210 c/c to 215 degrees T in company with Wichita to intercept French cruiser reported headed south west from Casablanca. 1230 cc to 180 degrees T and c/s to 25 Knots 1242 c/c to 205 degrees T, 1245 c/c to 335 degrees T and c/s to 21 Knots to rejoin formation having found no trace of cruiser. 1305 cc to 015 degrees T. 1311 c/s to 25 Knots. Tuscaloosa and Wichita formed column astern of Massachusetts in that order. 1320 c/s to 28 Knots and c/c to 060 degrees T. Massachusetts exchanging fire with El Hank. 1342 c/c to 055 degrees T. 1350 c/c to 035 degrees T on orders of Com Task Gr 34.1 to keep out of range of El Hank. 1358 c/c to 090 degrees T standing in toward Fedala. 1400 c/c to 180 degrees T. Wichita formed astern for approach to fire on ships in Casablanca harbor. 1423 c/c to 090 degrees T. to [continued]

Approved: *N. C. Gillette*

Examined: *T. M. McMurtry*

Lt. Comdr.

Captain, U.S. N.

Commanding

U.S.N. Navigator

Zone Description 0

REMARKS

04 – 1800 Continued

avoid submarine 1424 c/s to 30 K. 1428 c/s to 25 Knots. 1429 c/c 180 degrees T. 1438 c/c to 255 degrees T. 1444 Opened fire with main battery on French cruiser at Casablanca harbor entrance. 1450 c/c to 330 degrees T to get out of range of El Hank which was straddling this unit continually. Ceased firing 1458 c/c to 090 degrees T and c/s to 30 K to avoid submarine. 1500 c/s to 25 Knots 1515 c/c to 290 degrees T and c/s to 10 Knots. 1520-1527 recovered three planes Dog method. 1530 c/s to 15 Knots. 1540 c/c to 265 degrees T recovered one plane dog method [editor's note: SOC plane recovery: "dog method" = via sled; see photos in that chapter] 1556 c/s to 21 Knots. 1611 c/c to 175 degrees T. 1615 c/c to 080 degrees T. 1620 Secured from condition Zed, set condition Yoke. 1623 c/c to 260 degrees T. 1632 c/c to 000 degrees T. 1636 c/c to 090 degrees T. 1640 secured from general quarters and set condition Two Mike. 1710 Took station astern of Massachusetts on course 045 degrees T, distance 800 yards. At conclusion of day's engagement with Vichy French forces had expended the following ammunition: - 300 rounds 8" high capacity, 772 rounds 8" armor piercing, total 8" 1072 rounds, 22 rounds 5" A.A. common, 150 rounds 1.1" high explosive, and 120 rounds 20 mm. The ship was not hit and suffered no material damage. The only personal injury was sustained by McMullen, H.O. sea. 2/c at 0830 who received a wound, lacerated on left cheek just below left eye when rammer in turret no. 2 over rode projectile in tray and struck him in the face; wound treated in sick bay and man returned to duty. 1717 c/c to 000 degrees T and c/s to 20 knots. 1726 c.c to 270 degrees T and c/s to 15 Knots. 1732 commenced zig-zagging in accordance with Plan #10. 1747 darkened ship. 1747 secured boilers 1,2,5 & 6.

T. M. McMurtry

Lieut. Commander, U.S.N.

18-20 STEAMING AS BEFORE. 1817. SHIFTED STEERING CONTROL TO STEERING AFT. 1819. SHIFTED FROM STARBOARD TO PORT STEERING UNIT. 1823. SHIFTED STEERING CONTROL TO NAVIGATION BRIDGE. 1830. CEASED ZIG-ZAGGING-

J. K. Daly Lieut. (j.g.) USNR

Approved: *N. C. Gillette* Capt., U.S.N.

Examined: *T. M. McMurtry* Lt. Cmdr.

Zone description 0

REMARKS

20-24 Steaming as before 20 30 changed course to right to 280 degrees. Left the formation in company with JENKINS. 2040 Changed course to right to 290 degrees T. 2044 Changed course to right to 330 degrees T. 2047 Changed course to right to 000 degrees. 2100 Changed course to right to 030 degrees T. 2110 changed course to

right to 090 degrees T 107 psc 2030 changed course tp right to 115 degrees T 128 psc 2225 Cut in boilers 1,2,5 and 6 on main steamline.2350 Sounded General Quarters . Condition Zed set. *H.W. Graman*, Lieut. U.S. Navy

Approved: *N. C. Gillette*

Captain, U.S. Navy, Commanding

Examined: *T. M. McMurtrey*

Lieut. Cmdr.

UNITED STATES SHIP

Tuscaloosa

Monday 9 November, 1942

ZONE DESCRIPTION: ZERO

REMARKS

00 TO 04 Steaming on course 115 degrees T, 116 degrees psc, & 178 degrees psc in patrol area between CAPE FEDALA and Casablanca, French Morocco, in company with JENKINS. Speed 15 Knots, 142 RPM. Ship in readiness condition ONE with all batteries manned ready for immediate action. Degausser energized, and paravores streamed. All radars searching. Ship completely darkened and condition ZED set. 0027 Changed course to 240 degrees T, 241 degrees pgc, 244 degrees gsc. 0040 – Changed course to 330 degrees T, 331 degrees pyg, 351 degrees psc. 0051 – changed course to 060 degrees T, 061 pgc, 078 psc. 0110 – Changed course to 240 degrees T, 241 pgc, 244 degrees psc. 0120 – Changed speed to 18 Knots, 172 RPM. 0145 – Changed course to 330 degrees T, 331 degrees pgc, 350 psc. 0230 – Changed course to 060 degrees T, 061 degrees pgc, 0300 – Changed course to 150 degrees T, 151 pgc. 0330 – Changed course to 240 degrees T.

W. M. Braybrook

Lieut., USN

04 to 08 steaming as before 0500 Changed course to 270 degrees T, 271 degrees pgc and 278 degrees psc. 0600 contacted remainder of Task Group 34.1 by radar bearing 272 degrees T. distant 10000 yds. 0608 Changed course to 355 degrees T, 356 pc. 0611 Changed speed to 15 Knots 142 RPM. 0612 Maneuvered on various courses at various speeds to take station in column astern of Massachusetts. 0615 Secured from Condition Zed. Set Condition Yoke. 0620 Took Station astern of Massachusetts on course 110 degrees T, 111 pgc and 125 degrees psc at speed of 15 Knots 142 RPM. 0630 secured from General Quarters. Set Condition TWO Mike. 0656 Lighted ship. 0658 Changed course to 115 degrees T and 116 degrees pgc, 130 psc. 0700 Commenced zig zagging in accordance with Plan #10. 0730 Flight Quarters. 0755 Changed speed to 20 knots 192 RPM. Changed course to 125 degrees T, 126 degrees pgc.

J. K. Daly

Lt. (jg) U.S.N.R.

Approved: *N. C. Gillette*

Captain, U.S.N., Commanding

Examined: *T. M. McMurtrey*

Lt. Cmdr.

U.S.N. Navigator

ZONE DESCRIPTION: ZERO

REMARKS

08 to 12 Steaming as before. 0805 Mustered on stations. Absentees: Katorich, P.S., s 2/c absent over leave since 1000, October 4; Hanley, R. P. S 2/c absent over leave since 0700 October 16; Currey C. S 2/c absent over leave since 2300 October 5; Hendricks, C S S2/c absent over leave since 0700 October 16; Kunce, D.M. SC 2/c absent over leave since 0700 October 16; Kunce, D. M. SC 2/c absent over leave since October 17; Johnson, K.E. GM 3/c absent over leave since October 17; Harey, J.H. S 2/c absent over leave since 0700 October 19; Loy, N.M. Prt M.C. absent over leave since 0700 October 21; Wagner, LJ Pvt M.C. absent over leave since 0700 October 21; Schmidt, J.E. cox, absent over leave since 0700 October 21; Della Calce, M. S 2 s/c absent over leave since 0700 October 21; Krosnicki, G. S 2/c absent over leave since 0700 October 21, 1942; Cusick, J.F., S 2/c absent without leave since 1850 October 21; Lefton, L. S 1/c absent over leave since 0700 October 23; De loach, R. F 1/c absent over leave since 0700 October 23; Caulfield, G. E. S 2/c absent over leave since 0700 October 24; Botkins, E. R. S2/c absent over leave since 0700 October 24; Kinney, R.W. S2/c absent over leave since 0700 October 16. 0809 catapulted plane 7 C.S.-5 to port, pilot Ensign Massad; passenger: Downs, J.S. ARM 1/c for anti-submarine patrol. 0809 changed course left to 104 degrees T and pgc, 120 degrees psc. Changed speed to standard speed, 15 Knots, 142 RPM. 0900. Made emergency turn to port to 076 degrees T because of report of periscope bearing 090 degrees relative. 0905 Regained position astern of the Massachusetts. 0911 Allowed fires to die out under boilers # 1 and #2. 0912 Ceased zig zagging and resumed base course 104 degrees T and pgc, 120 degrees psc. 0918 changed course left to 284 degrees T and pgc, 292 degrees psc. 0920 Allowed fires to die out under boilers #5 and #6. 0938 Commenced zig zagging according with plan 10. Made daily inspection of Magazines and smokeless powder samples; conditions normal. 1105 made preparations to launch two, (2) planes. 1134 changed course left to 254 degrees T. 1135 changed speed to 20 knots, 193 RPM. 1136 catapulted plane #7-CS-6 to port. 1136 catapulted plane #7-CS-7 to starboard. 1139 changed speed to standard speed, 15 knots, 142 RPM, 1139 changed course right to 284 degrees T and pgc 292 degrees psc. 1152 commenced maneuvering in order to recover plane. 1158 recovered plane #7-CS-5 to port, cast method. [*"cast method" means they used a tow net and crane*].

*H.W. Gruman**Lieut. U.S. Navy*Approved: *N. C. Gillette*Examined: *T. M. McMurtry*

Lt. Cmdr., Commanding

Captain, U.S.N.

U.S.N. Navigator

ZONE DESCRIPTION zero

REMARKS

12 & 16 Steaming as before. 1206 – Changed course to 344 degrees T and pgc. Changed speed to 17 knots, 162 R.P.M. 1212 – Changed speed to 15 knots, 142 R.P.M. 1230 – Commenced zig-zagging in accordance with plan #10. 1545 – Made preparations for recovering two aircraft.

W. M. Braybrook

Lieut., USN

16-20 Steaming various courses at various speeds while recovering planes by cast method. 1612 Recovered planes 7-CS-6 and 7 CS-7. 1620 Resumed base course 284 degrees T and pgc. 293 psc. Changed speed to 15 Knots, 142 rpm. 1630 Commenced zig-zagging in accordance with plan #10. 1716 WICHITA and JENKINS left formation to proceed on duty assigned. By COM-TASK GROUP 34.1. 1733 Sunset. Darkened ship. 1750 BURROWS, G.A., AS, sustained wound, lacerated bridge of nose in darkened passageway by running into some unknown object. Wound cleansed with Tincture of green soap, sulfanilamide powder sprinkled on wound, one suture then injection of tetanus toxoid given. Returned to duty.

R. E. Huddleston

Lieut. USN

08 to 12 Steaming as before. Mustered Crew on stations. Absentees: Katorich, P.S. S 2/c AOL since 1000 Oct. 4; Curry, C. S 2/c AOL since 2300 Oct 5; Hunley, R.P. S 2/c AOL since 0700 Oct 16; Hendricks, C.S. S 2/c AOL since 0700 Oct. 16; Kinney, R. W. S2/c AOL since 0700 Oct 16; Kunce, D. M. SC2/c AOL since 0700 Oct. 17; Johnson, K.E. GM3/c AOL since 0700 Oct 17; Harey, J. S 2/c AOL since 0700 Oct 21; Lay, N.M. Pvt AOL since 0700 Oct 21; Wagner, L.J. Pvt AOL since 0700 Oct 21; Schmidt, J.E. Cox AOL since 0700 Oct. 21; Della Calce, M. S 2/c AOL since 0700 Oct 21;

Tuesday 10, November, 1942

(Continued) 08to12 Krasnicki, C. S2/c AOL since 0700 Oct 21; Cusick, J.E. S 2/c AWOL since 1850 Oct 21; Lefton, L. S 1/c AOL since 0700 Oct 23; De Loach, R. F 1/c AOL since Oct. 23; Caulfield, G.E. S 2/c AOL since 0700 Oct. 24; Botkins, E-R-S2/c AOL since 0700 Oct. 24.

0805 Commenced maneuvering on various courses at various speeds to catapult aircraft. 0808 Catapulted one plane to starboard for anti-submarine patrol. 0819 Catapulted one plane to starboard for reconnaissance flight. 0821 Resumed base course 147 degrees and pgc, 158 degrees psc at speed of 18 knots 172 RPM. 0821 secured from Flight Quarters. 0825 changed course to 235 degrees T and pgc 238 degrees psc-0826 Jenkins obtained sound contact and dropped three depth charges. 0840 Changed course to 180 degrees T and pgc 188 degrees psc. Made preparations to recover paravanes. 0847 Changed course to 130 degrees T and pge 143 degrees psc – 0852 changed speed to 15 knots 142 RPM. 0901 Changed course to 160 degrees T and pgc – changed speed to 5 Knots 47 RPM. 0903 Recovered paravanes. 0910 Made preparations for feuling. 0920 Stopped all engines. 0922 Changed course to 150 degrees T and pgc- Made daily inspection of Magazines and smokeless powder. Conditions normal.

0950 Shifted to independent maneuvering setup. Made preparations to go alongside tankers. Commenced maneuvering on various courses at various speeds coming alongside tanker, Winooski. 0955 First line across to Winooski – 1009 Line #1 parted due to heavy rolling of both vessels – 1010 Let go all lines and cast off from alongside port side of Winooski, steaming on various courses at various speeds – 1020 Steadied on 000 degrees T. Stopped all engines. 1038 Changed course to 325 degrees T and pgc 339 degrees psc and changed speed to 10 knots 94 RPM. 1050 Changed course to 235 degrees T and pgc 237 degrees psc. 1101 Changed course to 190 degrees T and pgc 196 degrees psc – 1112 Changed course to 145 degrees T and pgc 156 degrees psc. 1115 Flight Quarters. 1120 Changed course to 015 degrees T and pgc 032 degrees psc. 1125 changed course to 300 T and pgc 311 degrees psc. 1132 Catapulted one plane for anti-submarine patrol. Rigged ship for Dog recovery. 1143 Recovered one plane to port. 1145 Changed course to 090 degrees T and pgc 106 degrees psc. 1146 secured from Flight Quarters.

J.K. Daly

Lt (jg) U.S.N.R.

12 to 16 Steaming as before 1204 commenced preparations and maneuvers to recover one plane by dog method. 1219 recovered plane 7-CS-7 to starboard dog method. 1235 Changed course left to 270 degrees psc. 1240 Changed course left to 180 degrees T and pgc, 186 degrees psc. 1255 Changed course right to 270 degrees T and pgc, 276 degrees psc. 1303 changed course right to 315 degrees T and pgc, 321 psc; changed *[break in page]* speed to 18 knots (172 RPM). 1303 Wichita took position astern of Tuscaloosa JENKINS to port and RHIND to starboard and proceeded to sea. 1321 commenced zigzagging in accordance with plan #10 on base course. 1256 Turned 60 degrees to starboard on receipt of submarine contact report from JENKINS annulled, resumed base course 315 T. 1405 Changed course to left to 270 degrees T, 278 psc. 1409 commenced zigzagging in accordance with plan #10. 1430 Made preparations to catapult one plane and to recover one plane. 1445 By order of Commanding Officer, MOORE H.A. Sea 2/c was placed in solitary confinement awaiting trial by general court martial. *1505 changed speed to 10 Knots 94 RPM, maneuvering to recover one plane. 1502 Catapulted plane 7-CS-6 to port. 1410 The Captain held meet and awarded the following punishment, MOORE, HA Sec 2/c 668-75: offense He refused to obey orders. Punishment – General Court Martial. 1512 Recovered plane 7-CS-5 to port “Dog method. 1518 Changed speed to 10 Knots, 94 RPM. 1519 Changed course to left to 292 ½ 1522 Changed speed to 15 knots, 142 rpm. 1525 changed course to left to 202 ½ , 207 psc. 1539 changed course to right to 240 degrees T 245 psc, commenced maneuvering to take station astern of the MASSACHUSETTS. 1545 Detached JENKINS and RHIND to Com Des Ron 8. 1555 changed course to right to 320 degrees 326 degrees psc.

H.W. Gelman

Lieut. US Navy

16 to 18 Steaming as before. 1600 Changed course to 005 degrees T. PGE, 024 degrees psc. 1600 steered various courses at various speeds while recovering plane 7-CS-6, cast method. 16/V Resumed standard speed of 15 Knots, 142 R.P.M. 1613 Changed course to 320 degrees T, PGC, 335 degrees psc. 1022 Changed course to 270 degrees T, pgc. 279 degrees psc. 1624 began zigzag. Plan 10. 1642 Changed speed to 12.5 Knots, 118R.P.M. *[continued]*

W.M. Braybrook, Lieut. USN

18 to 20 Steaming as before. 1830 Ceased zig-zagging, and resumed base course 270 degrees T & pgc, 279 degrees psc.

R. E. Huddleston, Lieut. USN

UNITED STATES SHIP

TUSCALOOSA

Wednesday, 11 Nov., 1942

ZONE DESCRIPTION Zero

REMARKS

0 to 04 Steaming in company with task group 34.1 consisting of Massachusetts (OTC), Tuscaloosa, Wichita, Rhind, Jenkins, Wainwright and Mayrent. Destroyer in A/S in accordance with plan #6. Steaming with boilers 3,4,7, and 8 and all engines at 12.5 Knots, 118 rpm. On course 270 degrees T and pgc 279 psc. Ship is darkened in condition Yoke. Condition 2 Mike is set in A.A. and main battery. Degausser is energized.

AW Gelman

Lieut, USNavy

04 to 08 Steaming as before 0716 – Lighted ship. 0702 Commenced zig sagging in accordance with plan #10.

WMBraybrook

Lieut, USN

08 to 12 Steaming as before. 0800 Mustered on stations. Absentees: Katovich, P.S. S 2/c, AOL since 1000 on October 4, 1942; Hanley, R.P. S 2/c; Hendricus, C.S., S2/c, AOL since 0700 on October 16, 1942; Curry, C., S2/c, AOL since 2300 on October 5, 1942; Kunce, O.M., SC2/c, Johnson, K.E. GM3/c, AOL since 0700 on October 17, 1942; Havey, J.H., S2/c, AOL since 0700 on October 19, 1942; Loy, N.M. Pvt, Wagner, L.J., pvt, Schmidt, J.F., Cox, Della Calce, M., S2/c, Krosnicki, C. 52.c, AOL since 0700 on October 21, 1942; Cusick, J.F., S2/c, AWOL since 1850 on October 21, 1942; Lefton, L. S1/c, Deloach, R., F1/c, AOL since 0700 on October 23, 1942; Caulfield, G.E, S2/c, Botkins, E.R., S2/c, AOL since 0700 on October 24, 1942; Kinney, R.W., 52/c, AOL since 0700 on October 16, 1942. 0811 Ceased zigzagging. Resumed base course 270 degrees T. 0822 Changed course to 000 degrees & pgc, 016 degrees psc. 0825 commenced zigzagging according to plan #10. 0830 Sighted CHEMUNG and HOUSATONIC bearing 000, distance 25 miles. 0845 Ceased zig zagging, resumed base course 000 T & pgc. 0855 slowed to 2/3, 10 knots, 94 rpm. 0900 changed course to 350 degrees T & pgc, 010 psc. Commenced steaming at various courses and speeds steaming independently while maneuvering to come along side HOUSATONIC. 0938 Came alongside starboard side to HOUSATONIC base course 010 degrees T, speed 8 knots. 0956 Commenced fueling at sea operations steaming on base course 010 degrees T & pgc, speed 7 knots, 67 rpm. Destroyers fueling from CHEMUNG. Made daily inspection of magazines and smokeless powder samples, Conditions normal.

RE Huddleston, Lieut USN

Approved: *NC Gillette*

Captain, U.S.N. Commanding

Examined: *J.M. McMurtry*

Lt. Cmdr.

U.S.N. Navigator

ZONE DESCRIPTION ---ZERO-----

REMARKS

12 to 16. Steaming as before. 1211 Disconnected forward oil hose. 1235 Disconnected after fuel hose. 1238 let go tow line and cast off from HOUSATONIC having received 313,530 Gallons Fuel. 1245 Changed speed to 5 Knots (47 RPM) and took station astern of Wichita and abeam of Massachusetts. 1303 changed speed to 7 knots 1305. Wichita alongside HOUSATONIC. 1325. Destroyers completed fueling from Chemung 1340. Unidentified ships sighted at 1200 were identified as HMS HECLA, VINDICTING, MARNE and VENOMOUS. 1500 ships passed us astern.

J. K. Daly

Lt (jg) USNR

16 to 18 Steaming as before. 1600 Wichita cast off from the tanker Housatonic. 1605 changed course left and took position astern of the Massachusetts distant 800 yards on course 010 degrees T and pgc, 624 psc. 1615 Wichita took position third in column distant 800 yards. 1627 changed course right to 090 degrees T and pgc, 1070 psc; 1629 changed speed to 12.5 knots, 118 RPM. 1636 commenced zigzagging in accordance with plan #10 on base course 090 degrees T. 107 psc – 118 sighted two strange vessels bearing 025 degrees T. 1730 MAYRANT left the formation to investigate the strange vessels. 1744 Completely darkened ship.

H. W. Gorman

Lieut USNavy

18 to 20 – Steaming as before. 1807 – Changed course to 150 degrees T & pgc, 162 degrees psc. 1815 – Commenced zigzagging according to plan #10 and ceased on base course at 1830. 1913 – Changed speed to 20 knots, 193 RPM. 1925 – Changed speed to 12.5 knots, 118 RPM. 1935 – Changed speed to 15 knots 143 RPM. 1945 – Changed speed to 12.5 knots. 118 RPM.

W. M. Braybrook, Lieut., USN

20 to 24 Steaming as before 2035 JENKINS rejoined formation after patrol astern. 2100 Changed speed to standard 15 knots, 142 rpm

Approved: *N. C. Gillette*

Captain, U.S. N.

Commanding

Examined: *T. M. McMurtry*

Lt. Comdr.

ZONE DESCRIPTION: ZERO

REMARKS

00 to 04 Steaming in company with TASK GROUP 34.1 consisting of the MASSACHUSETTS (COMTASRGR. 34.1) TUSCALOOSA, WICHITA, JENKINS, WAINWRIGHT, RHIND AND MAYRANT on Base Course 1500 degrees T and PGC; 162 degrees PSC at standard speed 15 Knots (142 RPM) with all engines and boilers #3, #4, #7 and #8 in use. Ship is in condition of Readiness two "MIKE", material condition "YOKE", completely darkened and degausser energized. 0208 changed course and base course to 067 degrees T and PEC; 083 PSC. 0235. Changed course to 090 degrees T and pgc; 107 degrees psc. 0254. Changed course to 180 degrees T and Pgc; 189 degrees psc. 0309. Changed course and base course to 270 degrees T and PSG; 279 degrees PSC.

J. K. Daly

Lt (jg) USNR

04 to 08 Steaming as before 0620 Shifted steering control to steering aft station, from port unit to starboard unit and then back to the navigation bridge. Operation satisfactory. 0700 changed course and base course right to 000 degrees T and pgc, 0190 psc. 0700 commenced zigzagging in accordance with plan #10. 0713 lighted ship.

H. W. Gelman

Lieut. U.S.Navy

08 to 12. Steaming as before. 0800 Quarters for muster with the following absentees: KATOVICH, P.S. S 2/c, AOL since 1000 Oct. 4. CURRY, C s2/c, AOL since 2300 Oct. 5; HANLEY, R.W. S 2/c AOL since 0700 Oct 16, HENDRICKS, CS. S 2/c AOL since 0700 Oct. 16. KINNEY, RW S 2/c, AOL since 0700 Oct. 16, , KUNCE D.M. SC 2/c, AOL since 0700 Oct. 17; JOHNSON, K.E., GM 3/c, AOL since 0700 Oct. 17., S HOVEY, JS 2/c, AOL since 0700 Oct. 21. SCHMIDT, J.E. Cox, AOL since 0700 Oct. 21. WAGNER, L.J. pvt. AOL since 0700 Oct. 21, SCHMIDT, J.E., Cox, AOL since 0700 Oct. 21, DELLA CALCE, M. S 2/c, AOL since 0700, Oct. 21, KROSNICKI, C, S 2/c, AOL since 0700 Oct 21. CUSICK, J. E., S 2/c AWOL since 0850 Oct. 21; LEFTON, L. s 1/c, AOL since 0700 Oct. 23. DELOACH, R. F 1/c, AOL since Oct. 25; CAULFIELD, G.E. S 2/c AOL since 0700 Oct. 24; BOTKINS, E.R. S 2/c AOL since 0700 Oct. 24. 0845 Sounded AA Defense for drill. 0900 WICHITA and MAYRANT left formation for station for radar tracking exercise. 0951 ceased zigzagging. 0954 began zigzagging; plan #6. 0957 changed speed to 13 knots, 122 R.P.M. Made daily inspection of magazine powder samples, condition normal. 1118 ceased zigzagging. 1120 WICHITA and MAYRANT returned to position. 1124 began zigzagging; plan 10.

W. M. Braybrooke,

Lieut. USN

Approved: *N. C. Gillette,* Captain, U.S.N., CommandingExamined: *F. M. McMurtry,* Lt. Cmdr.

UNITED STATES SHIP

TUSCALOOSA

Thursday, 12 November, 1942

ZONE DESCRIPTION 0

REMARKS

2 to 16 Steaming as before. 1357 Ceased zigzagging. Resumed base course 000 degrees T + pgc; 1405 Changed course to 270 degrees T & pgc. 1410 Resumed zigzagging according to plan #10. 1415, commenced gunnery exercises firing 5" AH rounds at shrapnel bursts fired by destroyers. 1458 ceased firing, having expended eight (8) rounds of 5 inch A.A. ammunition. 1520 By order of the Commanding Officer MOORE, E. J., 5 2/c, was released from confinement. 1523 Changed course to 180 degrees T 6 pgc, 187 degrees psc.

R. E. Huddleston

Lieut USN

16 to 18 – Steaming as before – 1700 MASSACHUSETTS assumed radar guard. 1707 changed course and base course right to 270 degrees T & pgc, 280 degrees psc. 1711 Commenced zig zagging in accordance with plan no. 10 on base course 270 degrees T. 1744 Darkened ship. 1830 Ceased zig zagging and resumed base course 270 degrees T. & pgc. 280 degrees psc.

J. K. Daly

Lt (jg) USNR

18 to 20 Steaming as before 1802 Passed through rain squall 1830 Ceased zig zagging and resumed base course 270 degrees T, 280 psc.

H. W. Gelman

Lieut. USNavy

20 to 24 Steaming as before 2012 – Changed course to 000 degrees T & pgc, 018 degrees psc. 2308 Changed course to 270 degrees T & pgc, 282 degrees & psc.

W. M. Braybrook,

Lieut., U.S.N.

UNITED STATES SHIP

TUSCALOOSA

Friday, 13 November, 1942

ZONE DESCRIPTION 0

REMARKS

0 to 4 Steaming in company with Task Group 34.1 consisting of Massachusetts (CTG), Tuscaloosa, Wichita in column, Jenkins, Wainwright, RHIND, Mayrant in A./S screen from right to left, on base course 270 degrees T & pgc, 282 degrees psc, at standard speed 15 Knots, 142 RPM, all engines and boilers # 3,4,7 and 8 in use. Ship is darkened, in material condition YOKE, and condition of readiness 2 MIKE. Degausser energized

R. E. Huddleston, Lt USN

04 to 08. STEAMING AS BEFORE, 0645 SHIFTED STEERING CONTROL TO STEERING AFT. – 0645 SHIFTED FROM STARBOARD TO PORT STEERING UNITS. 0648 SHIFTED STEERING CONTROL TO BRIDGE. 0700 SECURED DEGAUSSER. 0721. COMMENCED ZIG-ZAGGING IN ACCORDANCE WITH PLAN # 10. 0732 LIGHTED SHIP.

J. K. Daly

Lt (jg) USNR

08 to 12 Steaming as before. 0800 Mustered on Stations. Absentees: *(transcriber cannot bear to list the same absentees, both AOL and AWOL – please see previous listings)* Shot over starboard bow carried away the starboard lower boom. 0827 Ceased zig-zagging and resumed base course 270 degrees T. 0829 Commenced maneuvering at various courses and speeds to facilitate recovery of remnants of starboard lower boom. 0900 Resumed base course 270 degrees T and pgc, 283 degrees psc. 0806 Commenced zig-zagging according to zigzag plan # 10. 1000 Made daily inspections of magazines and smokeless powder samples, conditions normal.

H. W. Gelman

Lieut. U.S Navy

12 to 16 Steaming as before

W. M. Braybrock

Lieut, USN

16 to 18 Steaming as before

R. E. Huddleston

Lieut USN

18 to 20 Steaming as before. 1805. Darkened ship. 1900 Set all clocks back one hour to zone plus (+) 1 time. 1945. Commenced zig-zagging in accordance with plan # 10.

J. K. Daly

Lt. (jg) USNR

20 to 24 Steaming as before, 2040 A meteor appeared to shoot through the sky at a fairly low altitude off the port bow. 2215 Ceased zig-zagging and resumed base course 270 degrees T and pgc, 283 degrees psc

H. W. Gelman

Lieut. U.S Navy

 ZONE DESCRIPTION +1 REMARKS

0 to 4 Steaming in company with MASSACHUSETTS (COMTASK G.R. 34.1) WICHITA, RHIND, MAYRANT, WAINWRIGHT and JENKINS enroute FRENCH MORROCCO to UNITED STATES on course 270 degrees T, pgc and 284 degrees psc, steaming at standard speed of 15 knots, 143 R.P.M.. Boilers #3, #4, #7 and #8 and all main engines in use. Boilers on 4 hour's notice for full power. Ship is in condition II MIKE, and material condition YOKE.

W.M. Braybrook

Lieut. U.S.N.

04 to 08 Steaming as before. 0430 Commenced zig zagging in accordance with plan #10. 0701 Lighted ship.

R.E. Huddleston

Lieut. USN

08 to 12 Steaming as before 0800. Assumed radar guard. 0800 Mustered on Stations. Absentees: [Again, your transcriber begs to be excused from listing the same "absent over leave" and "absent without leave" names and dates.] Secured condition two Mike on the Main Battery. Degausser was energized for test purposes. NOTE: Made daily inspection of magazine and smokeless powder. Conditions normal. 1010. Secured degausser. 1015. A summary Court Martial met to try the case of which Lt. Cmdr. Thomas B. Mc Murtrey is senior member. Met to try the case of John A Dunlap, SC 3/c and JOHN J. KIEFFER, Jr., SK 03/c, USN. 1045. The Summary Court Martial which met at 1015 adjourned to await action of convening authority.

J.K. Daly, Lieut (jg) USNR

12 to 16 Steaming as before.

H.W. Gelman, Lt., U.S. Navy

16 to 18 Steaming as before.

W.M. Braybrook, Lieut., U.S. Navy

18 to 20 Steaming as before. 1835 DAVIS, T.F., S2/c, while cleaning living compartment cut his finger on a discarded razor blade; treated by Lt. H.T. Leighton, MC, USNR, and returned to duty. Made weekly inspection of sprinkling systems. Conditions normal.

R.E. Huddleston, Lieut. USN

20 to 24 – Steaming as before. 2315. Steaming as before. 2316. Ceased zig-zagging – resumed base course 270 degrees T and pgc, 289 degrees psc.

J.K. Daly

Lt (jg) USNR

UNITED STATES SHIP

TUSCALOOSA

Sunday, 29 Nov. 1942

ZONE DESCRIPTION T 4

REMARKS

0 to 4 Moored starboard side to east side PIER # 1 . NAVY YARD ANNEX, South Boston, MASS. With 8 manila lines and 2 wire housers. Receiving fresh water, steam, electricity and telephone service from the dock. Material Condition Lone (?) is set below decks except for fitting required to be open for Navy Yard work. Ships present: MASSACHUSETTS (SOPA), WAKEFIELD, PONTIAC, MURPHY, DALLAS, BERNADOU and various smaller craft. 0135 Lt Waters Kellogg USNR returned from four (4) days annual leave . 0300 Shore patrol returned on board. 0330 Received notification from US Naval Hospital, Chelsea, Mass that they were holding the body of Lt (jg) C. B. IRELAND Jr, USNR Death resulted from fire at Cocoonut Grove, Boston, Mass.

P.L. Mansfield, Lt (jg) USN

4 to 8 Moored as before

H.W. Gelmon

Lieut. USN

08 to 12 0800 Mustered on stations. Absentees: BROWN, K, S ½ AOL from 0745 Nov 22; LEE, JC, S 2/c, AOL from 1300 Nov 21; WATSON, W.I., SC 2/c, AOL from 0745 Nov. 24; BREEDLOVE, B.M. S 1/c, AOL from 0745, Nov 24; HARRIS, L.G. S 2/c and LEWIS, J.W. S 1/c, AOL from 0745, Nov 24; GRIFFITH, J.F. S 2/c, AWOL from 0650, Nov 28; KEITH, N.B, S 2/c, McMULLEN, H.D. S 2/c, BOX, J.W. S 1/c; CARROLL, R.E., WT 2/c; ELLIS, W.T. F 1/c, and CONNOLLY, J.P., all AOL from 0745 this date. 0820 CONNOLLY returned aboard AOL from 0745 this date, a period of 35 min. 0830 Pursuant to Co. letter CA 37/P 16 4/mm dated Nov. 29, 1942, DIXON, W 311-11-25 BM 1/c, USN left the ship to proceed to PROVIDENCE, R.I. to take into custody BUCCI, E.I., 204 – 74. AS V-6 USNR from the civil police and return him to this ship under guard. 0835, ELLIS, W.T. F 1/c returned on board AOL from 0745 this date, a period of 50 min. 1200 SOWELL, S.L. SF 3/c returned on board from four (4) days annual leave on time.

D.H. Lahon

Lt (jg) USNR

12-16 Moored as before. Note: Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1425 DIXON, W. BNI 1/c, 311-11-25 U.S.N. returned on board ship with BUCCI, E.J., A.S., 204-74-77, V-6 U.S.N.R. in his custody as prisoner as directed in C.O. Ltr. CA 37/p16-4/MM dated NOVEMBER 29, 1942.

W.T. O'Bryant

Lt. (jg) U.S.N.

16-20 Moored as before. 1730 Shore patrol returned aboard 1820 Received information that the following personnel of this ship reported dead on admission to U.S. Naval Hospital, Chelsea, Mass, as a result of Asphyxia sustained in a conflagration at Cocoonut Grove Night Club, Boston, Mass, occurring on Nov. 28, 1942 – Lt. Jesse Duncan ELLIOTT, Jr., USN, Capt. Walter Clinton GOODPASTURE, Jr. USMC, Lt. (jg) Charles Byron IRELAND Jr., USNR, Harry Orren McMULLEN, Sea 2/c, USN.

J.K. Mitchall, Jr.

Lt – USNR

20-24 Moored as before, 2200 Lamb, E. S2/c returned aboard from four days leave. 2235 Heinbaugh, G. H. returned aboard from four days leave.

J. K. Daly

Lt. (jg) USNR

[Transcriber's note: I read in one article in Volume I of this book that the doorman at the hotel said my parents were with a Marine officer whose name was unknown to him. It could certainly be that Capt. Goodpasture – the only Marine mentioned among the deceased from this ship – was with Duncan and Marion that evening. Uncle Bob has told me that the Elliotts were to meet a couple who were recently engaged, to celebrate, but that they were LATE.[See film of C.K. Nulsen, Jr; Veterans History Project, Library of Congress,2011]

Approved: *W. C. Gillette*

Captain, U.S.N.

Examined: *T. W. McMurtry*

Lt. Cmdr. , U.S. Navigator

Subj: **RE: your book**
Date: 4/23/2011 11:11:02 A.M. Central Daylight Time
From: franklyn21@earthlink.net
To: BABride@aol.com

Barbara,

How nice to hear from you. Certainly I give permission to send the chapter to children and grandchildren. A little difficult to copy from a bound book I would guess. The book is on Google Books so maybe you can get a Word file or .pdf file copy from that source. I have not authorized it for sale on Google Books but it is there for readers in its entirety. There may be some restrictions put on by Google.

Additionally if you go to www.daileyint.com/vwii/index.htm you will find the aircraft that was to replace the SOC. If you read thru the first three or four pages of that series on the web you will come to a distant shot of an SOC on the cat of a ship. Maybe others too, at the moment I am uncertain. I have the official U.S. Navy recognition slide set, glass slides that were flashed in a darkened room for a few seconds to teach us friend or foe. So, more of those slides will be going up on my website when I have time to do it. If someone in your family likes to read 20th century history, I have put a lot of my experiences there. At times these stories contain humor. Or just go to the website, www.daileyint.com and you will find in the left column enough navigation to find this material.

Finally, the magic that brought you and me together. You will see a picture of the front page of my flying book on my website and I will show it here so you will know what I am talking about. The man next to his Stinson Trimotor is Hazen Bean. I received an e-mail a couple of years ago from a man named 'Bean.' After a couple of exchanges, that man figured out that the pilot on the front of that book was his grandfather. Seems that Hazen Bean's wife divorced him, and cut off all communication from her children to her former husband. So the grandchildren knew nothing about their grandfather at all. Until this man found that book I had written. One of the very nice parts about writing and I put your Dad and Mother's story in the same context. Death can leave terrible gaps.

Thanks for writing.



Frank



N. NAV. 930
(Aug. 1934)

1524
1524

DECK LOG BOOK

U. S. S. Tuscaloosa

Month of November, 1942

4-2800

UNITED STATES SHIP

TUSCALOOSA

Sunday 8

Nov. 1942

ZONE DESCRIPTION

REMARKS

0-4

Steaming in company with Task Group 34.1 consisting of Massachusetts (C.T.C., Com and No. 34.1) Tuscaloosa, Wichita, Wainwright, Plink, Mayrant & Jenkins. Standard speed 15 knots, steaming at 113 rpm under boilers 3, 4, 5 & 6 & all engines. Base course 246°T, 236°psc enroute Casco Bay, Portland Maine to confidential destination. Ship is completely darkened & material conditions zone is set. Paravanes are streamed & de-gaussers is energized. Ship is in condition of readiness II M except the anti-aircraft battery which is in condition II. 0031 Changed course to the right to 345°T, 005°psc. 0123 Changed course to right to 152°T, 065°psc. 0340 Changed course to right to 168°T, psc.

W.M. Graybrook
Lieut., USN

04 ~~1800~~ 1800

Steaming as before. 0430 Lighted off boilers 1, 2, 5 & 6
0500 crossed 100 fathom curve. Warmed all battle stations and set condition Zed. 0505 cut in boilers 1, 2, 5 & 6 on the main steam line 0538 c/s to 15 knots, 142 rpm. 0545 c/c R to 245°T & POC, 254°psc. 0605 c/s to 20 knots, 193 rpm. 0610-0626 catapulted four planes. 0635 hoisted battle colors to fore following motions of Contingent 34.1 0639 c/c to 18° and c/s to 25 knots 0642 c/c to 090°. 0650 c/s to 20 knots. 0654 c/c to 105°T. Shore A.A. batteries and ships in harbor of Casablanca were observed to open fire on planes of this unit. Our planes were attacked by Vichy French fighter planes. Two (2) SOC planes were seen to be forced down. 0705 opened fire with main battery on Vichy French naval vessels in harbor of Casablanca, Morocco. Massachusetts opened fire on Jean Bart and fortifications at Point El Hank. Wichita firing on El Hank. 0720 shifted fire to fortifications on Table d'Akousha. This unit under fire from Jean Bart and shore batteries from 0705 to 0835 obtaining numerous straddles but no direct hits on Tuscaloosa. 0716 c/s to 27 knots. 0718 6 torpedos planes approaching on port quarter driven off by A.A. fire from this unit. 0719 c/s to 30 knots. 0740 checked fire and c/c to 180°T. 0745 c/c to 270°T and c/s to 20 knots. 0755-0835 firing with main battery on Table d'Akousha, vessels in harbor and El Hank in that order. 0805 c/c to 295°T. 0809 c/c to 270°T. 0812 c/s to 24 knots. 0817 c/c to 250°T. 0821 c/c to 230°T.

Approved:

W.C. Fullitt
Captain, USN
Commanding

Examined:

W.M. Graybrook
Lt. Comdr.

U. S. N., Navigator.

LOG OF THE UNITED STATES SHIP

Tuscaloosa

0337

PASSAGE CASCO BAY, PORTLAND, MAINE TO CONFIDENTIAL DEST. Sunday 8 Nov. 1942

ZONE DESCRIPTION 0 V.C. Gillette CAPT. U. S. Navy, Commanding.

Main observation table with columns for Time, Wind, Barometer, Temperature, Clouds, and Sea. Includes handwritten data for 12 hours.

849-300
861-300
205-300
806-300
866-300
1216-300
2099-300
2336-300
3234-300
5544-300
5921-300
5745-300

2.5 by out order miles by log inaccurate

Latitude and Longitude sections for Off Casablanca Morocco. Includes coordinates 39-56-30N and 08-24-15W.

Fuel and Water sections with Received, Expended, and On hand values. Includes 'BEFORE LEAVING PORT' and 'AFTER ENTERING PORT' sub-sections.

DRILLS AND EXERCISES table with columns for Morning and Afternoon activities, including Division 1, 2, 3, 4, 5, 6, 7, 8, 9.

F.M. section with columns for Time, Wind, Barometer, Temperature, Clouds, and Sea. Includes handwritten data for 12 hours.

4744-300
5141-300
5641-300
2201-300
2241-300
1224-300
1229-300
1273-300
1273-300
1450-300
1539-300
1331-300
1357-300

SUBMERGED RUN DATA - SUBMARINES table with columns for Run No. (Serial), Time to submerge, and Greatest depth.

UNITED STATES SHIP TUSCALOOSA Sunday 8 November 1942

ZONE DESCRIPTION 0

REMARKS

04-1800 continued
 0828 c/c to 210°T. 0832 c/c to 250°T. 0835 ceased firing
 0835 c/c to 340°T. 0845 c/s to 20 knots. 0856 c/c to 160°T
 and c/s to 26 knots, standing in toward Cape Fichala to
 intercept French cruiser and destroyers. 0910 c/c to 106°T.
 0925 opened fire with main battery for cruiser and
 destroyers selecting targets of opportunity due to smoke
 screen concealing enemy units. 0935 c/c to 110°T. 0937
 c/c to 280°T. 0921-1017 this unit under heavy fire from
 French cruiser, destroyers and shore batteries with numerous
 straddles but no direct hits on Tuscaloosa. 0955 c/c to 265°T
 1001 a French destroyer was observed to be heavily hit and
 sank immediately. 1005 sighted wakes of torpedoes on
 port bow, maneuvered to avoid torpedoes one of which
 passed within 50 feet of port side. 1009 c/c to 290°T. 1013
 ceased firing. 1018 c/c to 090°T. 1022 c/c to 060°T, standing in
 toward Fichala to assist Augusta engaged with French cruiser.
 1029 opened fire with main battery. This unit under fire from
 El Hank and cruiser with which we are engaged. 1038 ceased
 firing. 1040 c/c to 240°T. 1043 c/c to 200°T. 1048 c/c to 180°T.
 1050 task approximate station on disengaged quarter of
 Massachusetts to keep out of range of El Hank and
 conserve own ammunition. 1052 c/c to 100°T to
 close range on enemy cruisers and destroyers, Wichita
 task station astern. 1106 main battery opened fire on
 French cruiser. Tuscaloosa and Wichita under heavy
 and accurate fire from shore batteries. 1110 c/c to
 250°T. 1136 ceased firing and c/c to 330°T to get out of
 range of shore batteries. 1137 c/s to 35 knots. 1142 c/c to
 300°T and c/s to 27K to avoid submarine. 1144 c/c to 270°T.
 1210 c/c to 285°T in company with Wichita to intercept
 French cruiser reported headed south west from Casablanca.
 1230 c/c to 180°T and c/s to 25 knots. 1242 c/c to 205°T. 1245
 c/c to 335°T and c/s to 21 knots to reform formation having
 found no trace of cruiser. 1305 c/c to 015°T. 1311 c/s to
 25 knots. Tuscaloosa and Wichita formed column
 astern of Massachusetts in that order. 1320 c/s to
 28 knots and c/c to 060°T. Massachusetts exchanging
 fire with El Hank. 1342 c/c to 055°T. 1350 c/c to 035°T
 on orders of ComTaskGr 341 to keep out of range of
 El Hank. 1358 c/c to 090°T standing in toward Fichala. 1400
 c/c to 180°T. Wichita formed astern for approach to
 fire on ships in Casablanca harbor. 1423 c/c to 090°T to

Approved: N. C. Ellith
 Captain, U.S.N.
 Commanding

Examined: J. M. Murray
 Lt. Comdr.
 U. S. N., Navigator.

UNITED STATES SHIP TUSCALOOSA Sunday 8 November, 1942

ZONE DESCRIPTION 0 REMARKS.

04-1800 continued avoid submarine 1424 c/s to 30K. 1428 c/s to 25Knots. 1429 c/c to 180°T. 1439 c/c to 255°T. 1444 Opened fire with main battery on French cruiser at Casablanca harbor entrance. 1450 c/c to 330°T to get out of range of El Hank which was straddling this unit continually. Ceased firing 1458 c/c to 090°T and c/s to 30K to avoid submarine. 1500 c/s to 25Knots 1515 c/c to 290°T and c/s to 19Knots. 1520-1527 recovered three planes, Dog method. 1530 c/s to 15Knots 1540 c/c to 265°T and c/s to 21Knots. 1551 c/s to 10Knots. 1555 recovered one plane, Dog method. 1556 c/s to 21Knots. 1611 c/c to 175°T 1615 c/c to 080°T. 1620 secured from condition Zed, set condition Yoke. 1623 c/c to 260°T. 1632 c/c to 000°T. 1636 c/c to 090°T. 1640 secured from general quarters and set condition Two Miles. 1710 took station astern of Massachusetts on course 045°T, distance 700 yards. At conclusion of days engagement with Vichy French forces had expended the following ammunition: - 600 rounds 8" high capacity, 772 rounds 8" armor piercing, total 8" 1072 rounds, 22 rounds 5" A.A. common, 150 rounds 1.1" high explosive, and 120 rounds 20mm. The ship was not hit and suffered no material damage. The only personal injury was sustained by MC Mullen, H.O. sec. 2/c at 0830 who received a wound, lacerated, on left cheek just below left eye when rammer in turret No. 2 over rode projectile in tray and struck him in the face; wound treated in sick bay and man returned to duty. 1717 c/c to 000°T and c/s to 20Knots. 1726 c/c to 270°T and c/s to 15Knots. 1732 commenced zig-zagging in accordance with Plan #10. 1747 darkened ship. 1747 secured boilers 4, 5 and 6.

J.M. Murray
Lieutenant Commander, U.S.N.

18-20 STEERING AS BEFORE. 1817. SHIFTED STEERING CONTROL TO STEERING AFT. 1819. SHIFTED FROM STARBOARD TO PORT STEERING UNIT. 1823. SHIFTED STEERING CONTROL TO NAVIGATION BRIDGE. 1830. CEASED ZIG-ZAGGING.

J.K. Daly
Lieut. J.G., USNR

Approved: N.C. Eulista
Captain, U.S.N.,
Commanding

Examined: J.M. Murray
Lt. Comdr.
U. S. N., Navigator.

UNITED STATES SHIP *TUSCALOOSA* Sunday 8 November 1942

ZONE DESCRIPTION *0*

REMARKS.

20-24 Steaming as before. 20:20 Changed course to right to 280°. Left the formation in company with JENKINS.
 20:40 Changed course to right to 290° T. 20:44 Changed course to right to 330° T. 20:47 Changed course to right to 000°. 21:06 changed course to right to 030° T.
 21:10 Changed course to right to 090° T. 10:07 pm 21:20 Changed course to right to 115° T. 12:25 pm 22:25 Cut in boilers 1, 2, 5 and 6 on main steam line 2350. Sounded general quarters. Conditions good sat.

W. P. Sullivan
Lieut. Comdr.

Approved: *U. C. Bullitt*
 Captain, U.S.N.
 Commanding

Examined: *J. M. Murray*
 Lt. Comdr. U. S. N., Navigator

UNITED STATES SHIP *Tasealoosa**Monday* 9 November 1942
(Day) (Date) (Month) (Year)ZONE DESCRIPTION *ZERO*

REMARKS.

00 to 04 Steaming on course $115^{\circ}T$, $116^{\circ}psc$, $178^{\circ}psc$ in patrol area between CAPE FEDALA and CASA-BLANCA, FRENCH MOROCCO, in company with JENKINS. Speed 15 knots, 142 RPM. Ship in readiness condition ONE with all batteries manned ready for immediate action. Deгаusser energized, and paravanes streamed. All radars searching. Ship completely darkened and condition ZED set. 0027 Changed course to $240^{\circ}T$, $241^{\circ}pgc$, $244^{\circ}psc$. 0040 - Changed course to $330^{\circ}T$, $331^{\circ}pgc$, $351^{\circ}psc$. 0051 - Changed course to $060^{\circ}T$, $061^{\circ}pgc$, $078^{\circ}psc$. 0110 - Changed course to $240^{\circ}T$, $241^{\circ}pgc$, $244^{\circ}psc$. 0120 - Changed speed to 18 knots, 172 RPM. 0145 - Changed course to $330^{\circ}T$, $331^{\circ}pgc$, $350^{\circ}psc$. 0230 - Changed course to $060^{\circ}T$, $061^{\circ}pgc$. 0300 - Changed course to $150^{\circ}T$, $151^{\circ}pgc$. 0330 - Changed course to $240^{\circ}T$.

W. M. Graybird
Lieut., USN

04 to 08 Steaming as before. 0500 Changed course to $270^{\circ}T$, $271^{\circ}pgc$ and $278^{\circ}psc$. 0600 Contacted remainder of Task Group 34.1 by radar bearing $272^{\circ}T$ distant 10000 yds. 0608 Changed course to $355^{\circ}T$, $356^{\circ}pgc$. 0611 Changed speed to 15 knots, 142 RPM. 0612 Maneuvered on various courses at various speeds to take station in column astern of Massachusetts. 0615 Secured from Condition ZED. Set Condition Yoke. 0620 Took station astern of Massachusetts on course $110^{\circ}T$, $111^{\circ}pgc$ and $125^{\circ}psc$ at speed of 15 knots, 142 RPM. 0630 Secured from General Quarters. Set Condition Two Mike. 0656 Lighted ship. 0658 Changed course to $115^{\circ}T$ and $116^{\circ}pgc$, $130^{\circ}psc$. 0700 Commenced Zig Zagging in accordance with Plan #10. 0730 Flight Quarters. 0755 Changed speed to 20 knots, 192 RPM. Changed course to $125^{\circ}T$, $126^{\circ}pgc$.

J. K. Daly
Lieut. (jg) U.S.N.R.

Approved:

M. C. Billitta
Captain, U.S.N.
Commanding

Examined:

H. M. Chantry
Lt. Comdr. U.S.N., Navigator.

LOG OF THE UNITED STATES SHIP *TUSCALOOSA*

CAST

AT *On patrol*

TO *N.C. Gillette*

Monday 9 November 1942

ZONE DESCRIPTION *Zero*

CAPTAIN U. S. Navy, Commanding.

Hour	"ALL SHIP'S" APPEARANCE CODES	BY REVS.		BY LOG		Course (P. C.)	WIND		BAROMETER		TEMPERATURE				WEATHER BY SYNOPTIC	CLOUDS			SEA	
		NATURAL MILES	TENTHS	NATURAL MILES	TENTHS		Direction	Force	HEIGH IN INCHES	READING AT TEMP.	AIR, DEW BULB	AIR, WET BULB	WATER, SURFACE	FORM		MOVING FROM	AMOUNT	VELOCITY	CONDITION	SWELL FROM
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
1358-300	1	143.0	15	3	151	060	230	5	29.91	-	67.66	68	C2	aw	-	9	3	0	-	
1370-300	2	162.3	17	0	166	331	230	6	29.97	-	68.66	68	C2	aw	-	9	3	0	-	
1377-300	3	169.5	17	7	170	060	240	5	29.96	-	68.67	68	C2	aw	-	9	3	0	-	
1382-300	4	170.4	17	8	181	060	240	5	29.97	-	68.66	68	C2	aw	-	9	3	0	-	
1387-300	5	191.0	17	9	178	270	240	5	29.97	-	68.66	68	C2	aw	-	9	3	0	-	
1392-300	6	191.0	17	9	202	270	240	5	29.92	-	68.66	69	C2	aw	-	10	3	0	-	
1398-300	7	128.2	16	7	150	110	235	4	29.96	-	68.66	68	C	st cu	180	9	30	0	-	
1416-300	8	147.4	15	5	130	125	235	4	29.95	-	68.66	68	C	st cu	195	10	30	0	-	
1422-300	9	164.3	16	3	104	104	240	8	29.99	-	68.67	68	C	st cu	170	10	30	1	160	
1466-300	10	146.3	15	3	284	180	280	8	29.99	-	69.68	68	C	st cu	170	10	32	1	160	
1476-300	11	145.4	15	2	147	147	200	7	29.99	-	69.68	68	C	st cu	170	10	32	1	160	
1470-300	12	146.2	15	4	209	209	200	8	29.98	-	68.65	68	C	st	170	10	35	1	170	

Latitude <i>33-53-00 N</i>	Longitude <i>7-58-30 W</i>
Latitude <i>33-57-00 N</i>	Longitude <i>08-14-00 W</i>
Latitude <i>34-29-00 N</i>	Longitude <i>09-48-00 W</i>
Current: Set _____	Drift _____
GYROCOMPASS IN USE	Error _____
STANDARD MAG. COMPASS	Compass No. _____
S. H. _____	Error _____
Variation _____	Deviation _____

Received _____	Expended <i>634.17</i>	On hand <i>355635</i>
Distilled <i>15021</i>	Received _____	Expended <i>736.93</i>
On hand <i>128710</i>	BEFORE LEAVING PORT	
Draft for'd _____		
Draft aft _____		
AFTER ENTERING PORT		
Draft for'd _____		
Draft aft _____		
Ready to go - <i>73.71</i>		
MAGAZINE TEMPERATURES:		
Maximum <i>A-411-N-80</i>		
Minimum <i>D-405-N-70</i>		
Normal EXCEPT VENTILATION GROUPS and 2 motor control panel out		

DRILLS AND EXERCISES	
Morning	Afternoon
Division <i>10800 - Mustered</i>	
<i>2 on stations</i>	
3 _____	
4 _____	
5 _____	
6 _____	
7 _____	
8 _____	
9 _____	

Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1420-300	14	149.2	15	7	160	284	300	8	29.94	-	68.67	68	C	aw	170	10	35	1	170	
1429-300	14	149.2	15	7	160	284	300	9	29.91	-	68.67	68	C	aw	200	10	30	1	190	
1432-300	15	122.0	12	7	284	300	300	9	29.91	-	69.67	68	C	st	200	10	30	1	190	
1437-300	16	144.9	15	2	150	284	000	7	29.95	-	72.70	68	C	aw	-	8	40	1	000	
1445-300	16	158.5	14	6	140	284	000	8	29.94	-	72.70	68	C	aw	-	9	30	0	-	
1455-300	16	145.5	15	3	154	284	000	12	29.95	-	69.66	68	C	aw	000	10	20	0	-	
1458-300	17	145.1	15	2	144	284	000	18	29.96	-	68.65	68	C	aw	000	9	4	0	-	
1467-300	20	144.8	15	0	145	046	000	8	29.99	-	67.64	68	C	aw	000	8	3	0	-	
1472-300	21	144.7	15	0	142	046	000	9	29.98	-	67.64	68	C	aw	350	9	3	0	-	
1480-300	22	144.7	15	0	141	046	000	7	29.99	-	66.61	68	BC	aw	350	5	5	0	-	
1480-300	23	144.7	15	0	143	046	000	12	29.99	-	66.66	68	BC	aw	350	5	4	0	-	
1487-300	24	144.1	15	2	147	046	000	9	29.98	-	68.66	68	BC	aw	350	7	5	0	-	

SUBMERGED RUN DATA - SUBMARINES					
Run No. (Serial)	1	2	3	4	5
Time to submerge					
Greatest depth					

UNITED STATES SHIP TUSCALOOSA Monday 9 November 1942

ZONE DESCRIPTION ZERO REMARKS.

08 to 12 Steaming as before. 0805 Mustered on station. Absentees:
 Katarich, P.S., S²/c absent over leave since 1000, October 4; Hanley, R.P.
 S²/c absent over leave since 0700 October 16; Currey, C. S²/c absent
 over leave since 2300 October 5; Hendricks, C.S. S²/c absent over leave
 since 0700 October 16; Kuncz, D.M. SC S²/c absent over leave since
 0700 October 17; Johnson, R.E. GM S²/c absent over leave since October 17;
 Harey, J.H. S²/c absent over leave since 0700 October 19;
 Loy, N.M. Pvt. M.C. absent over leave since 0700 October 21;
 Wagner, L.J. Pvt. M.C. absent over leave since 0700 October 21;
 Selam Schmidt, J.E. Cox, absent over leave since 0700 October 21;
 Della Calce, M. S²/c absent over leave since 0700 October 21;
 Krosnicki, G. S²/c absent over leave since 0700 October 21, 1942; Cusick
 J.F. S²/c absent without leave since 1850 October 21; Lefton, L. S²/c
 absent over leave since 0700 October 23; DeLoach, R. F¹/c absent
 over leave since 0700 October 23; Caulfield, G.F. S²/c absent over
 leave since 0700 October 24; Botkins, E.R. S²/c absent over
 leave since 0700 October 24; Kinney, R.W. S²/c absent over leave
 since 0700 October 16 0809 Catapulted plane 7-C.S.-5 to port,
 field Suign, Massad; passenger: Downs, J.D. ARM¹/c, for anti-
 submarine patrol. 0809 changed course left to 104°T and pgc, 120°
 psc. Changed speed to standard speed, 15 knots, 142 RPM. 0900
 Made emergency turn to port to 076°T because of report
 of periscope bearing 090° relative. 0905 Regained position astern
 of the Massachusetts. 0911 Allowed fire to die out under
 boilers #1 and #2. 0912 Ceased zig-zagging and resumed base
 course 104°T and pgc, 120°psc. 0918 Changed course left to 284°
 T and pgc, 292°psc. 0920 Allowed fire to die out under boilers
 #5 and #6. 0938 commenced zig-zagging according to plan 10.
 Made daily inspection of magazines and smokeless powder
 samples; conditions normal. 1105 sounded flight buzzer, making
 preparations to launch two (2) planes. 1134 changed
 course left to 254°T. 1135 changed speed to 20 knots, 193 RPM. 1136
 Catapulted plane #7-CS-6 to port. 1136.5 Catapulted plane #7-CS-7
 to standard. 1139 changed speed to standard speed, 15 knots, 142
 RPM. 1139 changed course right to 284°T and pgc 292°psc.
 1152 commenced maneuvering in order to recover plane.
 1158 recovered plane #7-CS-5 to port cast method.

W. J. Johnson
Lieut. USN

Approved: *H. C. Felitti*
Captain, U.S.N.
Commanding

Examined: *J. H. Chantry*
Lt. Comdr. U.S.N., Navigator.

UNITED STATES SHIP TUSCALOOSA Monday 9 November, 1942

ZONE DESCRIPTION ZERO REMARKS.

12-16 Steaming as before. 1206 Changed course to 344°T and pgc. Changed speed to 17 knots, 162 RPM. 1212 - Changed speed to 15 knots, 142 RPM. 1230 - Commenced zigzagging in accordance with plan #10. 1500 - Made preparations for receiving two aircraft.

W.M. Grayson
Lieut., USN

16-20 Steaming various course at various speeds while receiving planes by cast method. 1612 Received planes 7-65-6 and 7-65-7. 1620 Resumed base course 284°T and pgc. 293 psc. Changed speed to 15 knots, 142 rpm. 1630 Commenced zigzagging in accordance with plan #10. 1716 WILKINSON and JENKINS left formation to proceed on duty assigned by COM-TASK GROUP 34.1. 1733 Sunset. 1750 BURROWS, G.A., AS, sustained wound, lacerated bridge of nose, in darkened passageway by running into some unknown object. Wound treated with tincture of green soap, sulfanilamide powder applied on wound, one suture taken; injection of tetanus toxoid given. Returned to duty.

RE Huddleston
Lieut., USN.

18 to 20 Steaming as before. 1830 Ceased zigzagging and resumed base course 284°T and pgc. 1906 Changed course to 046°T and pgc, 064 psc. 1950 Mayrant rejoined formation.

J.K. Daly
Lt. (jg) USN.

20 to 24 Steaming as before. 2002 U.S.S. Mayrant left formation to investigate radar contact on Port Quarter Island 2800 yards. 2117 U.S.S. Mayrant regained her position in the formation on the port beam of the unit guide, the Massachusetts.

W. J. ...
Lieut. USN

Approved: *U.C. Gullett*
Captain, U.S.N.
Commanding

Examined: *J.M. Maurer*
Lt. Comdr. U.S.N., Navigator.

UNITED STATES SHIP *TUSCALOOSA* *Tuesday 10 Nov 1942*

LOG OF THE UNITED STATES SHIP (Date) (Month)

ZONE DESCRIPTION *ZERO* REMARKS. TA

0000 Steaming in company with MASSACHUSETTS (Com. TAG 341), RHINO, MAYRANT
WAINWRIGHT. Steaming at standard speed 15 knots, 1414 R.P.M. on course 046°T and
P.C. 064°P.C. Between 3, 4, 7, and 8 and all main engines in use. Ship completely
darkened, in material condition Yoke and condition two miles. 0000 changed
course to 131°T and P.C., 145°P.C. 0300 changed speed to 12 knots, 113 R.P.M. 0350
changed course to 185°T and P.C., following action of MASSACHUSETTS, as WAINWRIGHT reported
ground contact and displayed two vertical red lights, dead ahead 1500 yds distance. 0357
changed course to 131°T, P.C., 145°P.C. as WAINWRIGHT turned off red lights. 0359
changed course to 181°T, when MAYRANT reported submarine contact.

W. M. Graybrook
Lieut. J.G.

0400 08 Steaming as before. 0402 Changed course
left to 135° true. 0404 Changed course left to 131° true
and p.c. 144° p.c. 0553 Submarine contact reported
by destroyer screen. Changed course right to 181° true and p.c.
198° p.c. Destroyer reported report. 0554 Changed course
left to 131° true and p.c. 144° p.c. 0600 Flight Quarters to
launch planes for 1/2 and reconnaissance patrol. 0608
Sighted two carriers and destroyer escort on port bow.
MAYRANT left formation to investigate. Identified as
CHENANGO and SEWANEE. 0635 MAYRANT rejoined
formation. 0640 Sighted WICHITA and STENKINS
bearing 101° true. 0707 Changed course right to
221° true and p.c. 226° p.c. 0716 Changed course left to
147° true and p.c. 156° p.c. having formation to proceed
to FEDRA to fuel ship. RHINO accompanying on 1/2
screen. 0718 Changed speed to 15 knots, 148 rpm.
0720 Set Condition of Watchmen Two in the AA battery.
0740 WICHITA and STENKINS joined formation. WICHITA
astern, and STENKINS at 1/2 patrol. 0742 Changed speed
to 18 knots, 172 rpm.

R. C. Huddleston
Lieut. U.S.N.

08 TO 12 Steaming as before. Mustered crew on stations. Absentees:
Katarich, P.S. 5 1/2 A.O.L. since 1000 Oct 4; Curry, C. 5 1/2 A.O.L. since 2300 Oct 5;
Hantley, R.P. 5 1/2 A.O.L. since 0700 Oct 16; Hendricks, C.S. 5 1/2 A.O.L. since 0700 Oct 16;
Kinney, R.W. 5 1/2 A.O.L. since 0700 Oct 16; Kuce, J.M. 5 1/2 A.O.L. since 0700 Oct 17;
Johnson, K.E. 6Mk A.O.L. since 0700 Oct 17; Harey, J. 5 1/2 A.O.L. since 0700 Oct 21;
Loy, N.M. Pet. A.O.L. since 0700 Oct 21; Wagner, L.J. Pet. A.O.L. since 0700 Oct 21;
Schmidt, J.E. Cox A.O.L. since 0700 Oct 21; Della-Cake, M. 5 1/2 A.O.L. since 0700 Oct 21;

Approved: *W. C. Billitto*
Captain, U.S.N.
Commanding

Examined: *J. M. Murray*
Lt. Comdr.
U. S. N., Navigator.

LOG OF THE UNITED STATES SHIP **TUSCALOOSA** (Name) **CA 37** (Identification Number)

PASSAGE **ON PATROL** TO **SEASIDE** (Day) **Tue 10** (Date) **NOV** (Month) **1942**

ZONE DESCRIPTION **ZERO** **N.C. GILLETTE** CAPT U. S. Navy, Commanding

Hours	Miles	BY REVS.		BY LOG		Compass (P.C.) Gyro	WIND		BAROMETER		TEMPERATURE			WEATHER BY SYMBOLS	CLOUDS				SEA	
		Nautical Miles	Turns	Nautical Miles	Turns		Direction	Force	Height in Inches	Reading at Temp.	Air	Wet Bulb	Wet Bulb Depression		Form	Moving From	Amount	Visibility	Compass	Swells From
1193-300	143.3	15	1	14	7	131	000	7	29.98	-	67	66	68	BC	a cu	-	7	5	0	-
1199-300	145.6	15	1	14	5	131	060	7	29.98	-	66	66	68	BC	cum b	100	5	4	0	-
1208-300	144.2	15	2	14	3	131	060	8	29.97	-	66	66	68	BC	cum b	100	3	4	0	-
1217-300	117.1	12	5	12	5	131	060	8	29.97	-	66	64	68	BC	a cu	100	4	5	0	-
1225-300	123.9	13	0	11	0	131	040	6	29.97	-	66	65	68	BC	a cu	-	3	6	0	-
1232-300	115.5	12	3	11	0	131	040	6	29.97	-	66	65	68	C	a cu	-	7	10	0	-
1239-300	115.8	12	3	11	3	131	030	6	29.97	-	66	65	68	C	a cu	-	8	18	0	-
1245-300	142.8	15	0	14	3	131	050	5	29.98	-	66	65	68	C	a cu	-	7	14	0	-
1250-300	167.1	17	6	17	0	131	050	4	30.00	-	66	64	68	C	a cu	040	9	12	0	-
1304-300	155.4	17	4	17	7	131	250	3	30.00	-	66	63	68	C	a cu	-	9	9	0	300
1310-300	153.4	16	8	15	9	131	220	2	30.01	-	66	63	68	C	a cu	220	6	18	0	300
1314-300	094.9	10	3	8	7	090	250	5	29.98	-	67	64	68	C	a cu	220	7	24	0	300

Latitude	35-56-00 N
Longitude	07-33-00 W
Latitude	33-47-00 N
Longitude	07-22-00 W
Latitude	34-02-00 N
Longitude	07-07-00 W
Current	Set Drift
Gyrocompass in Use	Error
Standard Mag. Compass	Compass No. S. H. Error Variation Deviation

Received	334.84
Expended	322.11
On hand	12.73
Distilled	226.55
Received	217.07
Expended	128.91
On hand	88.16
Before Leaving Port	Draft for'd Draft aft
After Entering Port	Draft for'd Draft aft
Magazine Temperatures	Maximum 1-40.5-11-20 Minimum 1-40.5-11-26.5 Heavy Boxes 82-61 Condensers - Normal

Division	Morning		Afternoon	
	1	10500	1200	Flight Quarters
2	10500	1219	Reinforced one (1)	
3	10500	1430	Light Quarters	
4				
5				
6				
7				
8				
9				

Hours	Miles	BY REVS.	BY LOG	Compass	WIND	BAROMETER	TEMPERATURE	WEATHER	CLOUDS	SEA										
1322-300	93.9	10	0	9	4	270	030	3	29.98	-	68	67	68	BC	a cu	220	5	30	0	300
1328-300	168.5	17	4	17	4	315	050	4	29.99	-	69	67	68	BC	a cu	220	4	37	0	-
1335-300	172.0	18	0	13	6	020	035	8	29.94	-	70	68	68	C	a cu	-	7	37	0	-
1341-300	124.8	13	2	14	2	320	045	12	29.94	-	69	67	69	C	a cu	030	7	40	0	-
1347-300	133.3	14	6	12	2	290	045	15	29.96	-	68	65	68	C	a cu	045	6	35	0	050
1350-300	118.6	12	6	12	5	270	070	12	29.97	-	66	64	68	C	a cu	-	9	30	1	070
1356-300	116.5	12	6	11	7	270	070	11	30.00	-	67	63	68	C	a cu	-	8	19	0	-
1358-300	116.0	12	5	12	1	270	060	18	30.02	-	67	63	68	BC	a cu	-	4	4	0	-
1403-300	118.8	12	6	11	4	270	060	18	30.03	-	67	63	68	BC	a cu	-	5	4	0	060
1409-300	118.3	12	5	11	6	270	060	18	30.05	-	67	63	68	BC	a cu	060	4	5	0	060
1414-300	117.6	12	5	11	7	270	045	19	30.05	-	67	63	68	BC	a cu	045	3	5	0	060
1418-300	118.7	12	5	11	4	270	045	18	30.06	-	66	64	68	BC	a cu	050	4	4	0	-

SUBMERGED RUN DATA - SUBMARINES					
Run No. (Serial)	1	2	3	4	5
Time to submerge					
Greatest depth					

UNITED STATES SHIP *TUSCALOOSA* Tuesday 10 November 1942

ZONE DESCRIPTION *0* REMARKS.

(08 to 12 continued)

Krasniaki, C. 5 1/2 AOK since 0700 Oct 21; Cusick, J. E. 5 1/2 AOK since 1850 Oct 21; Lefton, L. 5 1/2 AOK since 0700 Oct 23; DeLoach, R. F. 1/2 AOK since Oct 23; Caulfield, G. E. 5 1/2 AOK since 0700 Oct 24; Botkins, E. R. 5 1/2 AOK since 0700 Oct 24.

0805 Commenced maneuvering on various courses at various speeds to catapult aircraft. 0808 Catapulted one plane to starboard for anti-submarine patrol. 0819 Catapulted one plane to starboard for reconnaissance flight. 0821 Resumed base course 147° and pgc, 158° psc at speed of 18 knots 172 RPM. 0821 Secured from Flight Quarters. 0825 Changed course to 235° T and pgc 238° psc. 0826 Jenkins obtained sound contact and dropped three depth charges. 0840 Changed course to 180° T and pgc 186° psc. Made preparations to recover Pararanes. 0847 Changed course to 130° T and pgc 143° psc. 0852 Changed speed to 15 knots 142 RPM. 0901 Changed course to 160° T and pgc. Changed speed to 5 knots 47 RPM. 0903 Recovered pararanes. 0910 Made preparations for fueling. 0920 Stopped all engines. 0922 Changed course to 150° T and pgc. Made daily inspection of Magazines and smokeless powder. Conditions normal. 0950 Shifted to independent maneuvering setup. Made preparations to go alongside tanker. Commenced maneuvering on various courses at various speeds. Coming alongside tanker, Winooski. 0955 First line across to Winooski. 1009 Line #1 parted due to heavy rolling of both vessels. 1010 Let go all lines and cast off from alongside port side of Winooski, steaming on various courses at various speeds. 1020 Steadied on 000° T. Stopped all engines. 1038 Changed course to 325° T and pgc 339° psc and changed speed to 10 knots 94 RPM. 1050 Changed course to 235° T and pgc 237° psc. 1101 Changed course to 170° T and pgc 196° psc. 1112 Changed course to 145° T and pgc 156° psc. 1115 Flight Quarters. 1120 Changed course to 015° T and pgc 032° psc. 1125 Changed course to 300° T and pgc 311° psc. 1132 Catapulted one plane for anti-submarine patrol. Rigged ship for Dog recovery. 1143 Recovered one plane to port. 1145 Changed course to 090° T and pgc 106° psc. 1146 Secured from Flight Quarters.

J. K. Daly
Lt (jg) U.S.N.R.

12 to 16 Steaming as before. 1204 commenced preparations and maneuvers to recover one plane by dog method. 1219 recovered plane 7-CS-7 to starboard dog method. 1235 Changed course left to 270° T, 276° psc. 1240 Changed course left to 180° T and pgc, 186° psc. 1255 Changed course right to 270° T and pgc, 276° psc. 1303 changed course right to 315° T and pgc, 321° psc; changed

Approved: *U. C. Entlath*
Captain, U.S.N.
Commanding

Examined: *J. M. Murray*
Lt Comdr.
U.S.N., Navigator

UNITED STATES SHIP TUSCALOOSA Tuesday 10 November, 1944

ZONE DESCRIPTION 0 REMARKS.

12 to 16 (continued) speed to 18 knots (172 RPM). 1303 Withite took position astern, JENKINS to port, and Rhind to starboard and proceeded to sea. 1321 Commenced zig-zagging in accordance with plan #10 on base course. 315°T. 1356 Ceased zig-zagging - resumed base course. 1356 Turned 60° to starboard on receipt of submarine contact report from JENKINS. 1358 Submarine report by JENKINS annulled, resumed base course 315°T. 1405 Changed course to left to 270°T, 278 psc. 1409 Commenced zig-zagging in accordance with plan #10. 1430 Made preparations to catapult one plane and to recover one plane. 1445 By order of Commanding Officer, MOORE, HA. Sea 2/4 was placed in solitary confinement awaiting trial by general court-martial. 1450 Changed speed to 10 knots, 94 rpm, maneuvering to recover one plane. 1452 Catapulted plane 7-65-6 to port. 1410 The Captain held a meeting and awarded the following punishment: MOORE, HA. Sentence 65-04-75. Officer charged to obey orders. Punishment: General Court-martial. 1512 Recovered plane 7-65-5 to port "Dog" method. 1518 Changed speed to 10 knots, 94 rpm. 1519 Changed course to left to 292°T. 1522 Changed speed to 15 knots, 142 rpm. 1525 Changed course to left to 202°T, 207 psc. 1539 Changed course to right to 240°T, 245 psc. Commenced maneuvering to take station astern of the MASSACHUSETTS. 1545 Detached JENKINS and RHIND to Underway 8. 1555 Changed course to right to 320° 326° psc.

W. G. Spencer
Lieut. USNavy

16 to 18. Steaming as before. 1600 changed course to 005°T, 024°psc. 1610 Steered various courses at various speeds while recovering plane 7-65-6 cast net. 1614 Resumed standard speed of 15 knots, 144 RPM. 1618 Changed course to 320°T, PSC 325°psc. 1624 changed course to 270°T, PSC 279°psc. 1624 began zig-zag, Plan 10. 1644 changed speed to 17.5 knots, 168 RPM.

W. M. Bromberg
Lieut., USN

18 to 20. Steaming as before. 1830 Ceased zig-zagging, and resumed base course 270°T & psc, 279°psc.

R. E. Huddleston
Lieut. USN

Approved: *N. C. Feltz*
Captain, U.S.N.
Commanding

Examined: *J. M. Thursting*
Lt. Comdr., U. S. N., Navigator.

UNITED STATES SHIP TUSCALOOSA Tuesday 10 November 1942

ZONE DESCRIPTION 0 REMARKS.

20 TO 24. STEERING AS BEFORE.

J. K. Daly
LTJG USNA

Hour	Lat	Long	Wind	Wave	Visibility	Clouds	Sea	Remarks
00								
01								
02								
03								
04								
05								
06								
07								
08								
09								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								

Approved: *M. C. Bullata*
Captain, U.S.N.
Commanding

Examined: *John M. ...*
Lt. Comdr.
U.S.N., Navigator.

UNITED STATES SHIP

Tuscaloosa

Wednesday 11

Nov 1942

ZONE DESCRIPTION 0

REMARKS.

0704 Steaming in company with task group 34.1 consisting of Massachusetts (OTC), Tuscaloosa, Wichita, Rhind, Jenkins, Hainwright and Navigator Destroyers in 1/5 in accordance with plan #6. Steaming with boilers 3, 4, 7 and 8 and all engines at 12.5 knots, 118 rpm on course 270° T and 279 psc. Ship is underway in condition 2000. Condition 2 Mike in use in A.A. and main battery. Logbooks are averaged.

W. J. Johnson
Lieut. USN

0716 08 Steaming as before. 0716 Sighted ship.
0702 Commenced zigzagging in accordance with plan #10

W. M. Bradford
Lieut. USN

0812 Steaming as before. 0800 Mustered on stations. Absentees: KATOVICH, P.S., S¹/c, AOL since 1000 on October 4, 1942; HANLEY, R.P., S¹/c, HENDRICKS, C.S., S¹/c, AOL since 0700 on October 16, 1942; CURRY, C., S¹/c, AOL since 2300 on October 5, 1942; KUNCE, D.M., SC¹/c, JOHNSON, K.F., GM¹/c, AOL since 0700 on October 17, 1942; HAYES, J.H., S¹/c, AOL since 0700 on October 19, 1942; LOY, N.M., PVT, WAGNER, L.J., PVT, SCHMIDT, J.F., COL, DELLA CALCE, M., S¹/c, KRASNICKI, C., S¹/c, AOL since 0700 on October 21, 1942; CUSICK, J.F., S¹/c, AOL since 1850 on October 21, 1942; LEFTON, L., S¹/c, DELOACH, R., P¹/c, AOL since 0700 on October 23, 1942; CAULFIELD, G.F., S¹/c, BOTKINS, F.P., S¹/c, AOL since 0700 on October 24, 1942; KINNEY, R.W., S¹/c, AOL since 0700 on October 16, 1942. 0811. Ceased zigzagging, resumed base course 270°T. 0822 Changed course to 000°T psc, 016°psc. 0825 Commenced zigzagging according to plan #10. 0830 Sighted CHEMUNG and HOUSATONIC bearing 000°T, distance 25 miles. 0845 Ceased zigzagging, resumed base course 000°T psc. 0855 Slowed to 2 1/3, 10 knots, 94 rpm. 0900 Changed course to 350°T psc, 010°psc. Commenced steaming at various courses and speeds, steaming independently while maneuvering to come along side HOUSATONIC. 0938 Came alongside starboard side to HOUSATONIC. 0956 Commenced fueling at sea operations steaming on base course 010°T psc, speed 7 knots, 67 rpm. Destroyers fueling from CHEMUNG. Made daily inspection of magazines and smokeless powder samples, conditions normal.

R. C. Heddleton
Lieut. USN

Approved: M. P. Gillett
Captain, U.S.N.
Commanding

Examined: J. M. McIntire
St. Comdr. U.S.N., Navigator

LOG OF THE UNITED STATES SHIP

Tuscaloosa

CA37 (Identification Number)

PASSAGE Port of Fedata, French MORROCCO TO Rendezvous Point Wednesday 11 Nov. 1944

ZONE DESCRIPTION 0 N.C. Gillette CAPT. U. S. Navy, Commanding.

Main log table with columns: Hour, Altitude, BY REVS, BY LOG, COURSE (P.C.), WIND, BAROMETER, TEMPERATURE, WEATHER BY OBSERVER, CLOUDS, SEA.

Handwritten notes on the left margin: 883-300, 885-300, 886-300, 888-300, 890-300, 896-300, 894-300, 891-300, 891-300, 891-300, 891-300, 891-300, 891-300, 891-300.

Navigation section including Latitude, Longitude, Current, Gyrocompass in Use, Standard Mag. Compass.

Weight and Magazine section including Received, Expended, On hand, Magazine Temperatures.

Drills and Exercises section with Morning and Afternoon columns.

PM section of the log table with columns: Hour, Altitude, BY REVS, BY LOG, COURSE (P.C.), WIND, BAROMETER, TEMPERATURE, WEATHER BY OBSERVER, CLOUDS, SEA.

SUBMERGED RUN DATA - SUBMARINES table with columns: Run No. (Serial), Time to submerge, Greatest depth.

UNITED STATES SHIP *TUSCALOOSA* Wednesday 11 November, 1942

ZONE DESCRIPTION *Zero* REMARKS.

12 TO 16. STEAMING AS BEFORE. 1211. DISCONNECTED FORWARD OIL HOSE, 1235. DISCONNECTED AFTER FUEL HOSE 1238. LET GO TOW LINE AND CAST OFF FROM HOUSATONIC. 1245. CHANGED SPEED TO 5 KNOTS (47 RPM) AND TOOK STATION ASTERN OF WICHITA AND ^{WESTERN} MASSACHUSETTS. 1303. CHANGED SPEED TO 7 KNOTS. 1305. WICHITA ALONGSIDE HOUSATONIC. 1325. DESTROYERS COMPLETED FUELING FROM CHEMUNG. 1340. UNIDENTIFIED SHIPS SIGHTED AT 1200 WERE IDENTIFIED AS HMS HECLA, VINDICTIVE, MARNE AND VENOMOUS. 1500. SHIPS PASSED US ASTERN. ~~ON~~ COURSE

J. K. Daly
Lt (jg) USN

16 to 18. Steaming as before. 1600 Wichita cast off from the tanker Housatonic. 1605 changed course left and took position astern of the Massachusetts distant 800 yards on course 010° T and pgc, 1615 Wichita took position third in column distant 800 yards. 1627 changed course right to 090° T and pgc, 1670 psc. 1629 changed speed to 12.5 knots, 118 RPM. 1636 commenced zig-zagging in accordance with plan #10 on base course 090° T. 1645 sighted three strange vessels bearing 025° T. 1730 MARBANT left the formation to investigate the strange vessels. 1744 Completely darkened ship.

Alfred J. Jones
Lieut USN

18 to 20 - Steaming as before. 1807 - Changed course to 150° T pgc, 1815 - Commenced zig-zagging according to plan #10 and ceased on base course at 1830. 1815 - Changed speed to 20 knots, 193 RPM. 1925 - Changed speed to 12.5 knots, 118 RPM. 1935 - Changed speed to 15 knots, 143 RPM. 1945 - Changed speed to 12.5 knots, 118 RPM.

Wm. B. Jenkins
Lieut USN

20 to 24 Steaming as before 2035 JENKINS rejoined formation after patrol astern. 2100 Changed speed to standard 15 knots, 142 rpm

R. E. Huddell
Lieut USN

Approved: *N. C. Feltch*
Captain, U.S.N.
Commanding

Examined: *J. M. Chantry*
Lt. Comdr. U. S. N., Navigator.

UNITED STATES SHIP TUSCALOOSA THUR 12 NOV 1947

ZONE DESCRIPTION ZERO REMARKS.

00 to 04 STEAMING IN COMPANY WITH TASK GROUP 341 CONSISTING OF THE MASSACHUSETTS (COMTASG 341), TUSCALOOSA, WICHITA, JENKINS, WAINWRIGHT, RHIND AND MAYKANT ON BASE COURSE 150°T AND PEG, 162° PSC AT STANDARD SPEED 15 KNOTS (14.2 RPM) WITH ALL ENGINES AND BOILERS #3, #4, #7 AND #8 IN USE. SHIP IS IN CONDITION OF READINESS TWO "MIKE", MATERIAL CONDITION "YAKE", COMPLETELY DARKENED AND DEGAUSSER ENERGIZED. 0208. CHANGED COURSE AND BASE COURSE TO 067°T AND PEG; 083° PSC. 0235. CHANGED COURSE TO 090°T AND PEG; 107° PSC. 0254. CHANGED COURSE TO 180°T AND PEG; 189° PSC. 0309. CHANGED COURSE AND BASE COURSE TO 270°T AND PEG; 279° PSC.

J. X. Daly
Lt(jg) USNR

04 to 08 Steaming as before. 0620 shifted steering control to aftersteering station, from port unit to starboard unit and then back to the navigation bridge. Operation satisfactory. 0700 changed course and base course right to 000°T and PEG, 0100 PSC. 0700 commenced zig zagging in accordance with plan #10. 0713 ~~steaming~~, lighted ship.

W. J. Gorman
Lieut. US Navy

08 to 12. Steaming as before. 0800 quarter for arrival with the following allocation: KATOVICH, P.S. 5% AOL since 1000 Oct 4. CURRY, E. 5% AOL since 2300 Oct 5. HANKEY, R. 5% AOL since 0700 Oct 6. HENDRICKS, C.S. 5% AOL since 0700 Oct 16. KINNEY, R. 5% AOL since 0700 Oct 16. KUNCE, D.M. 5% AOL since 0700 Oct 17. JOHNSON, K.E. 5% AOL since 0700 Oct 17. HONEY, J. 5% AOL since 0700 Oct 21. LAY, R.M. 5% AOL since 0700 Oct 21. WAGNER, L.T. 5% AOL since 1700 Oct 21. SCHMIDT, J.E. 5% AOL since 0700 Oct 21. DELLA CALCE, M. 5% AOL since 0700 Oct 21. KROSNICKI, E. 5% AOL since 0700 Oct 21. CUSICK, J.E. 5% AOL since 1850 Oct 21. LITTON, L. 5% AOL since 0700 Oct 23. DELOREN, R. 5% AOL since Oct 23. CAULFIELD, S.E. 5% AOL since 0700 Oct 24. BOTKINS, E.R. 5% AOL since 0700 Oct 24. 0845 sounded PA defense for drill. 0900 WICHITA and MAYKANT left formation for station for radar tracking exercise. 0951 ceased zigzagging. 0154 began zigzagging, plan #6. 0957 changed speed to 13 knots, 12.5 RPM. Made daily inspection of magazine powder samples, condition normal. 1100 Ceased zigzagging. 1100 WICHITA and MAYKANT returned to position. 1124 began zigzagging, plan #10.

W.M. Hughes
Lieut. USNR

Approved: M.C. Fillett
Captain U.S.N.
Commanding

Examined: J.W. Murray
Lt. Comdr. U.S.N., Navigator.

LOG OF THE UNITED STATES SHIP *TUSCALOOSA* (Name) (Identification Number) **CA 37**
 PASSAGE *BENDREVOUS* TO *PORT SPAGNOLO* *TAURIN 12* *Nov* 19 *42*
 ZONE DESCRIPTION *ZERO* *U. S. GILLETTE* CAPT *U. S. Navy*, Commanding.

Hour	WIND Direction Force	BAROMETER Reading in Inches	TEMPERATURE				WIND Direction Force	WIND Direction Force	WIND Direction Force	WIND Direction Force	WIND Direction Force	CLOUDS				SEA Swell From			
			Air	Sea	Wet Bulb	Wet Bulb						Form	Moving From	Amount	Visibility		Condition	Waves From	
1044-300	140.8	14	9	14	7	150	230	14	30.03	65	59	68	BC	acu	—	2	10	7	230
1054-300	141	14	9	14	9	150	240	13	30.02	65	58	68	BC	acu	—	3	5	1	250
1133-300	142	15	0	14	3	180	300	12	30.01	64	58	68	C	acu	—	6	5	1	230
1219-300	143.1	15	1	14	3	270	300	16	29.97	64	60	68	C	acu	—	7	4	1	230
1125-300	142.8	15	0	14	9	270	330	19	29.97	65	60	68	BC	acu	—	5	7	1	270
1135-300	143.3	15	1	14	3	270	330	20	29.97	65	60	68	BC	acu	—	3	6	1	280
1192-300	142.2	15	5	14	8	270	300	15	29.97	65	60	68	BC	acu	—	4	20	1	290
1256-300	146.4	15	4	14	1	000	000	15	30.00	66	60	68	BC	acu	030	4	10	1	330
1216-300	145.7	15	3	14	3	000	000	15	30.01	66	60	68	BC	acu	030	3	45	1	340
1245-300	144.2	15	2	14	5	000	000	16	30.03	66	60	68	C	acu	030	6	45	1	345
1258-300	137.5	13	2	12	5	000	000	17	30.04	66	60	68	CQ	acu mb	030	7	35	1	345
1213-300	137.2	14	7	13	5	000	000	20	30.03	66	60	68	CQ	acu mb	030	8	30	1	350

Latitude <i>33-36-30 N</i>	Received <i>320579</i>	DRILLS AND EXERCISES
Longitude <i>11-18-00 W</i>	Expended <i>21499</i>	
	On hand <i>576913</i>	
Latitude <i>34-25-00 N</i>	Distilled <i>26086</i>	<i>Morning</i>
Longitude <i>11-11-00 W</i>	Received <i>24258</i>	
Latitude <i>34-29-00 N</i>	Expended <i>129200</i>	<i>Afternoon</i>
Longitude <i>12-18-00 W</i>	On hand <i>129200</i>	
Current: Set Drift:	Before Leaving Port Draft for'd Draft aft:	Division 1 1000 Quarters for 2 quarters physical 3 health check up 4 preparing for drill 5 idleness drill 6 practice man. man 7 getting contact 8 health and rest 9 Radar tracking drill
Gyrocompass in Use	After Entering Port Draft for'd Draft aft:	
Standard Mag. Compass		
Compass No.		
S. H.	Conditions Normal	
Error	MAGAZINE TEMPERATURES	
Variation	Maximum <i>452 A-80</i>	
Deviation	Minimum <i>2-109 A-61</i>	
	READY BOXES	
	CHIPPAGE ROOMS <i>79-55</i>	

P.M.	Hour	Lat	Long	WIND	BAROMETER	TEMPERATURE	CLOUDS	SEA
1225	300	144.8	15 2 14 4	000 000	22 30.01	64 59 68	CQ	acu mb 030 8 35 1 350
1235	300	144.2	15 2 14 2	000 000	12 30.01	64 60 68	CQ	acu mb 000 6 40 1 355
1263	300	144.5	15 2 15 2	270 000	17 30.06	65 60 68	CQ	acu mb 000 8 35 1 200
1212	300	144.5	15 2 15 2	180 015	13 30.06	64 60 68	C	acu mb 000 10 28 1 000
1159	300	142.1	15 3 15 2	180 010	12 30.04	64 61 68	C	acu mb 000 9 28 1 000
1210	300	143.6	15 3 14 3	270 070	12 30.03	66 62 68	O	acu mb 000 10 15 1 005
1197	300	144.9	15 2 14 6	270 070	20 30.03	66 62 68	O	acu mb 000 10 6 2 010
1190	300	142.1	15 0 14 4	270 050	16 30.06	65 60 68	OR	acu mb 000 10 6 1 010
1216	300	145.6	15 3 14 8	000 050	18 30.06	65 60 68	OR	acu mb 000 9 6 1 030
1226	300	144.1	15 2 14 7	000 035	23 30.07	65 60 68	CQ	acu mb 000 9 6 1 030
1234	300	144.9	15 2 13 7	180 035	21 30.07	65 60 68	CQ	acu mb 000 9 6 1 030
1247	300	143.8	15 1 14 0	270 035	20 30.10	64 58 60	C2	acu mb 000 9 5 1 010

SUBMERGED RUN DATA - SUBMARINES

Run No. (Serial)	Time to submerge	Greatest depth

UNITED STATES SHIP Tuscaloosa Thursday 12 November 1942

ZONE DESCRIPTION Zero REMARKS.

12 to 16 Steaming as before. 1357 Ceased zigzagging, resumed base course 000°T + pge. 1405 Changed course to 270°T + pge, 280°psc. 1420 Resumed zigzagging according to plan #10. 1415 Commenced gunnery exercises firing 5" AA rounds at Shrapnel bursts fired by destroyers. 1458 Ceased firing, having expended eight (8) rounds of 5 inch AA ammunition. 1520 By order of the Commanding Officer MOORE, E.J., 5th, was released from confinement. 1523 Changed course to 180°T - 6 pge, 187°psc.

R.C. Huddleston
Lieut USN

16 to 18 - Steaming as before. 1700 Massachusetts assumed radar guard. 1707 Changed course and base course right to 270°T + pge, 280°psc. 1711 Commenced zig-zagging in accordance with plan No. 10 on base course 270°T. 1747 Dashed ship. 1830 Ceased zigzagging and resumed base course 270°T + pge, 280°psc.

J. K. Daly
Lieut USN

18 to 20 Steaming as before. 1802 Passed through narrow channel. 1830 Ceased zigzagging and resumed base course 270°T, 280psc.

H.W. Johnson
Lieut. USNavy

20 to 24 Steaming as before. 2012 - Changed course to 000°T + pge, 010°psc. 2308 - Changed course to 270°T + pge, 282°psc.

W.M. Bradford
Lieut. USN

Approved: U.C. Feltz
Captain, U.S.N.
Commanding

Examined: H.M. Murray
Lt. Comdr. U.S.N., Navigator.

UNITED STATES SHIP Tuscaloosa

Friday 13 November 1942

ZONE DESCRIPTION 0 REMARKS.

0 to 4 Steaming in company with Task Group 34.1 consisting of Massachusetts (CTG) TUSCALOOSA, WICHITA in column, JENKINS, WAINWRIGHT, RHINO, MAYBANT in A/S screen from right to left, on base course 270°T up to 282°psc, at stand on speed 15 knts, 142 rpm, all engines and boilers # 3, 4, 7, and 8 in use. Ship is darkened, in material condition YOKE, and condition of readiness 2 MIKE. DEGAUSSER ENERGIZED

R. E. Heddleton
Lieut. U.S.N.

04 TO 08. STEERING AS BEFORE, ~~0430 SECURED DEGAUSSING~~ 0645 SHIFTED STEERING CONTROL TO STEERING APT. 0645. SHIFTED FROM STARBOARD TO PORT STEERING UNITS. 0648. SHIFTED STEERING CONTROL TO BRIDGE. 0700 SECURED DEGAUSSING. 0721. COMMENCED ZIG-ZAGGING IN ACCORDANCE WITH PLAN #10. 0732. LIGHTED SHIP.

J. K. Daly
Lt. Comdr. U.S.N.

08 to 12 Steaming as before. 0800 Mustered on Stations. Absentees:
Katorich, P.S. 5% absent over leave since 1000 October 4, 1942;
Curry, C. 5% absent over leave since 2314 October 5, 1942;
Hanic, R.P. 5% absent over leave since 0700 October 16, 1942;
Hendricks, C.S. 5% absent over leave since 0700 October 16, 1942;
Kinney, R.W. 5% absent over leave since 0100 October 16, 1942;
Kunee, S.C. 5% absent over leave since 0700 October 17, 1942;
Johnson, K.E. 6M% absent over leave since 0700 October 17, 1942;
Haley, J.H. 5% absent over leave since 0700 October 21, 1942;
Loy, N.M. P/B M.C. absent over leave since 0700 October 21, 1942;
Wagner, L.J. P/B M.C. absent over leave since 0700 October 21, 1942;
Schmidt, J.E. C/P absent over leave since 0700 October 21, 1942;
Della Calce, M. 5% absent over leave since 0700 October 21, 1942;
Krosnicki, C. 5% absent over leave since 0700 October 21, 1942;
Cusick, J.E. 5% absent without leave since 1650 October 21, 1942;
Lefton, L. 5% absent over leave since 1700 October 23, 1942;
DeLoach, R. P/C absent over leave since 0700 October 23, 1942;
Caulfield, G.E. 5% absent over leave since 1100 October 24, 1942;
Botkins, E.R. 5% absent over leave since 0700 October 24, 1942;
0805 Man over starboard bow carried away the starboard lower boom. 0827 Closed zig-zagging and resumed base course 270°T. 0829 commenced maneuvering at various courses and speeds to facilitate recovery of remnants of

Approved: M. C. Eubanks
Captain, U.S.N.
Commanding

Examined: J. M. Thurston
Lt. Comdr. U.S.N. Navigator.

LOG OF THE UNITED STATES SHIP *TUSCALOOSA* (Name) CA 37
 (Identification Number)
PASSAGE *Rendezvous* TO *PORT E. KODALA* *Friday 1-3 NOV* 19 *42*
 (Day) (Date) (Month)
 ZONE DESCRIPTION *0* *N.C. Gillette* (APT) U. S. Navy, Commanding.

Hour	"A" or "B" Average Barometer	BY REVS.			BY LOG			Course (P. C.)	WIND	BAROMETER			TEMPERATURE				WEATHER BY STRIPS	CLOUDS				SEA	
		NATURAL MILES	TERRESTRIAL MILES	TERRESTRIAL MILES	Gyro	Magn. (Indicate which)	Direction			Height in Inches	Reading at Surface	At Sea	At Deck	At Mast	At Gun	Form		Moving From	Amount	Velocity	Confined	Swells From	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20				
11:23-3:00	142.5	15	0	13	9	270	000	21	30.09	-	64	57	66	BC	a cu	-	3	8	1	010			
11:25-3:00	141.8	14	9	14	7	270	060	16	30.07	-	67	57	66	BC	a cu	-	4	7	1	040			
11:6-3:00	143.0	15	1	14	6	270	060	16	30.07	-	67	57	66	C	a cu	-	7	5	1	060			
11:21-3:00	142.1	15	0	14	5	270	060	19	30.07	-	64	58	67	C	a cu	-	10	4	2	060			
11:20-3:00	142	15	0	14	9	270	070	16	30.07	-	67	58	67	C	a cu	-	8	4	2	060			
11:20-3:00	143.9	15	0	14	4	270	060	18	30.07	-	64	58	67	C	a cu	-	6	4	2	060			
11:40-3:00	143.2	15	0	14	4	270	060	19	30.10	-	62	58	67	C	a cu	-	10	10	2	060			
11:7-3:00	141.7	18	0	14	6	270	010	29	30.11	-	63	57	68	C	a cu	-	8	30	2	060			
11:31-3:00	141.2	14	9	12	9	270	020	30	30.12	-	62	57	67	OK	cu mb	-	10	15	3	050			
11:38-3:00	150.6	13	9	14	5	270	010	27	30.14	-	63	59	68	OK	cu mb	-	10	20	5	050			
11:32-3:00	150.6	13	9	14	4	270	020	26	30.14	-	63	58	68	OM	cu mb	-	10	20	5	050			
11:25-3:00	151.1	16	0	13	4	270	030	23	30.16	-	63	57	68	OK	cu mb	-	10	20	5	050			

Latitude <i>35-16-00 N</i> Longitude <i>14-49-00 W</i>	Received Expended <i>28195</i> On hand <i>568269</i>	DRILLS AND EXERCISES	
Latitude <i>35-21-30 N</i> Longitude <i>18-42-00 W</i>		Morning	Afternoon
Latitude <i>35-10-30 N</i> Longitude <i>18-43-00 W</i>		1900 - SET CLOCKS BACK ONE HOUR TO ZONE 4 TIME	
Current: Set _____ Drift _____	Distilled <i>18515</i> Received _____ Expended <i>22301</i> On hand <i>127014</i>	BEFORE LEAVING PORT Draft for d _____ Draft aft _____	
GYROCOMPASS IN USE Error _____	AFTER ENTERING PORT Draft for d _____ Draft aft _____		
STANDARD MAG. COMPASS Compass No. _____ S. H. _____ Error _____ Variation _____ Deviation _____	MAGAZINE TEMPERATURES: Maximum <i>D-183-m-79</i> Minimum <i>D-408-m-29</i> <i>R. Ball - 77</i> <i>clipped - 63</i> NORMAL		

Hour	"A" or "B" Average Barometer	BY REVS.			BY LOG			Course (P. C.)	WIND	BAROMETER			TEMPERATURE				WEATHER BY STRIPS	CLOUDS				SEA	
1	2	3	4	5	6	7	8			9	10	11	12	13	14	15		16	17	18	19	20	
11:38-3:00	151.5	16	0	14	9	270	030	25	30.14	-	62	54	68	OK	cu mb	-	10	20	5	050			
11:39-3:00	150.5	15	9	14	8	270	030	19	30.13	-	64	57	68	OK	cu mb	290	10	30	5	045			
11:53-3:00	149.6	15	8	14	3	270	020	20	30.11	-	64	57	66	OK	cu mb	290	10	30	5	045			
11:28-3:00	151.3	18	0	14	4	270	020	19	30.14	-	67	56	68	C	cu mb	-	9	35	4	035			
11:28-3:00	150.9	16	0	14	5	270	020	18	30.13	-	65	58	67	C	a cu	-	9	40	4	020			
11:30-3:00	151.9	16	0	14	6	270	010	27	30.12	-	63	57	67	C	a cu	010	9	32	4	050			
11:31-3:00	148.0	15	6	14	1	270	010	20	30.13	-	62	57	67	C	a cu	-	10	5	4	050			
11:27-3:00	144.5	15	2	13	8	270	010	20	30.14	-	62	57	66	C	a cu	-	10	5	4	050			
11:28-3:00	150.6	15	9	14	4	270	010	20	30.11	-	62	57	67	BC	a cu	-	5	5	4	050			
11:29-3:00	149.7	13	7	14	3	270	020	25	30.11	-	62	55	66	OK	a cu	000	7	6	4	050			
11:29-3:00	144.1	13	3	14	4	270	020	20	30.11	-	62	57	67	C	cu mb	005	7	6	5	050			
11:28-3:00	142.5	15	0	14	5	270	020	19	30.11	-	62	57	67	C	cu mb	105	8	6	5	000			
11:20-3:00	146.7	15	0	14	7	270	000	23	30.12	-	63	58	68	C	a cu	-	10	12	4	050			

SUBMERGED RUN DATA - SUBMARINES

Run No. (Serial)	Time to submerge	Greatest depth

UNITED STATES SHIP TUSCALOOSA Friday 13 November 1942

ZONE DESCRIPTION 0 REMARKS.

Starboard lower boom. 0900 Resumed base course 270°T and pgc, 243°psc. 0906 commenced zig-zagging according to zig-zag plan #10. 1000 made daily inspections of magazines and smokeless powder samples, conditions normal.

H.W. Johnson
Lieut. USNavy

12 to 16. Steaming as before.

W.M. Brantworth
Lieut. USN

16 to ~~20~~¹⁸ Steaming as before.

R.E. Huddleton
Lieut. USN

18 to 20. Steaming as before. 1805. Darkened ship. 1900. Set all clocks back one hour to zone #1 time. 1945. Commenced zig-zagging in accordance with plan #10.

J.K. Daly
Lt. (j.g.) USN

20 to 24 steaming as before. 20400 meters appeared to shoot through the sky at a fairly low altitude off the port bow. 2215 ceased zig-zagging and resumed base course 270°T and pgc, 253°psc

H.W. Johnson
Lieut. USNavy

Approved: H. C. Gillitt
Captain, U.S.N.
Commanding

Examined: J.M. Chantry
Lt. Comdr. U.S.N., Navigator.

UNITED STATES SHIP **TUSCALOOSA** SAT 13 NOV 1942

ZONE DESCRIPTION **T 1** REMARKS.

00 to 04. Steaming in company with MASSACHUSETTS (COMTASK GR 34), WICHITA RHIND, MAYRANT, WAINWRIGHT, and JENKINS enroute FRENCH MARROCO to UNITED STATES on course 270°T, PGC and 284°TSC, steaming at standard speed of 15 knots, 143 P.M. Boilers #3, #4, #7, and #8 and all main engines in use. Boiler on #4 frame motor for full power. Ship in Condition II MIKE, and material condition YOKE.

W.M. Gray
Lieut. J.G. 1941

04-08 Steaming as before. 0630 Commenced zigzagging in accordance with plan #10. 0701 Lighted ships.

RC Huddleston
Lieut., USN

08 to 12 Steaming as before. 0800 Assumed radar guard. 0800. Mustard on stations. Absentees: KAROVICH, P.S., S¹/₂C - AOL since 1000, Oct. 4; WRRAY, C, S¹/₂C - AOL since 2300, Oct. 5; HANLEY, R.P., S¹/₂C - AOL since 0700, Oct. 16; HENDRICKS, C.S., S¹/₂C - AOL since 0700, Oct. 16; KINNEY, R.W., S¹/₂C - AOL since 0700, Oct. 16; KUNCE, D.M., S¹/₂C - AOL since 0700, Oct. 17; JOHNSON, K.E., SA³/₄C - AOL since 0700, Oct. 17; HAYES, J., S¹/₂C - AOL since 0700, Oct. 21; LOY, H.M., Pvt. - AOL since 0700, Oct. 21; WAGNER, L.J., Pvt. - AOL since 0700, Oct. 21; SCHMIDT, J.E., Cox. - AOL since 0700, Oct. 21; DELLA CAUCE, M., AOL since 0700, Oct. 21; KROSNICKI, G., S¹/₂C - AOL since 0700, Oct. 21; CUSICK, J.E., S¹/₂C - AOL since 1850, Oct. 21; LEFDON, L., S¹/₂C - AOL since 0700, Oct. 23; DELORME, R., F¹/₂C - AOL since 0700, Oct. 23; CAULFIELD, G.E., S¹/₂C - AOL since 0700, Oct. 24 AND BOTKINS, E.R., S¹/₂C - AOL since 0700, Oct. 24, 1942. 0915.

Secured. Condition Two Mike on the Main Battery. Degausser was engaged for test purposes. NOTE: Made daily inspection of magazines and ammunitions powder. Conditions normal.

1010. Secured Degausser. 1015. A Summary Court-Martial of which Lt. Comdr. Thomas B. McMurtry is senior member met to try the case of John H. Dunlop, SC³/₄C and JOHN J. KLEFFER, JR., SIG³/₄C, USN, 1045. The Summary Court-Martial which met at 1015 adjourned to await action of commanding authority.

J.H. Daily
Lieut. J.G. 1941

Approved: *U.C. Enllith*
Captain, U.S.N.
Commanding

Examined: *T.B. McMurtry*
Lt. Comdr.
U. S. N., Navigator.

LOG OF THE UNITED STATES SHIP TUSCALOOSA (Name) CA 37 (Identification Number)

PASSAGE FRENCH Morocco TO UNITED STATES SATURDAY 14, Nov 1942 (Day) (Date) (Month) (Year)

ZONE DESCRIPTION T 1 N.C. GILLETTE CAPT. U. S. Navy, Commanding.

Hour	ALL STAR/ATLANTIC RECORD	BY REYS.		BY LOG		Course (P.C.)	WIND		BAROMETER		TEMPERATURE				WEATHER	CLOUDS			SEA	
		N. True	T. True	N. True	T. True		Direction	Force	Reading	Pressure	Deck	Air	Water	Wet Bulb		Wet Bulb	Form	Moving From	Amount	Visibility
1109-30	1	142.2	15	0	13	1	270	220	19	30.11	-	62.57	67	CQ	cu nb	000	8	4	5	020
1139-30	2	143.5	15	1	14	2	270	220	20	30.10	-	62.59	66	BC	cu nb	000	4	3	5	020
1134-30	3	142.5	15	0	14	0	270	240	20	30.08	-	64.58	66	CU	cu nb	000	9	2	5	020
1124-30	4	141.1	15	2	14	0	270	240	21	30.08	-	62.57	66	C	nb	000	8	2	5	020
1119-30	5	140.9	15	3	13	6	270	240	20	30.06	-	62.57	66	C	nb	000	8	2	5	020
1114-30	6	138.8	14	7	14	0	270	060	25	30.05	-	61.58	66	C	cu nb	000	8	4	4	020
1105-30	7	146.3	15	4	13	8	270	030	27	30.05	-	62.57	64	CU	cu nb	000	9	18	4	030
1100-30	8	151.7	16	0	14	7	270	030	28	30.06	-	63.57	67	C	cu nb	020	9	30	4	010
1200-30	9	151.2	16	0	13	8	270	020	28	30.06	-	63.57	67	C	cu nb	030	6	45	4	010
1203-30	10	151.2	16	0	14	9	270	020	29	30.08	-	64.57	69	C	cu nb	030	7	30	4	010
1212-30	11	151.1	16	0	14	8	270	020	29	30.08	-	64.58	66	C	cu nb	030	7	28	4	010
1225-30	12	130.7	15	9	15	1	270	015	24	30.08	-	65.58	68	CB	nb	0	10	22	4	010

Latitude 35-07-00N
Longitude 22-19-00W

Latitude 35-04-00N
Longitude 23-32-00W

Latitude 34-54-00N
Longitude 25-57-00W

Current Set _____
Drift _____

Gyrocompass in Use _____
Error 0.3 E Pod 940

Standard Mag. Compass _____
Compass No. _____

S. H. _____
Error _____
Variation _____
Deviation _____

DRILLS AND EXERCISES	
Morning	Afternoon
Division <u>1000 Mustard</u>	<u>1330 Divisional</u>
<u>in station</u>	<u>Instruction</u>
3	
4	
5	
6	
7	
8	
9	

P.M.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1241-30	13	152.1	16	0	14	6	270	020	28	30.05	-	64.57	67	CB	cu nb	-	4	30	4	010
1244-30	14	151.3	16	0	14	4	270	015	22	30.03	-	66.57	67	CB	cu nb	-	4	30	5	020
1231-30	15	148.6	15	6	14	3	270	020	30	30.04	-	64.58	67	CB	cu nb	-	7	30	5	020
1220-30	16	152.3	15	0	14	7	270	030	26	30.02	-	64.58	67	C	cu nb	100	6	38	5	020
1216-30	17	150.7	15	0	14	8	270	030	19	30.04	-	64.58	66	CB	cu nb	000	9	25	5	020
1210-30	18	151.6	15	9	14	3	270	030	20	30.07	-	64.58	67	CB	cu nb	-	9	15	4	020
1200-30	19	151.4	15	9	13	2	270	030	20	30.07	-	64.58	68	CB	cu nb	-	9	7	4	030
1150-30	20	151.8	16	0	14	1	270	020	25	30.06	-	64.57	68	C	cu nb	-	7	6	4	010
1140-30	21	151.1	16	0	15	0	270	015	25	30.06	-	64.57	68	C	cu nb	-	8	6	4	020
1130-30	22	151.9	16	0	14	2	270	025	29	30.06	-	64.58	68	C	cu nb	-	9	6	4	020
1121-30	23	149.4	15	7	14	3	270	025	29	30.06	-	64.58	66	C	cu nb	-	9	5	4	020
1116-30	24	145.2	15	4	13	9	270	025	20	30.06	-	63.57	67	C	cu nb	-	8	4	4	020

SUBMITTED RUN DATA - SUBMARINES				
Run No. (Serial)	1	2	3	4
Time to submerge				
Greatest depth				

UNITED STATES SHIP TUSCALOOSA SATURDAY 14 NOVEMBER 1942

ZONE DESCRIPTION +1 REMARKS.

12 to 16 Steaming as before.
H. M. Johnson
Lieut. USNavy

16 to 18 Steaming as before.
W. M. Bragley
Lieut. USN

18 to 20 Steaming as before. 1835 DAVIS, T.F. S/C, while cleaning living compartment, cut his finger on a discarded razor blades & treated by Lt. M.T. LEIGHTON, MC, USNR, and returned to duty. Made weekly inspection of sprinkling systems; conditions normal.
R.E. Duckell
Lieut. USN

20 to 24 Steaming as before. 2316. Ceased zig-zagging - resumed base course 270°T and 289°psc
J. X. Daly
Spec. USNR

Approved: M. C. Fullilove
Captain, U.S.N.,
Commanding

Examined: W. M. McCreary
Lt. Comdr. U.S.N., Navigator.

UNITED STATES SHIP TUSCALOOSA

Sunday 29

Nov. 1942

ZONE DESCRIPTION TH

REMARKS.

06-7 Measured starboard side and by look side PIPER, NAVAL YARD Annex, South Boston, Mass. with 8 manila lines and 2 wire hawsers. Receiving fresh water, steam, electricity and telephone service from the dock. Structural condition same as last below deck report no further required to be open for Navy yard work. Ship present: MASSACHUSETTS (SOPA), WARFIELD, PONTIC, MURPHY, DALLAS, BERNARD and various smaller craft. 0135 Lt. WATERS KELLOGG of NR returned from 14 days annual leave. 0300 Shore patrol returned on board. 0330 Received notification from US NAVAL HOSPITAL, CALESA, Mass. that they were holding the body of Lt. (jg) C.B. IRELAND JR, USAP. Death resulted from fire at Coconut Grove, Boston, Mass. Lt. (jg) USN

4 to 8 Measured as before.

[Signature]
Lt. jg USN

08-12 Deck Mustard on station. Absentees: BROWN K, S/C AOL from 0745, Nov 20; JEE, J.C. S/C AOL from 1300, Nov 21; WATSON, W.J. S/C AOL from 0745 Nov 24; BREEDLOVE B.M. S/C AOL from 0745, Nov 24; HARRIS, L.G. S/C AOL and LEWIS, J.W. S/C AOL from 0745, Nov 24; GRIFFITH, J.F. S/C AOL from 0650, Nov 28; KEITH, N.B. S/C; McMULLEN, H.O. S/C; BOY, J.W. S/C; CARROLL, R.E. W/C; ELLIS, W.T. File and CONNOLLY, J.P. all AOL from 0745 this date. 0120 CONNOLLY J.P. returned aboard AOL from 0745 this date a period of 35 min. 0130 Pursuant to CO letter CA 37/P 16-4/MM dated Nov 29, 1942 DIXON, W. 311-11-25, BM/C, USN left the ship to proceed to PROVIDENCE, R.I. to take into custody BUCCI, E. 204-74-74, AS V-6 USNR from civil police and return him to this ship under guard. 0835 ELLIS W.T. File returned on board AOL from 0745 this date, a period of 50 min. 1200 LOWELL, S.L. S/C returned on board from 14 days annual leave on time.

[Signature]
Lt. jg USNR

12-16 Measured as before. Note: Made daily inspection of magazines and smokes and powder sampled. Conditions normal. 1-12-5 DIXON, W. BM/C, 311-11-25 U.S.N. returned on board ship with BUCCI, E. J., A.S., 204-74-77, V-6 U.S.N.R. in his custody as prisoner as directed in C.O. ltr. CA 37/P 16-4/MM dated NOVEMBER 29, 1942.

[Signature]
Lt. jg USNR

Approved: *[Signature]*
Captain, U.S.N.
Commanding

Examined: *[Signature]*
Lt. Comdr.
U.S.N., Navigator

LOG OF THE UNITED STATES SHIP **TUSCALOOSA** (Name) (Identification Number) **CA 37**

AT **BOSTON NAVY YARD ANNEX, So. BOSTON** (Place) **SUN. 29** (Date) **Nov. 19 42** (Month)

ZONE DESCRIPTION **TH** **N.I.C. GILLETTE** (Commander) **CAPT** (Rank) **U. S. Navy, Commanding**

Hour	"ALL SEAS" AVERAGE WIND-LOGS	BY REVS.		BY LOG		COVER (P. C.)	WIND		BAROMETER		TEMPERATURE			WEATHER BY SYNOPTIC	CLOUDS			SEA	
		NAUTICAL MILES	FATHOMS	NAUTICAL MILES	FATHOMS		DIRECTION	FORCE	HIGHEST IN INCHES	READING AT TIME	AIR DRY BULB	AIR WET BULB	WATER SURFACE		FORM	MOVING FROM	AMOUNT	COMBINATION	SWELL FROM
1							280	5	30.02	-	34	31	-	B	-	-	-	0	-
2						M	280	7	30.02	-	34	31	-	B	-	-	-	0	-
3						O	280	5	30.03	-	33	31	-	B	-	-	-	0	-
4						O	275	9	30.03	-	34	31	-	B	-	-	-	0	-
5						O	275	8	30.03	-	34	31	-	B	-	-	-	0	-
6						R	CALM	8	30.03	-	34	31	-	B	-	-	-	0	-
7						E	245	6	30.04	-	34	31	-	B	-	-	-	0	-
8						D	245	6	30.10	-	39	35	-	0	sc	-	-	0	-
9							CALM	8	30.10	-	39	35	-	0	sc	-	-	0	-
10							255	3	30.11	-	43	39	-	0	sc	-	-	0	-
11							245	3	30.11	-	43	39	-	0	sc	-	-	0	-
12							245	2	30.12	-	44	40	-	0	sc	-	-	0	-

Latitude	Longitude	Received	Expended	On hand	527.784
Latitude	Longitude	Distilled	Received	Expended	11,140
Latitude	Longitude	Expended	On hand	14680	127586
Current	Set	Drift	BEFORE LEAVING PORT		
GYROCOMPASS IN USE	Error	AFTER ENTERING PORT			Normal
STANDARD MAG. COMPASS	Compass No.	S. H.	Error	Variation	Deviation
			MAGAZINE TEMPERATURES:		
			Maximum 090 M = 66		
			Minimum 130 M = 44		
			5 RR Ready Boxes and 1 Clipping Rooms		
			55-42		

P.M.	WIND	WAVE	WIND	WAVE	WIND	WAVE	WIND	WAVE	WIND	WAVE	WIND	WAVE	WIND	WAVE	WIND	WAVE	WIND	WAVE
13			M	250	3	30.02	-	37	35	-	0	sc	-	10	30	0	-	-
14				160	4	29.97	-	39	35	-	0	sc	-	10	30	0	-	-
15			O	180	3	29.93	-	39	35	-	0	sc	-	10	25	0	-	-
16				180	10	29.89	-	39	35	-	0	sc	-	10	20	0	-	-
17			G	180	8	29.87	-	39	35	-	0	sc	-	10	15	0	-	-
18				170	10	29.86	-	39	35	-	0	sc	-	10	9	0	-	-
19			R	170	10	29.77	-	39	35	-	0	sc	-	10	9	0	-	-
20				170	9	29.71	-	40	39	-	0	sc	-	10	8	0	-	-
21			E	160	8	29.65	-	42	40	-	0	sc	-	10	8	0	-	-
22				160	8	29.60	-	42	40	-	0	sc	-	10	8	0	-	-
23			D	160	4	29.56	-	44	42	-	0	sc	-	10	8	0	-	-
24				160	5	29.56	-	44	42	-	0	sc	-	10	8	0	-	-

SUBMERGED RUN DATA - SUBMARINES

Run No. (Serial)	Time to submerge	Greatest depth
1		
2		
3		
4		
5		

UNITED STATES SHIP TUSCALOGUSA SUNDAY 29 Nov, 194V
(Day) (Date) (Month)

ZONE DESCRIPTION +4 REMARKS.

16-20 Moored as before. 1730 Shore patrol returned aboard.
1820 Received information that the following personnel of this ship reported dead on admission to U.S. Naval Hospital, Chelsea, Mass, as a result of Asphyxia sustained in a conflagration at Coconut Grove Night Club, Boston, Mass, occurring on Nov. 28, 1942 - LT. Jesse Julian ELLIOTT JR, USN, Capt. Walter Clinton GOODPASTURE JR, USMC, LT(jg) Charles Byron IRELAND JR, USNR, Harry Owen McMULLEN, Sec 2/c, USN.

J.K. Mitchell Jr
LT - USNR

20 to 24 Moored as before. 2200 Lamb, En S 3/4 returned aboard from four days leave. 2235 McInbaugh, G.H. returned aboard from four days leave.

J.K. Daly
LT(jg) USNR

Approved: N.C. Griffith
Captain, U.S.N.
Commanding

Examined: J.W. Murray
Lt. Comdr.
U.S.N., Navigator.



The Medals
at S Navy '37

Colonel '03
at S Army '03

J. W. Wrennan Elmer

ate winds.
Page 2.)

Time

(Reg. U. S. Pat. Off.) Times-Herald Copyright, 1942. ★★★ WASHINGTON,

Navy Couple, Popular Here, Are Dead in Boston Disaster



Times-Herald Photo

Fire Victims at Time of Wedding

Lieut. Jesse Duncan Elliott and his bride at their wedding three years ago in the Fort Myer chapel. They both died in the Cocoanut Grove tragedy.

Lieut. J. D. Elliott Identified by Ring

Boston's night club fire took the lives of a young naval lieutenant and his wife, both well known in Washington Army and Navy circles.

Lieut. and Mrs. Jesse Duncan Elliott Jr. both perished in the

D. C. Dancer Injured in Blaze

She and Husband Had 'Miracle Escape'

Boston's night club fire took the lives of a young naval lieutenant and his wife, both well known in Washington Army and Navy circles.

Lieut. and Mrs. Jesse Duncan Elliott Jr. both perished in the blaze that took at least 434 lives in the Cocoanut Grove night club late Saturday night.

Had Big Wedding

Lieutenant Elliott was the son of Col. and Mrs. J. Duncan Elliott, of Aquasco, Md., and Mrs. Elliott was the daughter of Col. and Mrs. Charles K. Nulsen, commandant at Fort Sam Houston, San Antonio, Tex. Their marriage at Fort Myer in July 1939 was a major social event here, attended by ranking officers of Army and Navy.

Officials of the Fifth Naval District yesterday confirmed the deaths, and reported that Lieutenant Elliott's identification had been made possible by his Annapolis graduation ring, class of 1937.

Met Husband in Boston

The couple had gone to Boston last Wednesday after a visit with Lieutenant's Elliott's parents here. Mrs. Elliott had come from Fort Sam Houston to meet her husband in Boston after his ship returned to that port from extended foreign duty. She left their two-year-old daughter, Barbara, in care of Colonel and Mrs. Nulsen.

Relatives and friends here were shocked by the news, and Colonel Elliott planned to go to Boston today to investigate the circumstances.

The couple stayed at the Hotel Bellevue, in Boston, and hotel attendants reported early last night that they had left for the night club with a Marine Corps captain not further identified.

Reports of Lieutenant Elliott's identification came with the first of the casualty lists to be issued. That Mrs. Elliott also had perished was not confirmed until late last night.

Wings of Tomorrow:

J.P.)—A y caused rformed it Grove no that employed part-time e tonight lagration while re- ch a pa- Stanley F. ster, said bulb he tently ig- in the basement the Bos- estimated ted Press ated 434 vey dis- were in stendent charge Tomas- ent and School ould be of the nce the

ldl Mr F. P. call idle by i ing Treas ber oper Th first Sec last staff paree powe unpre paign. Billion "It home lions of help wi formal "I k than 2. ing war pay eve other vestors, of trus have id "Tha work fo Victory make t The c icans— poration earner-

bed crowd caust Grove pos. 7100 Wash husba they mira Mi in p on f Tho "T I le and wou have Sl in M W they stage ing act at th Club Rush Th by t wom The could " Ana Wr AI Mot des/ dar que Ba

**Navy Couple, Popular
Here,
Are Dead in Boston
Disaster**

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**[Capt. Walter Clinton Goodpasture, Jr. USMC ~ see Deck Log, U.S.S. Tuscaloosa, Nov. 29, 1942, p. 126]*

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SAVED FROM POSSIBLE

rell, an optician is shown with his 10-year-old son, whom he saved from possible asphyxiation when smoke and fumes filled an apartment house at 1341 East Capitol Street yesterday

Navy Couple Widely Known Here Are Dead in Boston Fire

A young Navy couple, widely known in Washington and reunited only last week after the husband had unexpectedly come ashore from sea duty, lost their lives in the Boston night club holocaust.

They were Lieut. and Mrs. Jesse Duncan Elliott, who were married in the Fort Myer Chapel in July, 1939.

A flier, Lieutenant Duncan was the son of Col. and Mrs. J. Duncan Elliott of Dun Mar, Aquasco, Md. His father, who retired from the Army three years ago, flew to Boston last night after learning of the couple's death.

Mrs. Marion Elliott, who accompanied her husband to the night club but whose body was not identified until many hours after an Annapolis graduation ring had placed the lieutenant's name among the dead, was a daughter of Col. Charles K. Nulsen, commandant of Fort Sam Houston, San Antonio, Texas.

Friends of the family here said the couple had been separated since early October. Last week Mrs. Elliott, who was staying with her parents in Texas, received a wire from her husband advising her of his presence in Boston.

She immediately joined him for Thanksgiving.

The couple's 2-year-old daughter, Barbara, is staying with the Nulsens at Fort Sam Houston.

Lieutenant Elliott was born in San Francisco while his father was on duty there and was educated at Friends School here, in Istanbul, where his father at one time was a military attache at the American

Embassy, and at Annapolis. He was graduated in 1937 from the Naval Academy and had been on sea duty for the last three years.

His wife attended Holton-Arms here and Sweet Briar College, Va. She was born in China during her father's service there. She and Lieutenant Elliott were childhood sweethearts. He was a nephew of Miss Bab Lincoln, well known Washington newspaperwoman.

U. S. Airmen Down 22 Jap Planes In Raid on Canton

By J. Reilly O'Sullivan
Associated Press Staff Writer

With American Forces in China, Nov. 27 (Delayed) (AP).—Twenty-two Japanese fighter planes were believed destroyed and five others probably shot down by American bombers and fighters in a slashing air battle today over Canton, while two large enemy freighters were sunk and the dock area plastered with bombs.

The mission returned unscathed despite "suicide" interception by Japanese fliers.

These unofficial totals were compiled from pilots' reports.

Only one Japanese bullet came near to causing a casualty. Sergt. T. H. Cave, Hollywood, was hit in the seat of his pants while photographing the action from a bomber's tail. It slightly bruised him. He saved the jagged slug as a souvenir.

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Patrol Recalled In Accident

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★ REMEMBER: SHOP EARLY . . . CARRY IT WITH

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CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(31)

SYMBOLS

- DL=Day Letter
- NT=Overnight Telegram
- LC=Deferred Cable
- NLT=Cable Night Letter
- Ship Radiogram

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

WT10 38 GOVT=WASHINGTON DC NOV 30 421A 1942 NOV 30 AM 8 32

COL JESSE DUNCAN ELLIOT=

MAIL DUNMAR AQUASCO PRINCEGEORGE CO MD=

THE COMMANDING OFFICER SENDS HIS DEEPEST SYMPATHY ON THE
LOSS OF LT AND MRS DUNCAN ELLIOT AND REGRETS TO INFORM YOU
THAT THE BODY OF MARION ELLIOT HAS BEEN IDENTIFIED AND IS
BEING HELD AT WATERMAN UNDERTAKERS BOSTON=
COMMANDING OFFICER.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

U. S. S. TUSCALOOSA

c/o Fleet Post Office,
New York, N.Y.,
December 5, 1942.

Colonel J. D. Elliott,
U.S. Army,
Aquasco, Md.

Dear Colonel Elliott,

Please accept the deepest personal sympathy of myself and all the officers and men who were shipmates with your son, Lieutenant Jesse D. Elliott, Jr.

We take pride in knowing that his fine performance of duty in battle and during the wartime operations of the Tuscaloosa were in accordance with the highest traditions of the Navy. We will miss him, both as a fine officer and good friend.

Sincerely yours,



N. C. GILLETTE
Captain, U.S. Navy,
Commanding.



PHOTOS from U.S. NAVY

Evolution of SOC Seagulls

(Shamelessly quoted from *Slingshot Warbirds*,
World War II U.S. Navy Scout-Observation Airmen

By William Neufeld, McFarland & Co., Inc., Publishers, Jefferson, North Carolina; 2003)

In his Preface, Mr. Neufeld says: “Daring experiments in the first decade of the twentieth century, followed by Post –World War I developments in battleship, catapult, and plane design, paved the way for intrepid service by the so-called slingshot airmen in World War II. Strangely, despite the drama of their stories and the importance of their contributions, most history books have given only scant attention to the so-called Slingshot airmen.”

“Least known, least praised, the slingshot warbirds were among the most intrepid flyers of World War II. Never the aces of aerial combat nor ordered to sink a ship, these men carried out a perilous, isolated duty with the most vulnerable of naval aircraft. Though mainly committed to spotting gunfire for the cruiser and battleship divisions, the warbirds were assigned missions that often extended well beyond that.”

“During the first decade of the twentieth century many of the Navy’s senior officers’.... thinking was mired in the past.” To them flying machines were ludicrous, flimsy, contraptions and surely had nothing to offer the Navy.

A few far-sighted officers “called for airplanes that could operate from Naval vessels on scouting & observation missions.” These men could see a role for airplanes in 20th century warfare.

“By 1910 the navy department was led to explore the idea of an airplane flying from a battle ship.” This was the genesis of U.S. Navy aviation.

Glen Curtiss, whose name is borne by the planes J. Duncan Elliott, Jr. flew in W.W. II, 1939-1942, “was from Hammondsport, New York. He was a ‘motorcycle racing champion, mechanic and innovator, he had already flown his own plane for big prize money.’ He...believed the Navy needed aviation: a longer eye to outpower binoculars and scan beyond the horizons to scout out enemy ships and bases.”

A ship to shore flight was organized to remove doubts. *Wilbur Wright was asked to help in making the test flight, but, thinking it was far too dangerous, he declined.* A man named Eugene Ely who was a member of Curtiss Exhibition Co. took up the challenge, waiving a fee. Though the take-off (under crude conditions) was nearly fatal, he flew off the ship and landed short of Norfolk at Willoughby Spit. The date was 14 Nov 1910.

Mr. Curtiss wrote to the Secretary of the Navy offering flight instruction to one naval officer, free of charge. Curtiss next refitted an airplane he had flown earlier, for a v-bottomed, ventilated stepped float, resembling the hull of a ship, so that it could land in water. This was a hydro aeroplane. He also fitted a hand crank to raise or lower a set of wheels, making it a “Triad” for land, sea or air. This plane, the A-1, flew at 45 mph.

Next, Curtiss & Ellyson constructed a cable slide to give speed and motion to lift the plane. While successful, what was needed was “a source of energy that would overcome gravity and launch an airplane into flight.” Ancient catapults came to mind. “A modern catapult must be

made capable of slinging an airplane into the air.” A Navy Captain and able engineer conceived of “plans for a radically new machine. Built at the Naval Gun Factory and based on the mechanics of torpedo firing, it employed compressed air as the required source of energy.” Another brilliant naval engineer “modified the catapult with a cam that released a hold-down clutch.” On its first test, the plane was shot off and flew over the Anacostia River and the Washington Navy Yard.

This engineer’s expertise in ship hulls led him to “design a V-bottomed float with a single *ventilated* step on its underside. The ‘step’ and the new float were both instrumental in braking the suction hold of water and thereby enabling seaplanes to rise more easily from the water’s surface.”

Elevated tracks gave way to “rugged tracks on stanchions high enough above the centerlines of the quarterdecks to clear the aft turret. Each catapult included a compressed air piston and cylinder, which yanked the car aft along the track by means of a cable. At the end, a cam released the plane and it flew.” The only space for them onboard the heavy cruiser, as the design progressed, was atop the main gun turrets. Compressed air catapults had one problem – too much time was wasted regenerating the air flask between each launch. Furthermore, leaks in the air lines meant a risk of losing the system’s operating pressure altogether. More designers were consulted and a “concept for a new launcher was based on the energy generated by 22 lbs. of gun powder found in a five-inch shell casing. The gunpowder ‘cat’ became a permanent installation aboard the battleships and cruisers of the fleet” by the 1930s.

“The Curtiss SOC-1 (Duncan’s plane) was a scout observation aircraft built as a fabric-and-tube biplane. Metal surfaces were installed only at the empennage and certain portions behind the engine. Originally a 100 hp OXX 6 tractor engine was used and the SOC’s top speed was about 96 knots, approximately 110 mph. By 1935, a 550 hp Pratt & Whitney R- 1340-8 radial air-cooled Wasp engine supplied the aircraft’s power. The SOC’s cruising speed was between 65 – 75 knots or 110 mph with a service ceiling of 12,000 feet. That was rarely attained since gunfire spotting and anti-submarine patrol demanded much lower altitudes. (*300-600 feet being more common*) Nevertheless, the main fuel tank in the fuselage with an auxiliary tank in the main float allowed the aircraft to cruise along for five or more hours. Though a nuisance to the flyers, a hand inertia crank was needed to start up the engine.”

“Seagulls and Kingfishers were archaically armed with just two 130 caliber Browning M-2 machine guns. The pilot’s forward gun was mounted internally near the engine compartment and fired synchronously through the propeller arc. A second gun, used by the radioman in the rear seat was operated on a swivel mount. Both aircraft carried up to two 325-pound depth charges or bombs that were hung in racks beneath the wings.”

“Despite its antiquated appearance, the SOC was very unique for its time. A prime example of that was a set of retractable slats fitted to the leading edge of the top wing. From the lowered air pressure at slow speeds, the slats automatically drooped down. In that position, and along with the wing flaps, the camber of the airfoil expanded, giving extra lift and stability to the plane as it approached stall speed landings. If the pilot suddenly speeded up, the slats receded into the wing. The genius of slats (which are still operative aboard many modern jet airliners) meant laudable gains in executing some hard landings at sea.”

“The plane named ‘Seagull’ by the Curtiss-Aircraft Company was able to execute some extraordinary landings in the rough Atlantic seas. With ‘slats’ and its lower wing’s proximity to the water the short, rugged struts kept the wing floats amply sustained.”

Bob Adams was interviewed by the author and said: “The SOCs were slow, a little cumbersome but very effective as a spotting plane. It was easy to be hit by ground fire but, since the plane covering was a fabric the bullets, including 105 millimeter shells, could go through the wing without exploding.” p.142-3

Lt. Lambert wrote: “We operated SOC aircraft on which we took delivery from the Curtiss factory in Buffalo, N.Y. Aboard ship we would be hoisted onto one of two catapults and launched by a powder charge equivalent to a five-inch projectile. In a heavy sea, it was imperative that the catapult officers time the roll of the ship properly to prevent launching us on a down roll and into the water. I was launched on a down roll once, but managed to bounce off the water and become airborne without incident.” *Pp. 3-12 Slingshot Warbirds*



Photo courtesy US Navy

Eugene Ely flies off *USS Birmingham* for the first ship-to-shore flight, 1910



NH 47007 Convoy to Iceland, Sept. 1941
View showing a Curtiss SOC Seagull being hoisted
In after a patrol in USS Tuscaloosa (CA-37)
U.S. Naval Historical Center Photograph

80-G-12018 (National Archives) USS Tuscaloosa (CA-37)
View taken at SCAPA Flow, in April 1942, while
Operating with the British Home Fleet Note: HMS LONDON
in upper background. Tuscaloosa is in measure 12 camouflage





(80-G-30118) North African Campaign, 1942
An SOC SCOUT-OBSERVATION PLANE flies past USS AUGUSTA to relay a message, during operations off North Africa, November, December 1942. Note message capsule being tossed by the plane's observer. *Courtesy National Archives.*



CURTISS SOC-1: An SOC from Cruiser Division Seven gets hooked up by the radioman. He connects the lowered hoist to a bridle kept in its own chamber on the top wing. Note water leaking from the rear of the float.
(80-G79418) *National Archives*



View amidships showing the well deck area from the port side. Nice view of the Curtiss SOC Seagulls on the catapults.



CURTISS SOC "Seagull" Scout-Observation Plane flown in WWII by Lt. Jesse Duncan Elliott, USN

80-G 5885 (National Archives)



U.S.S. TUSCALOOSA (CA-37)

Heavy cruiser – notice cranes used to lift scout planes from the sea as they returned from a mission.



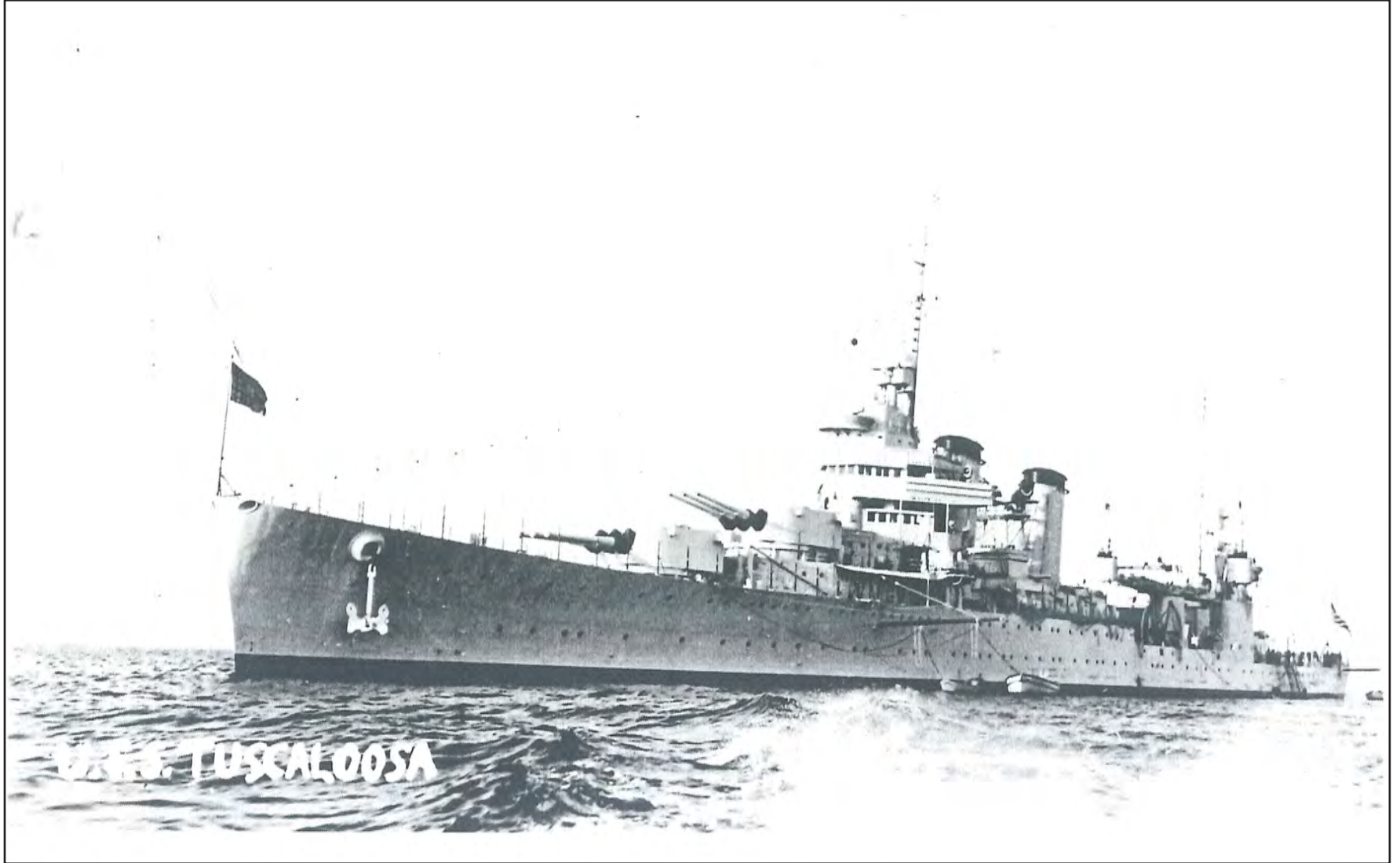
Jesse Duncan Elliott, jr. in his flight gear, probably taken at Pensacola Naval Air Station.

He is second from right ~ notice the SOC-3 Seagull behind them (right).

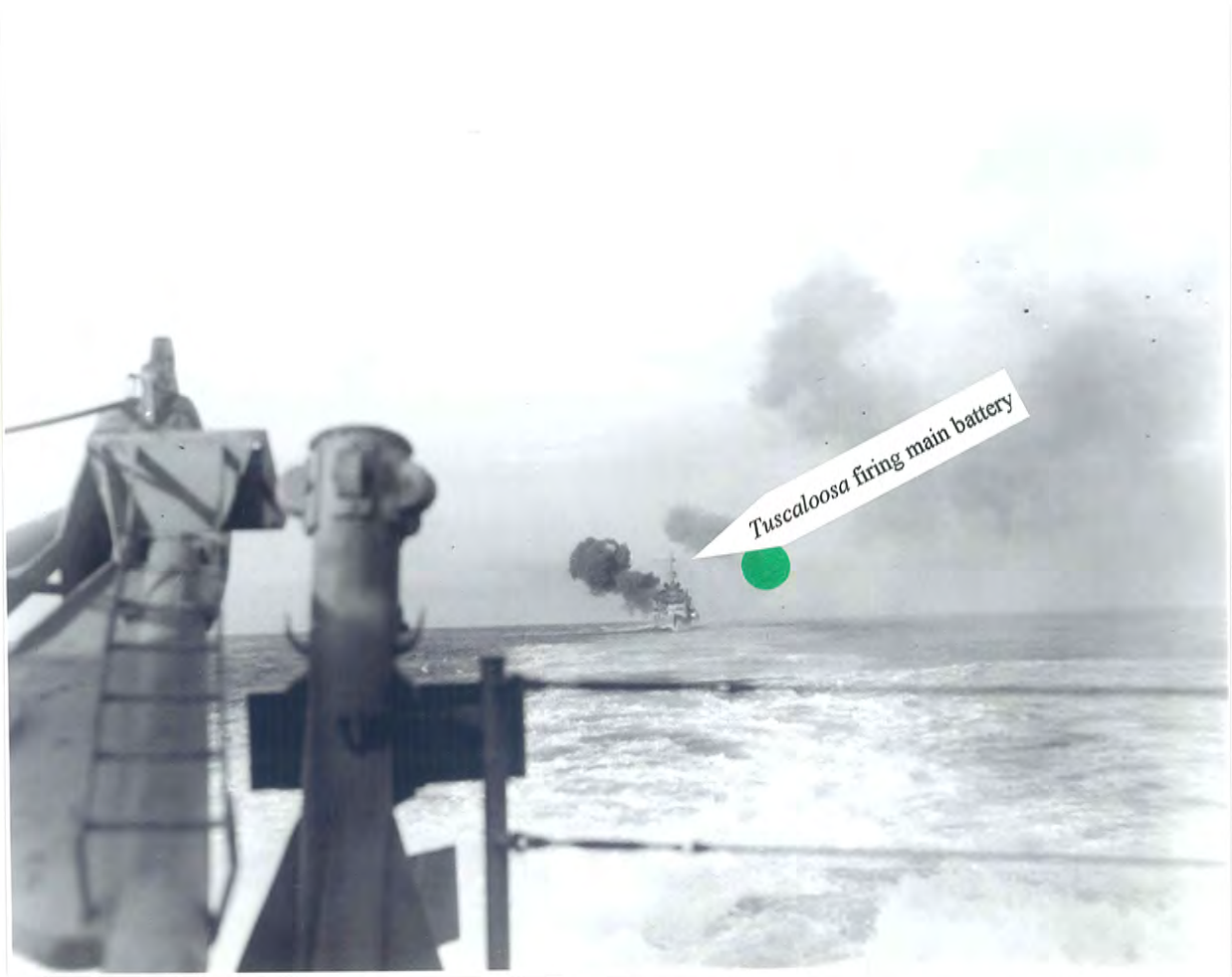


USS TUSCALOOSA (CA-37) At sea, 23 August 1935

80-G-414458 (National Archives)



Postcard of Tuscaloosa
Date Unknown



USS TUSCALOOSA (CA-37) NH 96030

Firing her main battery at French Forces, off Casablanca, Morocco, during the North African Invasion, circa 8 November 1942. Collection of Commo. Norman C. Gillette. (Duncan's "boss")

"He delivers me from my enemies. You also lift me up above those who rise against me.

I will give thanks to you, O Lord....and sing praises to Your Name" Ps. 18:39

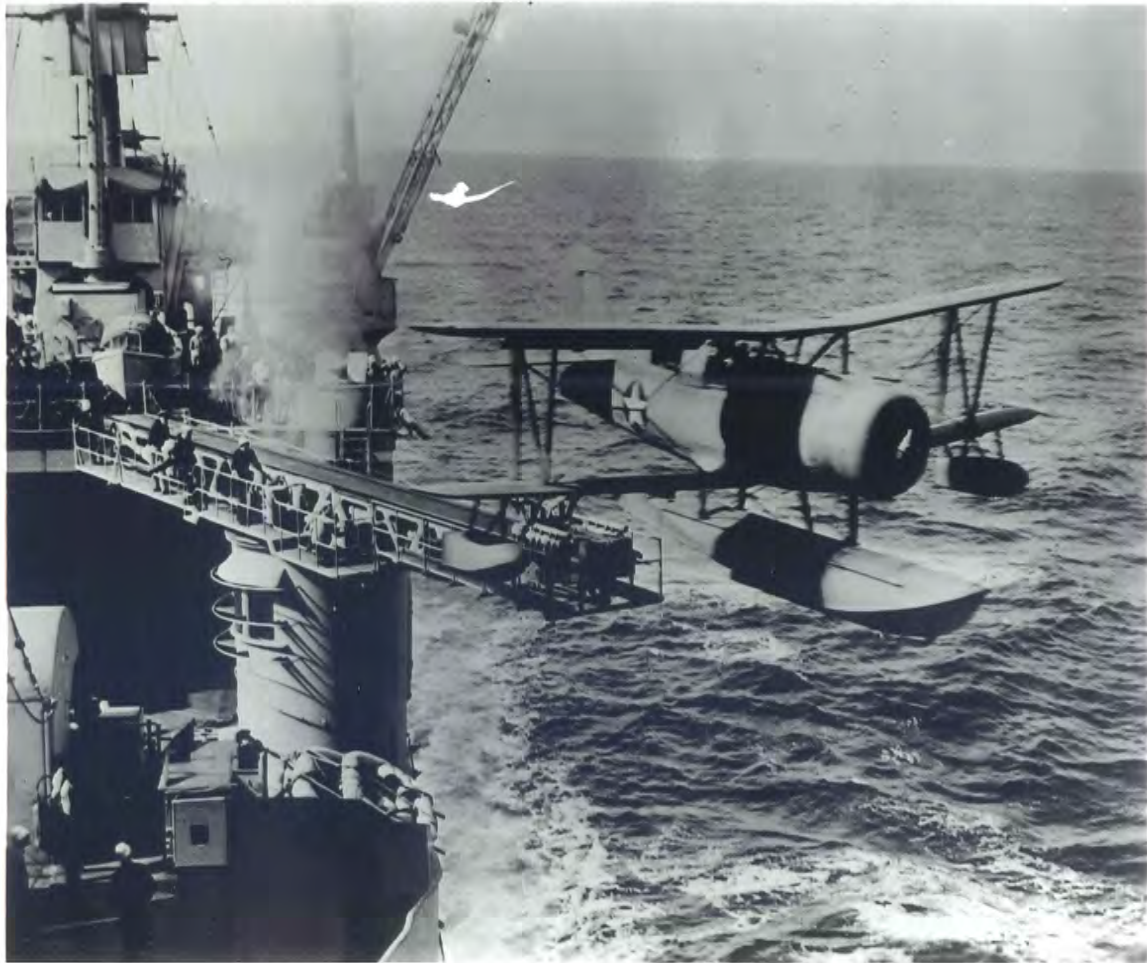


Photo NH97592

Curtiss SOC "Seagull" floatplane ~ leaving the port catapult [see angled "conveyer" with sailors standing by guard rail] of the heavy cruiser. One can also see the smoke from the gunpowder which is the source of propulsion.

Official U.S. Navy Photograph; U.S. Naval Historical Center



USA



Curtiss SOC SEAGULL



Last Curtiss biplane for the US Navy

In many ways the Seagull of the US Navy paralleled the Fairey Swordfish of the Fleet Air Arm: both were 1933 biplanes that were technically obsolete by 1939 but remained in effective service up to 1945. The Model 71 was designed to meet an observation requirement, and first flew as the XO3C-1 amphibian prototype in April 1934. Successful testing led to the non-amphibian SOC-1 in the scout/observation role.

Multiple service tasks

Deliveries of the SOC-1 began in November 1935, and these 135 aircraft were followed by 40 SOC-2 with wheel landing gear and the R-1340-22 engine. Then came 83 of the SOC-3, which was an improved SOC-1 with interchangeable float/wheel landing gear; some SOC-2s and SOC-3s were completed with arrester hooks for carrier compatibility. Production of the Seagull series ended in 1938, but so indifferent was its SO3C Seamew replacement that all surviving SOCs were restored to operational status and served up to 1945.

Principal versions

SOC-1 (initial model), SOC-2 (landplane model including the SOC-2A with arrester hook), SOC-3 (interchangeable float/wheel landing gear including the SOC-3A with arrester hook), SOC-4 (three SOC-3s for the US Coast Guard), and SON-1 (44 SOC-3s built by the Naval Aircraft Factory including the SON-1A with arrester hook).

Principal user

USA.

TECHNICAL DATA

Type: Curtiss SOC-1 Seagull two-seat scout and observation floatplane.

Engine: one 600-hp (447-kW) Pratt & Whitney R-1340-18 Wasp radial piston engine.

Performance: maximum speed 165 mph (266 km/h) at 5,000 ft (1,525 m); initial climb rate 880 ft (268 m) per minute; service ceiling 14,900 ft (4,540 m); range 675 miles (1,086 km).

Weights: empty 3,788 lb (1,718 kg); maximum take-off 5,437 lb (2,466 kg).

Dimensions: span 36 ft 0 in (10.97 m); length 26 ft 6 in (8.08 m); height 14 ft 9 in (4.50 m); wing area 342.0 sq ft (31.77 m²).

Armament: one fixed and one trainable 0.3-in (7.62-mm) machine guns, and up to 650 lb (295 kg) of bombs.

The SOC-1 was used by six scout squadrons of the US Navy.

Photo Musée de l'Air
© MCMXXXIX, Edito-Service S.A.
© MCMXXCI, Translation by Edito-Service S.A.

Printed in U.S.A.
D1 075 31-10



Excellent picture of Seagull on catapult.



WWII Navy radio. Every SOC Seagull had a pilot in front and a radioman behind him. They communicated with the ship to report enemy activity.

WWII CURTISS SOC-3 SEAGULL

Senior Pilot, Jesse Duncan Elliott, Jr., Lt., U.S. Navy

by my friend and expert model maker WWII Veteran Jim Geanuleas



United States Navy Heavy Cruiser CA 37, U.S.S. Tuscaloosa

by my friend and model maker, WWII Veteran Jim Geanuleas





DUNCAN'S NAVY REGALIA

DUNCAN'S MEDALS, dog tag, and memorabilia

- 1.) Navy Good Conduct Medal
- 2.) American Defense Service Medal
- 3.) American Campaign Medal
- 4.) European-African-Middle Eastern Campaign Medal
- 5.) World War II Victory Medal



Navy armbands



Information from Vice Admiral Julien LeBourgeois (Uncle Bob's friend)

"The 'metal object' is your father's dog tag. Everyone, including pilots, in the Navy wears the same type of dog tag – that is, the information type metal disc on a chain hanging around the neck."

SHORT HISTORY OF THE DOG TAG, US NAVY, WWII

I asked a question about the navy dog tag on a blog and here is the history lesson I received:

“Used by the United States Marine Corps and United States Navy in World War II, these oval tags first came into use around 1917.

The P 1917 was used by the U.S. Navy and seagoing Marines (Marines serving on ships) during WWI and the in between wars period. Information on them was handwritten and acid etched, including a finger print on the reverse. (I am going to try to catch the right light on the reverse of Duncan’s dog tag so you can see this marvel – his own finger print).

A commercial company now produces machine made replicas made of aluminum and cut to shape using an original blank as guide. The tags are sought by WWII U.S. Living History enthusiasts and re-enactors. Information on these tags is available from <http://www.ww2rationtechnologies.com/ww2tag.html>

Sets of two tags were worn on a white cotton cord in boot camp. Later, in the field, they were worn with the cord dyed green, or worn on a boot lace, dog tag chain or plastic covered cable.”

Custom printed (marked) dog tags contain the following information:

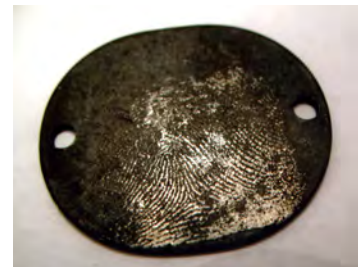
- First line – Your last name (*Duncan’s first name, spelled incorrectly is on his first line*)
- Second line – The first initial of the first and middle names (*again, Duncan’s differs from this “template”- his first name, spelled incorrectly, is on the first line; middle name on second line, last name and “Jr.” on the third line*)
- Third line – Your serial number and religion (C=Catholic; P=Protestant & H=Hebrew) (*none of this information is on Duncan’s dog tag, instead his rank is given: “Lt”.*)
- Fourth line – Your blood type (There was no blood factoring such as positive or negative in WWII.) *I should think the “A” on Duncan’s dog tag after the service USN would be his blood type.*
- Fifth line – Date of your tetanus shot. (*The “T- 2/42” was a mystery to me. Surely it was the date of his tetanus shot! I love having mysteries solved !!*)
- Sixth line – Service you are in (USMC, USMCR (reserve), USN or USNR)

Following WWII the U.S. Navy adopted the traditional dog tags used by the U.S. Army and Air Force.

Information thanks to by Dick Schneider:

Richard C. Schneider; Executive Director for Government Affairs; Non-Commissioned Officers Assn.

P.O. Box 427, Alexandria, VA 22313; P 703-549-0311



JESSE DUNCAN ELLIOTT, Jr. NAVY REGALIA

Getting your wings as a new pilot is a really big deal !! *[enlarged for detail]*



European, North African, Middle Eastern

Navy and Marine uniform buttons

Campaign



American Defense ribbon with 1 citation star

[signifying that he got the ribbon twice]



Epaulet, worn on both shoulders, gives rank



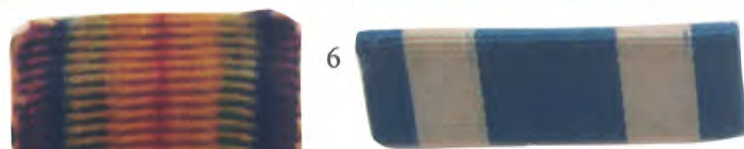
My father's I.D. bracelet: in addition to Navy dog tags, he wore this bracelet, listing his "next of kin" on the obverse side. Most of the military men who perished in the Cocoanut Grove fire had listed as their "next of kin" their wives (as you would expect). The unexpected, especially for these men who were fighting in WWII, was that their wives would be with them when they died. Identifying the wives was difficult since they did not carry identification except perhaps in a purse, from which they would have been separated in the panic. I finally "googled" "images of Navy I.D.s" recently and found one bracelet and several dog tags confirming Vice Admiral Julien LeBourgeoise' identity of a photo, which I sent to him in an e-mail, of Duncan's dog tag. I still have no idea why it has two holes in it. Since I was raised more army than navy, I am unaccustomed to the look of a Navy dog tag. I am so thankful to have gotten a positive identification of the dog tag and am so thankful that I have it. It made no sense that grandfather Duncan would not have kept it with his Navy epaulets, buttons, wings, medals etc.



Picture larger than actual size
for readability.

GRANDFATHER DUNCAN'S WWI ribbons and medal

- 1.) Bars: WWI Victory Medal with 3 citation stars for gallantry in action
- 2.) Meritorious service medal
- 3.) Mexican Service Medal
- 4.) Cannot identify
- 5.) Philippine Campaign Medal
- 6.) Unable to identify the blue
- 7.) The vertical ribbon with bronze medallion is the WWI Victory Medal



Ribbons and medals larger than actual size.

Obverse of Victory Medal



World War I Victory Medal



Annapolis Class Ring (1937) used to identify Duncan's remains in Boston.



Duncan's dress sword and belt



HOOVER INSTITUTION

ON WAR, REVOLUTION AND PEACE

Stanford, California 94305



18 Feb. 1981

Dear Barbara,

I am assuming that your uncle, Col. Nulsen, has told you that I might be writing to you.

As you may know, I knew your mother and father when I was a midshipman. In fact, I was one of your mother's beaux. Recently I came across an old album with three snapshots of "Browine" as we knew her at Annapolis [it took me awhile to realize he was talking about Marion, my mother]. I have sent these on to your uncle who will forward them to you. [received them in 2011].

I was in the class of 1936 and you will find a very boyish picture of me in the Lucky Bag. Your father was in another battalion (the 4th, I think) and I was in the 2nd, so I did not know him well but we were on very good terms. He was always cheerful and optimistic. Everyone liked him.

I knew your mother as her escort to hops at the Academy and on visits to the Army-Navy Country Club in Arlington. We used to swim there with other midshipmen on weekend leave. Your mother was an expert swimmer and a dazzle in a Jantzen. [swimsuit]

She was also a marvelous companion, well-read, low-keyed, and charming in the true sense.

Being midshipmen, we occasionally got into scrapes. One Saturday night your mother, my classmate Norm Gillette (now Rear Admiral, retired), his date and I were arrested for speeding on the 14th Street Bridge. We were on our way to the A.N.C.C. for the dance. The cops figured us for "wild" college kids and took us to the police station! Finally, Norm's father, Commander Gillette, came down and bailed us out! I have a feeling your mother never mentioned this at home ~ nor did I!

Washington was a great place in the mid 1930s. A small town. The Holton-Arms girls, the Mount Vernon girls (my daughter years later went there), and the Marjorie Webster school girls came down every hop weekend by bus to Annapolis.

The girls stayed at "guest houses" run by little old ladies who rented their spare rooms to the "drags" (the dates) for \$2.00 a night! After the hop we would walk the girls home (no cars allowed) then sprint back to Bancroft Hall before close-out. Today such procedure would call for loud protests from young people. But we accepted it as the way things were.

I consider myself fortunate to have known your mother. She never said or did anything that was out of line. In fact, she brought sunshine and happiness to the people who were lucky enough to know her. I wish we all could be like her.

*Most Sincerely
Paul Ryan*

Captain Paul B. Ryan, USN, (Ret), Research Fellow, Hoover Institution



Left to right, Marion Elliott, "Brownie" Nulsen, "Bob" Charles Kilbourne Nulsen, Jr.

The negative for this picture was sent to Uncle Bob in 1981. I received it in 2010 when Aunt Alice was going through some of Bob's drawers and files. It is one of three negatives that Captain Paul B. Ryan of California sent to Bob when he sent me the charming letter describing my mother for me. I am thrilled to have located his letter and my reply. What a thoughtful man he must have been !



Dear Captain Ryan:

"Uncle Bob" did not tell me to expect a letter from you, so it was a lovely surprise. I wish I could tell you how much your thoughtfulness has blessed me. I had just sent a letter of encouragement to someone I know very slightly and I marveled at how the Lord uses each of us to minister to others who need it! I'm sure your letter was the result of a "nudge" from the Holy Spirit.

I remember nothing of Marion and Duncan except their absence. Because they were both military, they did not grow up in communities where everyone knew them and their families and I have only met a few of their friends (Joan Thomas is the only one I can think of.) I am telling you this so you can understand how I have missed knowing someone who could share with me stories such as yours.

I went to Holton-Arms and had a very special feeling for the school as a link with my mother. I was a "drag" at Annapolis and West Point, so I can identify with your description of the week-ends.

Your description of Marion as "a dazzler in a Jantzen" tickled me. I inherited my father's figure and have always been petite and underweight. My oldest daughter, however (Dorsey is 17) has my mother's figure, somehow! Unfair! Unfair!

I am fortunate enough to have married a fine Houston native, Maurice Adams. He is 42 and has owned his own Mortgage Bank for ten years. (Business is rather depressed at this time.) His mother is the "baby" of eleven children from an Old Houston family, so I, with one relative to my name, (Bob Nulsen) am now part of a family with so many aunts, uncles, and cousins that we don't even know them all by name. (Isn't my Heavenly Father wonderful?) We blended five children (I, an only child raised by grandparents, never even had a playmate until I went to school.) They are: Dorsey 17, Pam 16, Maria 14, Duncan Elliott 13 and Laura 13. FIVE teenagers! It is wild, but a JOY too.

My grandparents did not attend church, so I grew up shunning church and "religion", but my emptiness and my need finally overwhelmed me at 32 and now all seven of us are deeply and gloriously committed to Jesus Christ.

I shall try to find some photos which might be fun for you and I will enjoy seeing the snapshots you sent to Bob. Thank you so very much for taking the time to track me down and to put your thoughts and memories in a letter. You will never know what it meant!

Love,

Barbara Adams

2008 Timber Lane

Houston, Texas 713-960-0880

713/965-0812

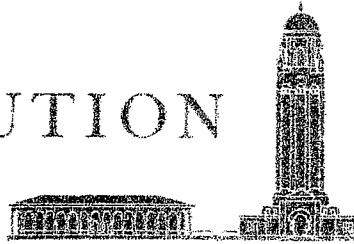
4081 WESTHEIMER

HOUSTON, TEXAS 77027

HOOVER INSTITUTION

ON WAR, REVOLUTION AND PEACE

Stanford, California 94305



Dear Barbara,

Such a lovely surprise to receive your nice letter with the photographs. I, too, share your feeling that Someone "nudges" us to reach out in a way that is not explainable in material terms.

You certainly favor your mother. Same great smile, openness of expression, and lovely features. Really uncanny – that picture of you standing beside your uncle – the picture of Marion in 1934-37.

I have a new book out: First line of Defense, the U.S. Navy Since 1945 (Hoover Press) and am being dragooned into making presentations and giving talks to various groups on how to build up the fleet. More and more I believe that the retired officers have an obligation to "repay" the Service for the good years we enjoyed on active duty. So writing books is my way of "giving back".

You and Maurice are indeed blessed with a happy, handsome family. I am certain that Marion and Duncan know this.

I am glad that I obeyed the impulse to write to Bob – to bring back some wonderful recollections of your parents.

Incidentally, you may tell Dorsey that she has her grandmother's marvelous looks.

Thank you for letting me "meet" your family and you. It was a rare feeling !

*Most sincerely,
Paul R.*

Captain Paul B. Ryan, U.S.N. (Ret)

Hoover Institution

On War, Revolution and Peace

Stanford, California USA 94305

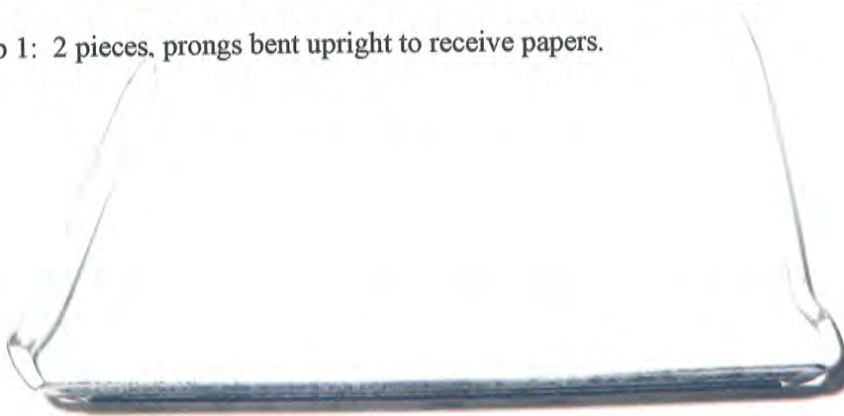
I thought you grandchildren might wonder what the black holes at the tops of archival papers were for. I was surprised to find that they still make a two-hole punch and fasteners, which I believe preceded 3 ring binders, which we used in “our day” (1950s). Just thought you should know about such things, ‘way before computers and i-pods. I remember my own grandfather bringing home papers, fasteners, and a 2 hole punch when he retired, so it is nostalgic for me.

Acco Premium Prong Fastener

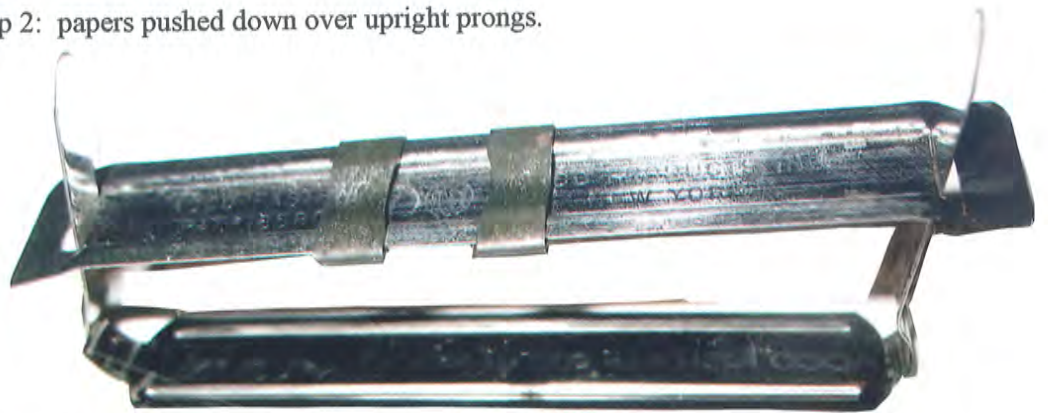
[Office Products](#) > [Supplies](#) > [Fasteners](#)



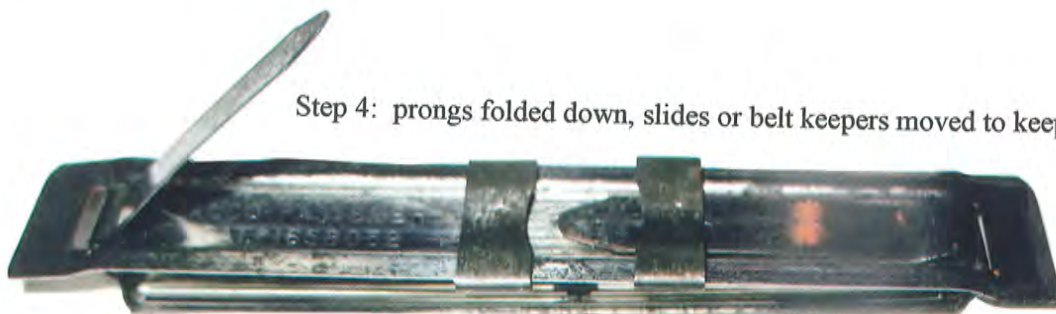
Step 1: 2 pieces, prongs bent upright to receive papers.



Step 2: papers pushed down over upright prongs.



Step 3: top piece placed over papers with prongs in appropriate holes.



Step 4: prongs folded down, slides or belt keepers moved to keep papers secure.

GOSPORTTM

Celebrating the Centennial of Naval Aviation 1911-2011

NAVAL AIR STATION PENSACOLA, FLORIDA

Vol. 75, No. 2

VISIT GOSPORT ONLINE: www.gosportpensacola.com

January 14, 2011

PAGE 4

January 14, 2011 GOSPORT

NASP helps woman learn about parents she never knew

By Anne Thrower

Barbara Elliott Adams of Austin, Texas, never knew her parents. They died in the Coconut Grove night club fire in Boston in 1942 that killed almost 500 people.

Her father — Jesse Duncan Elliott Jr. — had a promising career as a naval officer at the time, having graduated from the U.S. Naval Academy in 1937. He spent part of his short career in Pensacola training to be a pilot.

Lt. Elliott was 27 and Marion Elliott was 25 when they died. Barbara was 2 and raised by her grandparents, who never talked about the deaths. She learned about the deaths from another child when she was 6.

It wasn't until Adams turned 60 that she wanted to find out in more detail about her family. Although she was not a writer, historian or genealogist, she gathered 800 pages of research.

But Adams insists it was a spiritual "nudge" that prompted her to write her parents' story. "I had no idea how I



reached a dead end in her research. That is, until what she said was another message from God that urged her to call Naval Air Station Pensacola.

Although Adams had been born at Fort Sam Houston in Texas, she was christened at the military chapel at NASP at the time her father was training to be a pilot.

It was Harry White, public affairs officer at NASP, and Hill Goodspeed, the historian and artifact collections man-

they were separated, with her father dying from burns and her mother dying from smoke inhalation. They are buried side by side at Arlington National Cemetery.

Today she calls White her "miracle man," even though she doesn't really know if it was White or Goodspeed who came up with her father's service number and called the National Archives.

"Harry is my hero — he is gifted in public relations and makes you feel that yours is the

only request he is dealing with, and he has absolutely nothing else to do except help you," Adams said.

White said helping people like Adams is one of the great things about his job. "The thought that just a few minutes of my time had such a positive impact on the lives of a number of others is really humbling," he said.

"I think Hill Goodspeed actually did all of the work," White said. "I was just lucky enough to get the credit."



(Upper left) Jesse Elliott Jr. and his daughter, Barbara.

(Above) Barbara Elliott Adams today.

(Above, right) Navy portrait of Lt. Jesse Elliott Jr.

(Left) Elliott (second from right) during flight training.

(Below) Marion and Jesse Elliott with baby Barbara.

Photos courtesy of Barbara Elliott Adams



could write about my parents whom I never knew," she said.

So she started to compile her book she has named "Jesse Duncan Elliott, Lt. Commander, U.S. Navy, 'Man of Honor ... Man of Valor'" that she had published primarily for her family and some libraries.

At one point she considered the book finished, having gathered information from the Naval Academy and other public sources.

But what was missing was information from the National Archives and Records Administration.

Without having her father's Social Security or service number, Adams thought she had

or at the National Naval Aviation Museum onboard NASP, who helped her get the research she needed from the National Archives.

In July 2010 she received 150 pages of records from the National Archives, which for Adams meant the book could finally be finished.

Adams learned that in March 1939 that her father had been examined by a flight surgeon and was found to be physically and "temperamentally adapted" for flying a plane.

That was followed by a request from Elliott in February 1940 to come to NASP for flight training. That request was granted in April 1940 when he learned he

respect the military," Adams told White in a thank-you letter earlier this year.

From the records, she learned the color of her father's eyes, his hair, his height and that he had a birthmark on the back of his neck.

"I can see that he asked for a leave of absence for a month in July 1939 ... that is when he and my mother married and when I was conceived," she said.

The Coconut Grove fire killed 55 servicemen. Elliott's remains were identified from his Naval Academy ring.

Adams had always fantasized that her parents died in each other's arms. But through her research she discovered



Subj: **RE: article**
Date: 1/14/2011 4:02:58 P.M. Central Standard Time
From: harry.white@navy.mil
To: BABride@aol.com
Barbara,

You would not believe the number of calls I am getting regarding this story and the gorgeous lady it is written about. People are finding it very inspirational - They see you are a real hero and I agree.

Anne was a wonderful asset to our office. Just a wonderful, kind caring lady. She has moved on to join her Husband in Daytona Beach. We have a young lady replacing her, Emily Benner. Emily did an internship with us during the Summer. I was so impressed with her work that, when Anne announced she was leaving, the first thing I did was call Emily in Pennsylvania to see if she wanted a job.

We mailed a package of papers today. Should be enough for each of your children. Please let them know how honored I am to have been a part of this great story. Please let me know if ever there is anything I can do for you or your family.

Harry

Harry C. White
Public Affairs Officer
Naval Air Station Pensacola
850-452-3100, Ext 1540

-----Original Message-----

From: BABride@aol.com [<mailto:BABride@aol.com>]
Sent: Friday, January 14, 2011 15:43
To: White, Harry C CIV NAS Pensacola, N00P
Subject: article

Anne did a beautiful job! The pictures turned out well!
Please thank her for me. Has she "moved on" yet?
Thanks, Harry! You are a doll
Barbara

Barbara Adams
2516 Wooldridge Drive
Austin, Texas 78703
512-474-7148
BAbride@aol.com

In a message dated 1/14/2011 1:12:05 P.M. Central Standard Time, harry.white@navy.mil writes:

Barbara,

Here is a PDF of the story as it appeared in Gosport. We are mailing a number of papers so your family will have original copies of the paper. I just love this story and it is so good as we move into the centennial. I have already had a couple of folk tell me that it is a tear jerker.

Let me know what you think.

Harry

Harry C. White
Public Affairs Officer
Naval Air Station Pensacola
850-452-3100, Ext 1540

Woman learns of NASP connection to parents she never knew

By Anne Thrower
Gosport Staff Writer

-- Barbara Elliott Adams of Austin, Texas, never knew her parents. They died in the Cocoanut Grove night club fire in Boston in 1942 that killed almost 500 people.

Her father -- Jesse Duncan Elliott Jr. -- had a promising career as a naval officer at the time, having graduated from the U.S. Naval Academy in 1937. He spent part of his short career in Pensacola training to be a pilot.

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That was followed by a request from Elliott in February 1940 to come to NASP for flight training. That request was granted in April 1940 when he learned he would be leaving the USS West Virginia in July for NASP.

-- Elliott officially became an aviator in February 1941 and went on to serve on the USS Tuscaloosa for duty flying with Cruiser Scouting Squadron Seven.

“Even such a mundane thing as my father being grounded for two days because he did not properly inspect his aircraft before a flight was an exciting discovery. . . that made him human to me and made me respect the military,” Adams told White in a thank you letter earlier this year.

From the records, she learned the color of her father’s eyes, his hair, his height and that he had a birthmark on the back of his neck. “I can see that he asked for a leave of absence for a month in July 1939 . . . that is when he and my mother married and when I was conceived.”

The Coconut Grove fire killed 55 servicemen. Elliott’s remains were identified from his naval academy ring.

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“Harry is my hero – he is gifted in public relations and makes you feel that yours is the only request he is dealing with, and he has absolutely nothing else to do except help you,” Adams said.

CLASS OF SERVICE
 This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

SYMBOLS	
DL	= Day Letter
NL	= Night Letter
LC	= Deferred Cable
NLT	= Cable Night Letter
Ship Radiogram	

R. B. WHITE
 PRESIDENT

NEWCOMB CARLTON
 CHAIRMAN OF THE BOARD

J. C. WILLEVER
 FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

WK283 13=FTSAMHOUSTON TEX 27 243P

1940 MAY 27 PM 4

COL & MRS J D ELLIOTT=

2131 WYOMING AVE NORTHWEST=

BEAUTIFUL 7 POUND 3 OUNCE DAUGHTER BORN 1227 THIS MORNING

MARION IS FINE=



BROWNIE

Telegraph
CONGRATULATIONS
ON THE BIRTH OF A CHILD
only 25¢ TO ANY WESTERN UNION POINT IN U.S.
 20¢ locally



WE APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

- 1940 -

Ensign and Mrs. J. Duncan Elliott, Jr.
 announce the birth of a daughter
Barbara Loug
 born Fort Sam Houston, Texas *May 27th*
 Weight *7 1/2* lbs *dark like mother*
Blue eyes



Elliot's Christen Infant Daughter

From Pensacola, Fla., comes word of the christening of Barbara Long Elliot, infant daughter of Lieut. (j.g.) J. Duncan Elliot jr., U. S. N., and Mrs. Elliot. The ceremony took place Sunday, February 2, at the station chapel, with Chaplain Davis officiating. The baby's godparents are Lieut. (j. g.) Newell Spikes Thomas, U. S. N., and Mrs. Thomas, and Lieutenant Elliot's aunt, Miss Emma Perley Lincoln, none of whom was able to be present, and Lieut. John Ericson, U. S. N., and Mrs. Ericson appeared for them.

The christening was originally to have taken place during the Christmas holidays at St. Thomas's Church here when Lieutenant and Mrs. Elliot and Barbara were the guests of Col. and Mrs. J. Duncan Elliot at their country place at Aquasco, Md., but was unavoidably postponed. Lieutenant Elliot is in the flying school at Pensacola.

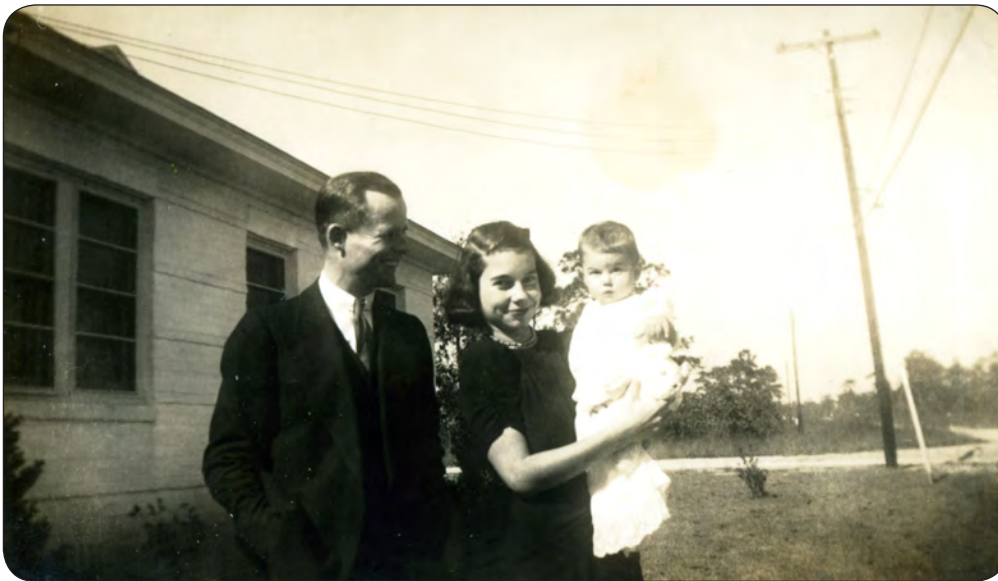
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Pensacola Naval Air Station
Barbie in Long/Nulsen Family Christening Gown
February 2, 1940 - Station Chapel

Certificate of Baptism

He that believeth and is baptized shall be saved.
—Mark 16:16 (Words of Jesus)

Certificate of Baptism

This Certifies That

Barbara Long Elliott
of *Pensacola Florida*

Received

Christian Baptism

on the *19th* day of *Jan.* 19*41*

at *Marcel Air Station, Chapel*

Pensacola, Florida

God Parents

Mrs. Joan Ruby Thomas
Georgette Lincey Palmer
Miss Emma Ruby Escalis
St. Muoel Edmund Thomas
U.S.M.

E. Davis, Chaplain U.S.M.
Minister

“Long-Nulsen Christening Dress”
worn by Barbara at Pensacola Chapel, 1940









Grandmother Mary Lincoln Elliott and Barbie



Grandfather Duncan at Tobacco Auction - Brandywine, Maryland





Residence of Col. Elliott - "Dun Mar"



side of house - entrance to Garage & Kitchen

"Dun Mar" - View of fields from Porch of house

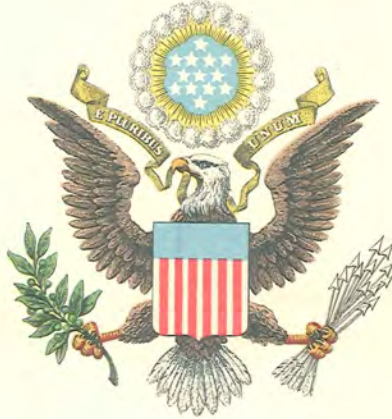


"Dun Mor" - View of house from road.



"Dun Mor" - View of house from east.





IN GRATEFUL MEMORY OF

Jesse Duncan Elliott Jr.

WHO DIED IN THE SERVICE OF HIS COUNTRY AT

Boston, Mass., Cruiser Scouting Squadron 7, 28 November 1942

HE STANDS IN THE UNBROKEN LINE OF PATRIOTS WHO HAVE DARED TO DIE

THAT FREEDOM MIGHT LIVE, AND GROW, AND INCREASE ITS BLESSINGS.

FREEDOM LIVES, AND THROUGH IT, HE LIVES—

IN A WAY THAT HUMBLER THE UNDERTAKINGS OF MOST MEN

Franklin D. Roosevelt

PRESIDENT OF THE UNITED STATES OF AMERICA

*“...You have armed me with strength for the battle;
You have subdued under me those who rose
up against me.
You have given me the necks of my enemies.”*

Psalm 18: 39

*“It is God who avenges me
And subdues the peoples under me.
He delivers me from my enemies.
You also lift me up above those who rise against me
You have delivered me from
The violent man
Therefore I will give thanks to You
O Lord among the Gentiles,
And sing praises to Your Name.”*

Psalm 18:47

*“The Lord lives !
Blessed be my Rock!”*

*“Blessed are You, Lord God of
Israel, our Father, forever and ever.
Yours, O Lord, is the greatness, the power and the glory,
The victory and the majesty;
For all that is in heaven and in earth is Yours;
Yours is the kingdom, O Lord,
Both riches and honor come from You,
And You reign over all.
In Your hands is power and might;
In Your hand it is to make great and to give strength to all.
Now therefore, our God,
We thank You
And praise Your glorious name.”*

1 Chronicles 29:10 -13