

GRIGGS-GRUNDY NEWS

VOLUME 3 ISSUE 2

June 2002

THE OFFICIAL NEWSLETTER OF USS GRIGGS AND GRUNDY



Special Points of Interest

- *Beer parties, a break-in into the brig, suicide planes attacking the wrong ship. All these are part of Charles Forshee's story of his time on the Griggs.*
- *We learned of the death of one former shipmate. TAPS is on page two.*
- *Funding for the newsletter is always needed. See the financial report on page two.*
- *Don't forget the reunion dates Oct 10-13, 2002 in Charleston, SC.*

MEMORIES FROM THE USS GRIGGS

By Charles E. Forshee

We loaded a detachment of Seabees in California for transport to Okinawa and set sail to that destination. Apparently there was no hurry to get there since it was about a month later when Okinawa was finally reached. I think that every island we came across we stopped in for a beer party. Well, where did the beer come from you might ask. The answer was— it came out of the brig. There were 1600 cases stored in the brig and it was probably the only ship in history where the brig was broken *into* aboard ship. I'll bet no one remembers about the break-in except for the one that did the break-in.

While we were enroute, we had a severe storm and

I, upon going up to the bridge to look around, discovered that the two ships that were in convoy with us were not in sight. Come to find out, I had slept through the storm and the ships were 29 and 32 miles astern because they couldn't keep up through the rough seas. We lost a life raft to the storm, but the others fared much more damage to boats, etc. After getting caught up, we came up on a small tug floating with nobody aboard. One of the other ships lowered a boat and boarded it, started it up, and pulled behind their ship and attached a tow line and towed it to Okinawa. The last entry in its log book was in Guam. It had probably slipped its

mooring during the storm and floated out to sea.

When we finally reached Okinawa, suicide planes were overhead in the dusk of the evening. One of these planes, probably equipped with a torpedo, hit the Battleship Pennsylvania and did heavy damage to it. They also suffered casualties. We were loaded with 1500 troops for return to the states when the next day a plane came over and hit the USS LaGrange, which was anchored in the next berth to where we were anchored. A number of casualties and much damage was done, primarily to the radio and communications system. I believe the Japanese spotter was on shore and saw the loading of the troops

and counted the ships at anchor in that row. In the meantime, a ship left its mooring and actually we were the intended target for the suicide plane. They wouldn't let the ships fire on the planes but made them use smoke generators so they couldn't see the ships. After the LaGrange was hit, the troops were loaded from our ship and loaded onto the LaGrange for return to the states. We were dispatched to the Philippines to eventually load troops to occupy mainland Japan for the surrender of Japan.

We made two trips to Japan and then went below the equator to pick up some folks to bring back to the states. They initiated those that hadn't been across the equator. Old lucky me had duty during the initiation, but some of the men had some fun with the officers though.

I was on a Destroyer Escort, the USS Baker, before being assigned to the Griggs. I did a little convoy duty and hunted submarines along with a baby aircraft carrier. About 400 miles out of Boston, we sank one of the largest submarines the Germans had. We got 33 Germans as survivors and transferred them to the carrier. One died the next day. After it was abandoned, the command ship ran up on the sub and pushed it under and tore a 14 foot hole in the ship. It had to go into dry dock for repairs. We ran over a whale on the way in port and tore the sound gear off and we had to go into dry dock to fix that.

Much thanks to Charles Forshee for writing his recollections of his days on the USS Griggs. I hope he has inspired many others to send in their remembrances for publication in the newsletter. I'm sure you agree that the newsletter is much more interesting when we have YOUR stories to print. We had only Mr. Forshee's story for this newsletter. Please send your story to ML&RS, Inc.



TAPS

The death of the following shipmate has been learned of since the last newsletter. The entire crew extends our sympathy to family and friends. If anyone knows of a deceased shipmate, please inform the NEWS so he can be recognized in TAPS and also be listed on the honor roll at the reunion memorial service.

*Roland Edwards
Died March 10, 2002
Mr. Edwards was the co-chairman of the first 2 reunions in 1994 & 95.*

FINANCIAL STATEMENT

Balance after 03/02 issue
\$97.97
Funds received since 03/02 issue
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\$227.97
Funds expended for 06/02 issue
\$80.23
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"Our Reunions Work, So You Don't Have To."

**2002 REUNION
OCTOBER 10-13
CHARLESTON, SC**

STATEMENT OF PUBLICATION

The GRIGGS-GRUNDY NEWS is the official publication of the USS GRIGGS-GRUNDY Association. From now on it will be published quarterly in March, June, Sept., and Dec. *subject to receiving sufficient funding.* The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the NEWS. A financial statement appears in each issue of the newsletter.

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

The editor reserves the right to edit letters to conform to space limitations and grammar.

You are encouraged to actively participate in the newsletter family, by submitting your stories and suggestions.

TRIVIA

- The most common first name in the world is Mohammed.
- The final score of a forfeited baseball game is 9-0.
- The tip of a shoelace is called an aglet.
- An average of 16 million tons of rain and snow falls on the Earth every second.