

GRIGGS-GRUNDY NEWS

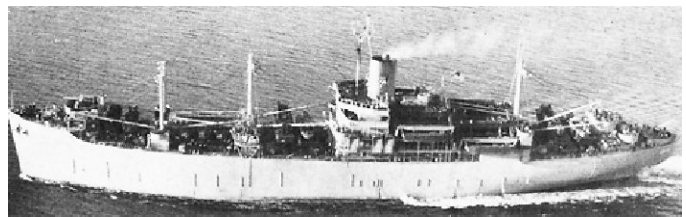
VOLUME 7 ISSUE 4

December 2006

THE OFFICIAL NEWSLETTER OF USS GRIGGS AND USS GRUNDY



USS GRUNDY



USS GRIGGS

Special Points of Interest

- *You'll enjoy reading Bob Moulton's World War II memories in our cover story!*
- *News from your Coordinator is on page three.*
- *Peter Sundt writes a reply to the story from the last issue about exploding the mine with 20mm gunfire. See Mail Call page three.*
- *Joe Locke wants to encourage attendance to the 2007 reunion in his letter on page three.*
- *Donald Holmes tells of his fabulous discovery on E-Bay in his letter on pages three and four.*
- *Reunion dates are announced on page four.*

MEMORIES FROM WORLD WAR II

BY BOB MOULTON

There were two Warrant Pay Clerks on the USS Grundy APA 111. I was tall and skinny and was called "Bones," the other Pay Clerk was fat and short, so he was called "Guts" Tucker. Naturally, he was the Commissary Officer, and I had everything else in the General Stores. We both served aboard the Grundy from Commissioning at Pascagoula, MS until decommissioning, after the war, at Portsmouth, VA.

I had been appointed a Warrant Officer at the time we were invading Guam, but didn't know it until my ship, the USS Wharton AP 7, got back to San Francisco. I was happy that it was not known when we stopped at Pearl Harbor, or I may never have gotten back to the States. My orders gave me "leave" and travel time to duty on the USS Grundy at Pascagoula, MS. My job, to get the Grundy ready for war, and that meant the preparation of storerooms to hold all the supplies we needed. For example, we had to have a "spare parts" storeroom. Spare parts are

stored in heavy wooden boxes and needed sturdy shelves. I found a row of storerooms where an overhead rail track could be built in a straight line, and with a little connivance with the Yard Foreman, and two quarts of whiskey in his car, a chain hoist was built. Liquor was illegal in Mississippi, but it was available.

After Commissioning, we went to the Algiers Supply Depot in New Orleans to get our supplies. While at the Supply Office, I was giving the orders for supplies to a receptionist, when one of the office "Belles" came over and gave me a big kiss. Only then did I realize that I was standing under the mistletoe. But another feature took the prize. A group called "The Belles of New Orleans," hoop skirts and all, with an orchestra in a walled compound, threw a party for all the officers of the Grundy complete with food and drink, plus dancing. It was a good "send off" to the war.

On our way through the Panama Canal, my boss, a Lieutenant at the time, Richard Williams (we called him Brass Jim after this

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episode) took me, I was also the Ship's Store Officer, ashore in Panama City and bought 400 Swiss watches (our Navy allotment was only 4 a month), and 1000 pair of ladies silk stockings. When we reached Pearl Harbor, the gangways were loaded with Navy Nurses wanting to buy silk stockings from the crew. Also, later on, the crew bought Jeeps for 3 or 4 watches. But that kinda died down after our Captain, Jose Cabinallis, an Annapolis Grad, was arrested for driving a stolen Jeep.

At Okinawa, my battle station was the coding room, just aft of the Radio Shack, which was on the highest structure on the ship, and we in the room, would hear the radios blaring Bogey here and Bogey there. It made us a little uncomfortable. We didn't shoot down any Bogeys, mainly because we had troops aboard and did not want to attract them.

Then the typhoon hit. All vessels got underway. First we would lay on our Port Side, and then we would lay on our Starboard Side. All the time praying that it would stop before we capsized. We saw the Bow of the Cruiser Pittsburgh torn off and floating like a cork in the water. Several destroyers were lost. The Flight Decks of some Carriers were bent down like a pair of ears. I heard that they had to go astern in order for the planes to take off, and to go forward to land them.

From Okinawa, we went to Guam to get supplies. When I was on the invasion of Guam, it looked like a disaster. We landed troops and then acted as a hospital ship. The ship stank with the smell of decayed flesh. Many of the wounded died. We had not taken enough land to bury them at the first of the invasion, so we had to get underway at night and bury them at sea.

This time the island had been renovated. Warehouses lined the waterfronts, and they were a great asset in readying ships for sea.

From Guam, we were ordered to the island of Ulithi. I believe this is

the island we went to because Ulithi was known at that time for its recreational facilities. They claimed that they could entertain 8000 men and 1000 officers a day. I faintly remember it because it was the first time I had ever been to an Officer's Club. There was one at Pearl Harbor, but I never did find time to go there. Seems to me that the bartenders were Philipinos.

This brings up the Indianapolis. One early morning we raised an object on the surface by our Radar. By the time we got close enough to identify it, it started diving—a Jap sub. We were on our way to Ulithi, but we immediately changed course. The sub was about halfway distance from Guam and Ulithi. In the Code Room, there was bedlam. I had plenty of help getting the coded message out to all ships and stations with the lat/long and time of sighting. For 60 years I wondered if the message was garbled in transmission, whether we or the Indy were using the wrong code on the wrong date (we were close to the International Date Line), but in reading the book *In Harm's Way*, I saw where the Captain of the Indy was briefed at Guam that there had been 3 sub sightings in that vicinity, 1 Sonar, 1 Periscope and 1 on the surface. The only credible one was ours. The Captain of the Indy had a green crew and they had behaved badly at Okinawa, so he arranged for gunnery practice with a Squadron from Ulithi on the morning of his timed arrival at Ulithi, so instead of streaming at 32 knots, the Indy was going only 16 knots—a fatal decision.

After the end of the war, we went to Japan, I believe Yokohama. The Japanese, contrary to usual, seemed very docile. Perhaps they were glad also that the war was over. Some sailors broke into some warehouses along the docks, but otherwise things were quiet. Just war booty.

Then we went to Shanghai, China. I don't know why unless it was just to show our face. The OOD could not show their faces too much though, because of Jap snipers from shore. We were anchored in the

Wangpoo River. We were constantly surrounded by Chinese sampans wanting to sell us something. So "Brass Jim" showed his mettle by obtaining permission to bring them aboard. Sailors were getting their P-coats lined inside with silk Dragons, all sorts of gimmicks were for sale. I myself had 2 pairs of Wellington Boots made (1 pair brown and 1 pair black) from a drawing of my feet one day and the finished product the next day. It is said that you could throw a tin can over the side at night and buy it back as a watch band the next.

Then to Korea, loading up. I don't remember anything about Korea except "Brass Jim" hit a Korean with his Jeep when the guy stepped in front of his Jeep. For us, like me, who first enlisted in 1935, it seemed the war would never end. All I remember is that we only had a few bags of potatoes left for food when we finally got back to the States. Ecstasy set in. It was hard to believe.

FINANCIAL STATEMENT

Balance after 09/06 issue	\$844.03
Received since 09/06	\$220.00
Funds available for 12/06	\$1064.03
Funds expended for 12/06	\$168.69
Ending Balance	\$895.34

SEND CONTRIBUTIONS & DUES FOR THE NEWSLETTER TO ML&RS. ADDRESS BELOW.

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"Our Reunions Work, So You Don't Have To."

COORDINATOR'S COLUMN

The days are fast approaching when we have to make a decision as to what we want to see at the next reunion in conjunction with the USS Huntington. The last news letter had 5 choices and presumably only 2 or 3 we can attend in the 3 days of the reunion, so I would suggest giving your choice as 1,2,3,4,5 and it would be easier to compile how many want to see what.

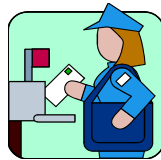
Thanksgiving has come and gone, hope everyone had a lot to be thankful for and didn't eat too much. We got together with our family and had the turkey at a cafeteria and enjoyed ourselves and let someone else wash the dishes.

The Griggs crew members that have misplaced the "GRIGGS LOG" book may get one at a reasonable price from Richard (Dick) Nostrant, 44 Eden PI, Athens, OH 45701. Phone (740) 593-5194 if he hasn't disposed of all of them.

As you know, we have decided to join the USS Huntington crew so they and us as well can have enough attendees to meet most requirements to have a reunion in most hotels or motels. I certainly want to encourage all the crew from the USS Grundy and USS Griggs to come to the next reunion in Milwaukee. I know health could in some cases be a real factor affecting some. Also know that for 2006 there was a change in the date and location that made it impossible to attend.

With time running short for getting this to ML&RS will say, "Looking forward to seeing you in 2007."

Charles Forshee
USS Griggs



MAIL CALL

Griggs/Grundy News,

Really enjoyed your Griggs/Grundy News of Sept. 2006.

I am 88 years old and pushing 89 in Feb, so I relish the stories of the old days.

I served 22 years in the Navy. Enlisted at 17 years of age in 1935 and retired at 39 years of age as a W-3. I could have stayed longer, but I wanted to attend Indiana University. So I became a 39 year old freshman!

Served aboard the USS Arizona, the first USS Yorktown, the USS Whar-ton, the USS Grundy, the USS Palau, and the USS Mississippi. I was a sailor!

Respectfully,
Bob Moulton

Editor's Note: See Mr. Moulton's memories in the cover story.

USS Grundy,

My name is Peter Sundt, and I was on the Grundy from her commissioning in Pascagoula to her decommissioning in Norfolk. I now live in Houston, Texas.

In Volume 7, Issue 3 of the Griggs/Grundy News, Vernon Hill asked crewmates to confirm some of his memories.

I remember clearly the incident with the floating mine, except that I recall the after futile attempts to explode the mine with a 20 mm gunfire, the Marine guard (what was his name?) stood on the bridge with an M-1 rifle and exploded it with his second shot. I didn't know that the mine actually brushed the ship.

A few years ago I heard from Fenwick Watts, who was a navigation officer on the Grundy. He sent me a chart showing the positions and courses of the Grundy and the cruiser Indianapolis on that fateful day when she was sunk by a Japanese submarine. We

were only 240 miles away when it happened. We could have easily been at the scene within 12 hours if she had transmitted an SOS. Unlike the Indianapolis we were on a zigzag course and escaped from a submarine that was sighted at about the same time. The Grundy was indeed a lucky ship.

I hope my crewmates will continue to relate their remembrances, for my memory is dimming.

Regards,
Peter C Sundt ETM 1/c

ML&RS,

Enclosed is my dues and donation for this year. I hope all our shipmates will send their dues in so we can continue Griggs & Grundy newsletters.

Forshee and I were the only ones at the last reunion, both from the Griggs. Come on Grundy, don't let us beat you next year. Come on, let's get together next year. I sure did miss you all this year. The USS Huntington people were great also. It looks like we may have to share our reunion with another ship so we can have a good reunion.

Maybe we should make a survey on how many shipmates can still make it and how many would support our newsletter even if they cannot make it.

Ruth and I missed our shipmates this year and hope to see you next year.

God Bless you all and may you have Good Health now and in the future.

Love you all,
Joe Locke

Dear Grundy Sailors,

My dad was Ens. A. T. (Ted) Holmes, Jr. Recently while I was looking at items on EBAY, I put in "USS Grundy" in a search. I ex-

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pected to find a photo or a company that will print any ship name on a hat. I was amazed at what I found, bid on and won.

A seller in New York State had two books that were the original "Captain's Night Order Book." They are lined plain paper green bound books with hand written orders in them. Volume I starts on January 14, 1945 to September 13, 1945. The second book starts on September 13-14, 1945 and ends on October 18-19, 1945 with the Grundy and APA 199 McGoffin enroute from Yokohama to San Francisco.

Volume I is beautifully illustrated on the inside cover with pen and ink drawings depicting each port visited and on the inside back cover with a palm tree and an anchor stuck in the sand, as well as a poem about the ship's exploits. Someone was a great artist!

Each page has the date, with the ship's departure location and the destination. Most pages have speed and course instructions. When in enemy waters, often submarine precautions are listed and orders to "Zigzag according to Plan # 11." Some pages have man overboard instructions or navigation points. If Grundy is in a convoy or traveling with other ships they are listed. Watch Officers are instructed to take any appropriate actions needed before waking the Captain. The last thing listed is what time to wake the Captain. All entries are in Captain Cabanilla's hand signed by him. Each page is initialed by the Officer of the watch at the beginning of their watch. Some of the Officers I have identified are Lt. C.A. Lester, Lt. F.M. Hurst, Lt. H.E. Porte, Lt. D.P. Morrison and Lt(jg) H.S. Duckworth.

I was hoping to see my dad's initials, but I guess as a Junior Officer, if he stood a night watch, he was not the Officer in Charge.

The dates listed and destinations correspond with the information I have on the Grundy. I find it an amazing coincidence that I happened to search for Grundy when

these books were listed on EBAY! Perhaps Dad's spirit guided me!

If any crew members remember these books or can tell me more about the night watch, I would love to hear about them. I can be reached at any of the addresses below.

Wishing everyone good health and smooth sailing.

Donald D Holmes
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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 next reunion memorial service.

Frank Galloway
USS Grundy (1944-46) S1/c
Died November 14, 2004

2007 USS GRIGGS/ GRUNDY REUNION

SEPT. 6—9

MILWAUKEE, WI

MILWAUKEE HOLIDAY INN

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.

ML&RS, Inc. is not responsible for the accuracy of articles submitted for publication. It would be an monumental task to check each story. Therefore, we rely on the author to research each article.

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.