

SECRET

MASIEH  
CHRONOLOGY OF THE U.S.S. BOGUE

1942

September

- 26 Commissioning ceremonies held at the Puget Sound Navy Yard, Bremerton, Washington. Captain Giles E. Short, U.S.N. assumed command.
- 26 In Bremerton Navy Yard receiving the balance of the crew, taken on ammunition, stores, and cleaning ship.
- 30 In general getting ready for sea.

October

- 1-5 In dry dock, Puget Sound Navy Yard, Bremerton, Washington.
- 26 Underway in Puget Sound for trial run. Returned to Navy Yard.
- 29 Underway for Manchester, Washington to fuel. Returned to Navy Yard.
- 30-31 Underway for de-gaussing runs. Returned to Navy Yard.

November

- 1-16 At Puget Sound Navy Yard; held trial and calibration runs in bay.
- 17 Underway for San Diego, California in company with U.S.S. GILLESPIE. No planes aboard. EXCEPT 4 SOC-3 AK MANNED BY ENLISTED PILOTS FOR C.A.P.
- 21 Arrival San Diego California, moored to Naval Air Station dock, North Island.
- 22 VC-9 reported aboard for duty, Lt-Cdr., Drans U.S.N., Commanding Officer.
- 23 Underway for exercises off San Diego. Returned to Naval Air Station.

November

- 24 Loaded planes aboard, 9 TBF, 12 F4F's.
- 25-28 Underway in company with U.S.S. GILLESPIE for aircraft training exercises.

December

2 At Naval Air Station San Diego. Underway for flight training operation off San Diego.

3 Exercising at flight operation off San Diego.

4  
PARACHUTES  
COULD BE  
SEEN FROM  
FLIGHT DECK.  
FORWARD of SHIP

TBF's 00597 and 00547 collided in mid-air and crashed 8 miles from ship. Ensign J.O. Pfeffer, U.S.N.R., died after parachuting and being picked up. Marlette C.M. JARM3c V-6 U.S.N.R. and Laughlin G.S. S1c V-2 U.S.N.R., WAS VISIBLE FROM THE SHIP. missing and presumed dead.

5 Returned to San Diego.

11 Underway for Balboa, Canal Zone in company with U.S.S. KENDRICK (DD162).

11-20 En route Balboa, Canal Zone exercising at drills and training flights.

20 Launched air group to land at Army Fields in Canal Zone. Arrived in Canal Zone.

23 Transited Panama Canal. Moored at Colon, Panama.

WHITE XMAS: LIBERTY IN WHITES!! Not what we expected.

25 Underway for Norfolk, Virginia, in company with U.S.S. CAPTAIN MAKES SPEECH "WE ARE NOT EXPENDABLE"

CORRY. Recovered planes from Canal Zone Air fields. INCLUDING F4F WRECKED IN STRIKING OBSTRUCTION LANDING CoCo Solo

25-31 En route Canal Zone to Norfolk Virginia via windward passage sending out A/S patrols each day as practice

31 Arrived Naval Operating Base Norfolk Virginia.

1943

January

- 1 At Naval Operating Base Norfolk Virginia.  
ENS. EBARD killed in F4F-TRAINING, exercises - Chesapeake
- 3 Rear Admiral A.D. Bernhard U.S.N., ComAirLant, came aboard  
and conducted reporting inspection of the BOGUE.
- 7 \* Proceeded to Navy Yard, Portsmouth, Virginia.
- 31 \* Underway for Naval operating Base, Norfolk, Virginia.

February

- 1 Underway from Naval operating Base to Chesapeake Bay.
- 1-7 Conducted daily exercises with destroyers BELKNAP and  
GEORGE E. BADGER in fueling at sea operations. Conduct  
flight operations as practicable. Anchored each night.  
F4F plane number 03440 crashed on landing killing Lieut  
G.S. Friend, U.S.N., landing signal officer. Plane lost  
overboard and pilot Lieut. (jg) R.L. Steward U.S.N.R.,  
missing and presumed dead.
- 8 Returned to Naval Operating Base Norfolk Virginia.
- 9-17 Exercising in Chesapeake Bay.
- 24-28 Underway for Argentia, Newfoundland in company with U.S.  
GEORGE E. BADGER and U.S.S. BELKNAP. Held A/S patrols  
and gunnery exercises en route.

7  
1st Death  
Aboard Ship

March

- 1-4 Anchored at Argentia, Newfoundland. Crunched Tug  
AGAINST PIER while warping in. Couldn't hold us.
- 5 Formed Task Unit 24.4.1 Mid-Ocean Carrier Escort Group  
consisting of BOGUE, U.S.S. BELKNAP and U.S.S. GEORGE E. BADGER, operating under orders of ComTask Force 24.
- Underway to rendezvous with convoy HX-228.  
BATTING "B's of North ATLANTIC

- Sometime in this sequence we had British  
OFFICERS AND SIGNALMEN ON BOARD FOR  
COMMUNICATIONS & ANTI-SUB ADVISORY.
- March
- 6 Met and joined convoy HX-228.
  - 7 Conducted first A/S patrol around convoy.
  - 10 Sighted first enemy submarine. No attack made. Position about 50-42 N 32-03 W. Detached from convoy, proceeded back to Argentina. The submarine sighted was previously based by HFDF and search instituted. At 1105 GCT Ensign A.C. McAuslan U.S.N.R. sighted submarine in 50-45 N, 42 W. Attacked, but depth charges failed to release. Submarine dived and no further contact was made.
  - 11 Picked up 21 survivors in lifeboat from S.S. JONATHAN STURGES. (U.S. Registry)
  - 14 Arrived in Argentina.
  - 20 Task Unit again underway to join convoy SC 123.
  - 21 Effected rendezvous with convoy SC 123.
  - 26 Detached from convoy; returning to Argentina.
  - 30 Arrived Argentina, dissolved Task Unit.
- April
- 1-6 At Argentina.
  - 7 Underway for Navy Yard Boston for emergency repairs to catapult; in company with BELKNAP and GEORGE E. BADGER
  - 10 Launched 8 TBF's and 6 F4F's to proceed to Naval Air Station Quonset Point, Rhode Island. Arrived Boston Navy Yard.
  - 13 Received 4 SOC's from U.S.S. TUSCALOOSA.
  - 16 Underway for flight operations. Received squadron ~~and~~ aboard from Quonset Point. Returned to Boston Navy Yard

14  
EMERGENCY  
REPAIRS  
SECTION  
BCK

CHRONOLOGY (CONTINUED)

U.S.S. BOGUE (CVE-9)  
VC-9

April - 1943

2c

- 17-20 Underway for Argentina in company with BELKNAP and LEA  
21 Landed TUSCALOOSA's planes at Naval Air Station, Arg<sup>ENT</sup>  
23 Formed Task Group 92.3 consisting of BOGUE, U.S.S.  
BELKNAP, U.S.S. GREENE, U.S.S. OSMOND INGRAM, U.S.S.  
LEA, and U.S.S. GEORGE E. BADGER under operational  
control of ComTask Force 24.  
25 Joined HI-235 at about 44 N 43-30 W.  
28 At 1650 Lieut. Santee sighted and attacked enemy sub-  
marine about 45-30 N, 27-30 W. Results undetermined.  
30 Detached from HI-235, proceeding with our screen to  
Belfast, Ireland.

May - 1943

- 2 Task Group arrived Belfast, Ireland.  
15 Task Group underway en route Iceland to join convoy  
ON-184.  
17 Arrived Hvalfjorðr, Iceland.  
18 Underway to join ON-184.  
19 Effected rendezvous with ON-184.  
21 Lt.Cdr., Drane of VC-9 attacked enemy submarine in 52-  
43 N, 35-23 W. (See ASW-6 #4 of 21 May 1943)  
22 → Six sightings including 5 attacks on enemy submarines  
effected this date. 24 survivors from German U-boat,  
attacks 8 and 9 recovered by HMCS ST. LAURENT.  
SANK  
U-569  
BOGUE ASW-6 No. 5 attack by Lt. (jg) R.C. KUHN, results  
unknown.  
BOGUE ASW-6 No. 6 attack by Ens. S.E. DOTY, results  
known.

Chronology - U.S.S. BOGUE (CVE-9) AND VC-9

May - 1943

22

BOGUE ASW-6 No. 7 attack by Lt. (jg) H.L. STEARNS, results unknown.

BOGUE ASW-6 No. 8 attack by Lt. (jg) W.F. CHAMBERLAIN, same submarine as attack No. 9.

BOGUE ASW-6 No. 9 attack by Lt. R.S. ROBERTS, known sunk. A wolf pack of submarines had intercepted and was attempting to attack the convoy. At least nine submarines were located by air and surface actions and the attack broken up. No ships torpedoed.

25

Detached from convoy at 46-26 N, 43 -47 W, proceeding to Argentina.

26

Arrived Argentina. Dissolved Task Group.

30

Formed sixth escort group, designated as Task Group 21.12 consisting of BOGUE and Cort.Div.One, (U.S.S. BELKNAP, U.S.S. CLEMSON, U.S.S. GREENE, U.S.S. OSMOND INGRAM, and U.S.S. GEORGE E. BADGER) under operation control of Cinclant.

31

Task Group underway for Latitude 40 N Longitude 50 W.

June - 1943

1

Task Group ordered to operate offensively against enemy submarines in support of African Convoys.

4

Lt. (jg) Fowler attack submarine about 31-50 N, 43-25 W. Lt-Cdr., Drane attacked and sank same submarine. Another submarine attacked in same general area by ensign Hodgson results unknown.

5

Ensign Doty attacked submarine about 30-15 N, 43-30 W.

June -1943

Chronology U.S.S. Boava (CVE-9) and VC-9

5 →  
SANK U-217

results unknown. Contacted convoy GUS Number 9, commenced screening same.

8

Lt. (jg) Ballist, Lt. (jg) Fowler, and Lt. (jg) Pera attacked submarine about 29-19 N, 33-05 W, results unknown.

12  
SANK U-118

Submarine attacked and sunk by combined action of several aircraft. 17 prisoners picked up.

18

Proceeding to Norfolk, Virginia.

20

Arrived Norfolk, Virginia.

21

Proceeded to Norfolk Navy Yard.

July -1943

1

At Norfolk Navy Yard.

6

Proceeded to Naval Operating Base Norfolk, Virginia

8

Squadron VC-9 returned aboard for duty.

9

Commander Joseph Brantley Dunn, U.S.N. relieved Captain Giles E. Short, as Commanding Officer.

\* 11  
Slow, Slow  
Convoy. Some  
old coal burners  
at from 6-10 KTS.

Formed Task Group 21.12 consisting of U.S.S. GEORGE E. BADGER, U.S.S. CLEMSON, U.S.S. OSMAND INGRAM under operational control Cinclant. Underway to screen United States - Gibraltar convoys and to operate offensively against reported enemy submarines concentrations.

23

SANK U-613 AND U-527

Ensign Doty, VC-9, attack submarine about 35-58 N, 28-24 W, results undetermined. Lt. (jg) Stearns sighted two submarines. While attacking one the other escaped into a fog bank.

28

Proceeding to Casablanca, French Morocco.

August - 1943

CHRONOLOGY

U.S.S. BOGUE (CVE-9)  
+ VC-9

- 1 Task Group arrived at Casablanca, French Morocco.
- 5 Task Group departed Casablanca, French Morocco, en route to screen convoy UGS-13.
- 10 Left Convoy UGS-13, commenced screening convoy GUS-11
- 18 Left convoy GUS-11 to operate offensively against enemy submarines in central Atlantic area.
- 23 Arrived Norfolk, Virginia.

September - 1943

U.S.S. BOGUE (CVE-9) + VC-19 CHRONOLOGY...

- 3 VC-19 embarked for duty, consisting of 12 TBF's, 9 F4. Formed Task Group 21.12 consisting of BOGUE, U.S.S. GEORGE E. BADGER, U.S.S. OSMOND INGRAM, U.S.S. CLEMSON under operational control of Cinclant.
- 5 Underway from Norfolk, Virginia to escort convoy UGS-
- 7 Joined convoy UGS-17.
- 10 Left convoy, proceeding to Azores area to operate offensively against enemy submarines.
- 26 Arrived Casablanca, French Morocco.
- 29 Left Casablanca, French Morocco, to operate offensively against enemy submarines in Azores area.
- 30 U.S.S. CLEMSON detached from Task Group to go to Norfolk for emergency repairs.

October - 1943

- 3 Conducting A/S searches in North Atlantic, Azores area.
- 6 U.S.S. DUPONT joined Task Group as escort. Savelli, Armand S2c was killed by being caught underneath the after elevator as it came down. Buried at sea with...

2nd Death  
aboard Ship

October 1943

U.S.S. BOGUE (CVE-9) & VC-19

CHRONOLOGY

6

military honors.

20

Arrived Norfolk, Virginia.

November - 1943

1-7

In Navy Yard.

7

Underway for Chesapeake Bay.

7-10

In Chesapeake Bay, calibration etc., anchoring at night

10

Arrived Naval Operating Base.

14

Underway in company with U.S.S. CLEMSON, U.S.S. GEORGE E. BADGER, U.S.S. OSMOND INGRAM, U.S.S. DU PONT. (Task Group 21.13) to support convoy UGS-24.

16

U.S.S. DU PONT left for Bermuda to effect emergency repairs.

17

Left convoy, proceeding on offensive mission.

22

U.S.S. CLEMSON attacked submarine at 2040Z 41-23 N, 22 34 W, results undetermined.

26

U.S.S. DU PONT rejoined.

27

U.S.S. GEORGE E. BADGER attacked submarine 39-24 N, 22 06 W, results undetermined.

29

SANK  
U-86

30

Submarine attacked by aircraft 39-33 N, 19-01 W, at 1326Z, results undetermined.

Attacked and sunk submarine by combined aircraft and surface action 41-07 N, 18-30 W.

December - 1943

1

Operating offensively against enemy submarine concentrations in Central Atlantic. U.S.S. GEORGE E. BADGER obtained sound contact on enemy submarine in latitude

12-13-43

SANK U-172

CHRONOLOGY - U.S.S. BOGUE (CVE-9) & VC-19

December 1943

- 1 42-06 N, Longitude 19-00 W. Task Group maneuvered to develop this contact.
- 2 Abandoned contact, results undetermined.
- 3 En route Casablanca, French Morocco.
- 5 Arrived Casablanca, French Morocco, to replenish supplies.
- 8 Departed Casablanca, French Morocco, to continue operations against enemy submarines in Atlantic.
- 12 Enemy submarine sighted in Latitude 26-27 N, Longitude 29-44 W, by search plane. Plane attacked and Task Group maneuvered to develop contact. The destroyers made sound contact several times and attacked. Twice the submarine came to the surface and was immediately attacked again. Both times it submerged quickly.
- 13 While still developing contact of December 12 many depth charge attacks were made by the escorting destroyers. Submarine finally surfaced and engaged the destroyers with gunfire from 500 yards range, and forty prisoners were recovered.
- 14 Continued operating against enemy submarine concentration.
- 20 Enemy submarine sighted by search plane in 32-54 N, 37-01 W, and attacked. Support force of planes proceeded to scene and attacked submarine. Submarine was sunk, going down bow up at a vertical angle.
- 21 Continued operating against enemy submarines while en route to Bermuda.
- 25 Arrived Bermuda, British West Indies.

11-850  
SANK  
12-20-43

CHRONOLOGY - CVE-9 & VC-19

December 1943

- 26 XMAS IN BERMUDA. "Swade" AMB Took a swim off Deck !!  
 Departed Bermuda, en route Norfolk, Virginia.
- 29 Arrived Naval Operating Base Norfolk, Virginia and  
 dissolved Task Group.
- 30 Proceeded to Norfolk Navy Yard for overhaul period.

1944

January

U.S.S. BOGUE - (CVE-9) CHRONOLOGY

- 1-9 At Norfolk Navy Yard, Portsmouth Virginia.
- 10-12 At Naval Operating Base Norfolk, Virginia.
- 13 Underway for New York, escorted by U.S.S. HOBSON and  
 U.S.S. ENDICOTT.
- 14 Arrived New York and commenced loading 46 Army P-47 as  
 cargo for a ferry trip to the United Kingdom.
- 18 Underway as a part of convoy UT-7, SOPA ComTaskForce 6  
 in U.S.S. ARKANSAS. SEVERE STORM DAMAGE  
 this CRUISE
- 28 Entered the Firth of Clyde, Scotland, and anchored.
- 29 Proceeded up Clyde River to King George V dock at Glasg
- 31 Having unloaded planes, steamed down river and anchored  
 off Greenock, Scotland. Glasgow

February

- 1-2 At anchor, Firth of Clyde, off Greenock, Scotland.
- 3 Underway as a part of Convoy TU-7 en route New York.
- 12 BOGUE and escort U.S.S. RHIND released from convoy to  
 proceed to Hampton Roads. MORE SEVERE STORM DAMAGE  
 this CRUISE
- 14 Arrived Hampton Roads and proceeded direct to Navy Yard
- 15-22 In Norfolk Navy Yard.
- 23-25 At Naval Operating Base Norfolk, Virginia. VC-95 aboard

U. S. S. BOGUE

10/h1

DECLASSIFIED - OPNAV INST 5500.30 <sup>14</sup> February 1944.  
BY JK DATE 8-2-60

From: The Commanding Officer.  
 To : The Commander in Chief, U.S. Atlantic Fleet.  
 Subject: Report of Operations of U.S.S. BOGUE for period  
 13 January to 14 February, 1944.  
 Reference: (a) CinCLant dispatch 071637 of January, 1944.  
 (b) PDNY, C&R, undated dispatch of January, 1944.  
 (c) Naval Control Service Officer, Clyde, undated  
 sailing orders of February, 1944.  
 Enclosure: (A) 19 photographs of Army aircraft and cargo boxes.  
 (B) List of damage sustained due to heavy seas.

1. In accordance with reference (a), the BOGUE departed the Norfolk - Hampton Roads area at 1100Q, 13 January 1944, and proceeded to New York, escorted by U.S.S. HOBSON and ENDICOTT. At 1136Q, 14 January, moored to Pier 14, Stapleton, Staten Island, N.Y., ready to receive Army aircraft and cargo. Air coverage for the trip was furnished from shore stations.

2. It was estimated that in order to remain within the stabilization limits and to allow for the weight of possible ice formation on the flight deck, 43 Model P-47 and 43 aircraft parts boxes could be carried.

3. Commenced loading at 1315, 14 January, and completed loading and securing 1645, 16 January. 25 aircraft were loaded on the flight deck and 18 on the hangar deck. 18 parts boxes were carried in the forward hold, 1 in the forward elevator pit, 3 in the after elevator pit, and 21 on the hangar deck immediately forward of the after elevator. 30 Naval officers and 172 enlisted men, with baggage, were embarked for transportation on 16 January.

4. The following is a recapitulation of weights involved in loading:

Aircraft - 43 P-47's @ 10,000 lbs.		430,000
Aircraft parts boxes - 43 @ 3,420 lbs.		147,060
Miscellaneous lumber, cables, turnbuckles		26,880
202 officers and men, passengers	30,300	
Baggage of passengers -		
30 officers @ 175 lbs.	5,250	
70 enlisted @ 160 lbs.	11,200	

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Subject: Report of Operations of U.S.S. BOGUE for period  
13 January to 14 February, 1944. (Con't. - Page 2.)  
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5. At 1100Q, 18 January, departed New York, in accordance with reference (b), with Task Force 69 and the New York section of Convoy UT-7, proceeded to Lat. 42-10 North, Long. 63-15 West, rendezvoused with Boston section at 0930P, 20 January, and thence proceeded en route United Kingdom, BOGUE in position 31, acting as Convoy Vice Commodore.

6. At 2015A, 28 January, anchored off Greenock, Scotland, and on 29 January, proceeded and moored to King George V dock, Glasgow. Commenced unloading at 1900, 29 January, and completed unloading 2330, 30 January. Passengers were disembarked 29 and 30 January, proceeding directly to their assigned stations of duty via transportation arranged for by the Chief of Transportation, S.O.S., E.T.O., U.S.A., A.P.O. 887.

7. Departed Glasgow 1525, 31 January, anchored off Greenock at 1833, and at 0000, 3 February, departed Greenock and proceeded en route United States in Convoy TU-7, in accordance with reference (c), BOGUE in position 61, acting as Convoy Vice Commodore. At 0800Q, 14 February, arrived Hampton Roads, Virginia.

8. En route to the United Kingdom, heavy seas were encountered, causing heavy rolling, the maximum about 32 degrees to port. Returning to the United States, heavy seas were again encountered, causing heavy rolling and pitching, the maximum roll about 40 degrees to port. Enclosure (B) is a list of damage sustained due to heavy seas.

  
S. B. DUNN.

Copy to:

Cominch  
Comairlant  
ComFAirNor  
CO, USS BLOCK ISLAND  
CARD  
CHARGER  
CORE  
CROATAN  
GUADALCANAL  
MISSION BAY  
TRIPOLI  
WAKE ISLAND

U. S. S. BOGUE

SECRET

ENCLOSURE (B) to CO USS BOGUE Ltr. A4-3/A14-1 Serial 000 of 2/14/44.

LIST OF DAMAGE SUSTAINED DUE TO HEAVY SEAS

- (a) Longitudinal deck supporting girders from apron to frame 18: Starboard side, No. 1, 2, and 3 twisted, bent and torn loose from frame overhead; Port side, No. 1 twisted, bent and sheared off at frame 18.
- (b) Transverse beam, frame 18, twisted, bent and welds torn loose from deck overhead. Also sagging in the center. Upright support and brackets sprung, welds cracking and showing great stress.
- (c) Transverse beam, frame 22, showing stress and sagging in the center. Upright supports and brackets sprung and showing considerable stress.
- (d) Transverse beam, frame 28, extension beam and support for No. 1 and 2 40mm gun mounts twisted, sagging and cracked loose from inboard catwalk bulkhead, port and starboard.
- (e) Transverse beam, frame 34, extension beam support for No. 1 40mm gun platform sheared loose from inboard catwalk bulkhead; stressed and sagging.
- (f) Inboard curtain bulkhead on port and starboard catwalks buckled, sprung, and cracked. Adjoining catapult room bulkhead torn.
- (g) Port and starboard walkways buckled, bent and cracked.
- (h) Lookout platforms raised, deck buckled and chair and fixtures torn loose.
- (i) Ship's structure from frame 18 to 40 show signs of stress.
- (j) Flight deck warped and buckled; planking pulled up from forward end to frame 34.
- (k) Gasoline line brackets broken, frames 16-40 starboard.
- (l) Brackets for antenna, frame 40, broken off. Tube lead-ins bent.
- (m) Electric leads to running lights and landing lights broken and torn loose.

U. S. S. BOGUE

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LIST OF DAMAGE SUSTAINED DUE TO HEAVY SEAS (Continued)

- (n) Insulation under catapult torn out.
- (o) Catapult track outwardly intact. Will have to check.
- (p) Bull horn wiring and bracket torn loose.
- (q) 40mm shell chute buckled and out of alignment.
- (r) WT door to well deck, starboard side from hangar, not water-tight. WT door to 1st division leaks.
- (s) #3 sponson: Strake plates dished and buckled and three structural members sprung and bent. Jack rods broken and bent under sponson. Forward part of sponson: Strake plates buckled and structural members sprung.
- (t) Fire main riser, frame 28, ruptured and breaking.
- (u) Cracks in skin of ship:
  - No. 1 sponson - frames 72,73,74,75,77, and 81.
  - No. 2 sponson - frames 72,75,77, and 83.
  - No. 3 sponson - frames 135,137, and 114.
  - No. 4 sponson - frames 137,138, and 136.
- (v) Shaft alley leaks in skin of ship:
  - Frames 177,178, and 179 port side.
  - Frame 176 starboard side.

CHRONOLOGY - U.S.S. BOGUE (CV-9) AND VC-73

February 1944

- 23-25 for duty with 12 TBF's and 9 FM-1's.
- 26 Formed Task Group 21.11 composed of U.S.S. BOGUE, HAVERFIELD (Comcoortdiv 51) U.S.S. HOBSON, U.S.S. SWENNING, U.S.S. JANSSEN, and U.S.S. WILLIS under operational control of Cinclant. Underway to rendezvous with convoy UGS-34 and to operate offensively against enemy submarines in Central Atlantic area.

March -1944

- 1 Task Group en route to join UGS-34.
- 2 Joined UGS-34 and fueled escorts.
- 3 Task Group left convoy to proceed to area of enemy submarine concentrations, northeast of Azores.
- 13 — Sighting of a suspicious oil slick by search plane in 46-18 N, 27-34 W, led to sonar search resulting in contact with an enemy submarine. Several depth charge attacks by escorts plus HMCS Prince Rupert which appeared on the scene cause the submarine (German) to surface where it was sunk by gunfire. Recovered 40 prisoners of war.
- 14 En route Casablanca, French Morocco.
- 18 Arrived Casablanca, French Morocco.
- 22 Departed Casablanca, French Morocco to operate offensively against enemy submarines in area west of Cape Verde Islands.

SUNK  
U-575

April 1944

- 1 Task Group (21.11) operating offensively against enemy

SECRET

U.S.S. BOGUE

June 1944 VC-69

- 1 At Casablanca, French Morocco.
- 2 Task Group underway to operate against enemy submarines in area 43-48 N, 20-30 W.
- 3 U.S.S. HAVERFIELD rejoined Task Group.
- 6 U.S.S. SWENNING picked up eight survivors of an R.A.F. Halifax which had been forced down at sea, and transferred them to BOGUE.
- 16 Task Group ordered to area 21-00 N, 40-00 W.
- 23 Having followed the trail of an enemy submarine for several days it was sighted and attacked in 15-15 N, 39-55 W, by search planes. Submarine was believed sunk later confirmed.
- 24 Inspection of large quantities of debris from the night attack revealed submarine was a Japanese carrying rubber to a German port.
- 26 Task Group en route Bermuda, British West Indies.
- 30 Arrived at Bermuda, British West Indies.

SANK  
JAPANESE  
I-52  
VC-69

July 1944 VC-42

- 1 Task Group 22.2 left Bermuda en route to Norfolk, Virginia.
- 3 Arrived Norfolk, Virginia. Dissolved Task Group 22.2.
- 4 Proceeded to Navy Yard.
- 5-21 At Navy Yard.
- 22-23 At Naval Operating Base. Embarked VC-42 with 12 TBM's and 9 FM-2's for duty.
- 24 Conducting calibration runs in Chesapeake Bay.
- 25 Formed Task Group 22.3 with U.S.S. HAVERFIELD (DD-300)

July 1944

VC-42

25

(Comcoortdiv 51), U.S.S. JANSSEN (DE-396), U.S.S. WILLI (DE-395), U.S.S. WILHOITE (DE-397), U.S.S. SWENNING (DE\*394) under operational control of Cinclant. Underway en route Bermuda area for ASW training exercises.

26

Contacted and conducted simulated air attack on convoy UGS-49.

27-29

Conducted ASW training exercises off Bermuda.

29-31

Anchored in Port Royal Sound, Bermuda.

August 1944

VC-42

1

At anchor, Murray's Anchorage, Bermuda, British West Indies. Task Group departed Bermuda to operate offensively against enemy submarines in North Atlantic area.

15

While on routine night search, Lt. (jg) Dixon A-V(N), in TBM #17 reported he was investigating a suspicious radar contact. Nothing further was ever heard from Lt. (jg) Dixon and he and his crew, Scimio, G.J., AOM3/821-39-93, and Melton, C.G., ARM2/c, 644-43-64, are believed to have crashed at sea. Search for missing men underway.

17

Search abandoned for missing plane crew due to weather and possible enemy submarine contacts.

19

Night search plane sighted and attacked an enemy submarine in Latitude 42-06 N, Longitude 50-50 W. Results undetermined. Further search was unproductive of results.

20  
SANK  
U-1229

Surfaced enemy submarine sighted and attacked by us.

August 1944

20

Sank  
U-1229  
8-20-44

plane in Latitude 42-20 N, Longitude 51-39 W. Submarine submerged but surfaced an hour and half later, apparently badly damaged, and was at once heavily attacked by three TBM's and two FM's. Submarine blew up and sank leaving 42 survivors in the water. These were picked up by the destroyer escorts.

21

Transferred all prisoners of war to BOGUE.

23

En route Argentia, Newfoundland.

24

Arrived Naval Operating Base, Argentia, Newfoundland.

28

Departed Argentia to operate offensively against enemy submarines in North Atlantic area.

September 1944

1

At sea, operating offensively against enemy submarine in North Atlantic area.

8

Search plane sighted enemy submarine in Latitude 42-37 N Longitude 51-38 W, and attacked. Destroyer escorts were sent to scene and made several attacks. Results undetermined.

15

Abandoned search for enemy submarine located on September 8.

16

Ensign Schroeder in TBM#18 reported he was lost. Ship vectored him in by HF/DF bearings. Plane ran out of fuel and ditched 18 miles from the ship. Crew was recovered unhurt by U.S.S. WILHOITE.

19

En route Hampton Roads, Norfolk, Virginia.

23

VC-42 launched and proceeded to Naval Air Station, ...

September

24 All Destroyer Escorts detached to proceed to New York, New York. BOGUE arrived Naval Operation Base, Norfolk Virginia.

25 Proceeded to Norfolk Navy Yard.

October 1944

VC-95

1 At Norfolk Navy Yard.

11 Proceeded to Naval Operating Base Norfolk, for annual military and damage control inspections.

19 Returned to Norfolk Navy Yard to repair engine casualty

21 Formed Task Group 22.3 consisting of U.S.S. BOGUE with VC-95 embarked, U.S.S. HAVERFIELD (DE-393) with ComCort 51 aboard, U.S.S. JANSSEN (DE-396), U.S.S. WILLIS (DE-395), U.S.S. WILHOITE (DE-397), U.S.S. SWENNING (DE-394), and U.S.S. COCKRILL (DE-398). Under operational control of CinClant. Type Commander is ComFair Norfolk. Departed Norfolk area en route Bermuda, British West Indies.

23 Arrived Bermuda.

24 Task Group underway for ASW training with friendly submarines off Bermuda.

26 Returned to Bermuda.

27 Task Group underway for ASW training off Bermuda.

28 Flew planes ashore to Kindley Field and returned to Bermuda.

November 1944

1 At anchor Port Royal Bay, Bermuda, British West Indies

4 Planes shore, based at Kindley Field. Captain [unclear]

November 1944

U.S.

- 4 \* DUFEK, U.S. Navy relieved Captain A.B. VOSSELLER, U.S. Navy as Commanding Officer and Commander Task Group 22
- 7 Task Group underway for ASW training with friendly submarines off Bermuda.
- 11 Returned to Bermuda.
- 13 Task Group underway for ASW training and gunnery practice off Bermuda.
- 15 Returned to Bermuda.
- 20 Task Group underway for ASW training off Bermuda.
- 21 En route New York, N.Y.
- 25 Task Group arrived New York, N.Y. for ten days period of liberty and recreation.



~~SECRET~~  
~~CLASSIFIED~~ T I A L

UNIT HISTORY

for December 1944, January, February 1945.

(A) CHRONOLOGY

**ASSIGNED TO G FILES**  
**33**  
DATE: 17 APR 1945  
By File No. (10) 112-1/CVE9  
In. No. \_\_\_\_\_  
Supp. \_\_\_\_\_  
File No. 3039

- 1 December 1944 - Moored Pier 26, New York City, on 24 hour notice for operational duty.
- 4 December 1944 - 1408 T.G. 22.3; U.S.S. BOGUE, flagship, led U.S.S. HAVERFIELD and U.S.S. JANSSEN, departed New York to operate against enemy submarine reported in Gulf of Maine. (This submarine presumed to have landed enemy agents on U.S. soil and to have sunk a British ship, 3 December near Mt. Desert Rock.) Task Group operated in and near Gulf of Maine, making several doubtful contacts but no successful attacks until 2100, 11 December 1944, when orders to abandon search and return to Norfolk by CinClant.
- 15 - 26 December 1944 - At Navy Yard and N.O.B. Norfolk, Virginia.
- 26 December 1944 - 1310 departed for training operations on 24 hour notice for operational duty, at Bermuda.
- 28 December 1944 - 0927 arrived Bermuda.
- 28 December - 14 January - T.G. 22.3 conducting A/S training exercises at Bermuda. Departed for New York, 14 January.
- 16 - 19 January 1945 - Moored Brooklyn Navy Yard.
- 20 January 1945 - 1534 departed Brooklyn Navy Yard for N.A.S. Quonset Point to conduct carrier qualification landings for ComFair Quonset.
- 22 January - 5 February - Conducting carrier qualification landings in waters south of Martha's Vineyard for ComFair Quonset.
- 6 February 1945 - N.O.B. Norfolk.
- 9 February 1945 - Enroute to New York to load planes for ferry trip to United Kingdom.
- 10 February 1945 - Moored Staten Island, New York.

Cops not destroyed  
4/11/45  
Army M. O. ...  
L.H. W.S.

ACVW

U. S. S. BOGUE

**C O N F I D E N T I A L**

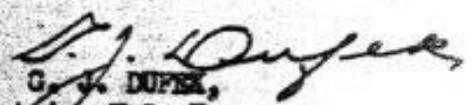
- 11 February 1945 - 0702 departed Staten Island to join Convoy CU-58 for United Kingdom.
- 23 February 1945 - 0953 moored Gladstone Dock, Liverpool to unload planes.
- 28 February 1945 - Moored Gladstone Dock, Liverpool.

(B) NARRATIVE

The activities of the U.S.S. BOGUE during December 1944, January and February 1945, were of a routine training character as indicated in the foregoing chronology with the single exception of seven days spent operating against enemy submarines reported in the Gulf of Maine. This operation did not result in any known successful attacks, although two possible contacts were made. These were lost before they could be properly developed.

The award of the Presidential Unit Citation, as described in Appendix "A" was outstanding during this period. The Citation itself was not presented to the Unit at the time, being highly classified and is not a part of this report. It will be forwarded when released at a later date.

(C) APPENDIX (A)

  
G. J. DUPES,  
Captain, U.S. Navy,  
Commanding.

13

CVEB

U. S. S. BOGUE

SMB

CONFIDENTIAL

UNIT HISTORY

for March, April, May, June, July, August 1945.

(A) CHRONOLOGY

1 March 1945

- Task Group 22.3 composed of USS BOGUE and CortDiv 51 under operational control of CinClant. CortDiv 51 on detached duty. BOGUE ferrying aircraft in convoy CU 58 escorted by Task Unit 61.6.2, BOGUE moored in Gladstone Dock 2, Northwest, Liverpool, England.

2 March 1945

- Departed Gladstone Dock, anchored in Mersey River.

3 March 1945

- Departed Mersey, formed in convoy 58B en route to New York.

12 March 1945

- With USS CARD (CVE 11) detached from convoy and routed to Norfolk, Va.

15 March 1945

- Departed NOB, Norfolk en route to NAS, Quons Point, Rhode Island, to conduct carrier qualification training.

18 March 1945

- Departed NAS, Quons Point to conduct carqual landings at sea.

23 March 1945

- Departed NAS, Quons Point en route to Norfolk.

24 March - 10 April 1945

- NOB, Norfolk and Norfolk Navy Yard.

11 April 1945

- Task Group 22.3, USS BOGUE with VC 19 embarked, CortDiv 51, USS HAVERFIELD, JANSSEN, WILLIS, WILHOITE, SWENNING and COCKRILL departed Norfolk en route to New London area for anti-submarine training.

12 April - 15 April 1945

- Anti-submarine training.

16 April 1945

- Departed Quons Point in compliance CinClant 151637 of April 1945 to rendezvous with Task Groups 22.4, 22.8 and Task Unit 22.7.1 for anti-submarine operations.

\* Death  
3rd aboard  
ship

19th Sea 2k Dvey killed  
by ELEVATOR in Forward Pit.  
BURIAL at sea

20 April 1945

- Task Groups 22.4, 22.8 and Task Unit 22.7.1 reported to Task Group 22.3 for duty. Formed anti-submarine barrier and commenced anti-submarine operations at 43-00 N 45-00 W, moving eastward.

23 April 1945

- Lt. Comdr. W. W. SOUTH, Commanding Officer VC 19, sighted enemy submarine on 43-05 N 40-10 W made attack followed by search in which entire group participated.

24 April 1945

- At 0840 (# 2) USS DAVIS sunk by enemy torpedo in 43-51-15 N 40-15-30 W.

?  
Question  
Did Bogue share in sinking of U-546? CORE GROUP of Destroyers were involved -

U. S. S. BOGUE

CONFIDENTIAL

UNIT HISTORY

for March, April, May, June, July, August 1945.

- 
- 24 April - 9 May 1945 - Continuing anti-submarine search in area west to 55-00 W.
  - 9 May 1945 - Cessation of hostilities. USS PILLSBURY and USS POPE detached to intercept surrendering submarine U 858. Task Group 22.3 en route to New York.
  - 11 May - 18 May 1945 - Task Group 22.3 on standby, USS BOGUE at pier 88, North River, N.Y.
  - 19 May 1945 - Departed New York en route to Norfolk Navy Yard.
  - 21 May - 10 June 1945 - Norfolk Navy Yard.
  - 10 June 1945 - Departed Norfolk Navy Yard, proceeded to Yorktown Mine Depot to load ammunition.
  - 11 June 1945 - Departed Yorktown Mine Depot, calibrating in Chesapeake Bay.
  - 12 June 1945 - Moored NOB, Norfolk.
  - 15 June 1945 - Departed NOB, Norfolk, for Staten Island, New York to load aircraft.
  - 19 June 1945 - Departed Pier 14, Staten Island for Cristobal Canal Zone with load of Army aircraft.
  - 24 June 1945 - Arrived Cristobal, unloading aircraft. Reported for duty to Commander in Chief, Pacific Fleet and Commander Carrier Transport Squadron Pacific.
  - 27 June 1945 - Departed Cristobal enroute San Diego.
  - 5 July 1945 - Arrived San Diego, California.
  - 8 July 1945 - Departed San Diego with load of aircraft and passengers en route to Pearl Harbor, H.I., composed as TU 12.9.6 under operational control of CinsPac; type commander ComFairWest Coast; sub-type commander ComCarTransRonPac.
  - 14 July 1945 - Arrived at Pearl Harbor, disembarked passengers and embarked passengers.
  - 15 July 1945 - Departed Pearl Harbor en route to Guam.
  - 25 July 1945 - Arrived Guam. Delivered aircraft and passengers. Embarked passengers and aircraft for United States.
  - 26 July 1945 - Departed Guam en route to Pearl Harbor.
  - 4 August 1945 - Arrived Pearl Harbor.
  - 5 August 1945 - Departed Pearl Harbor en route to Alameda, Calif.
  - 11 August 1945 - Arrived Naval Air Station, Alameda, Calif.

(B) NARRATIVE

The first of March, 1945, found the USS BOGUE in Gladstone Dock, 11th unloading aircraft delivered to England for United States forces; Task Group

## U. S. S. BOGUE

C O N F I D E N T I A LUNIT HISTORYfor March, April, May, June, July, August 1945.  
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composed of the USS BOGUE and Escort Division 51, temporarily non-operative.

Departing on March 3, the BOGUE joined convoy CU 58B en route to New York, but nearing the United States, was detached and routed to her home port, Norfolk, Virginia.

On March 15, she left Norfolk to conduct carrier qualification training landings in the Quonset Point, Rhode Island, area.

Breaking off carqual operations sooner than expected, the Task Group was ordered to NOB, Norfolk to prepare for an operational cruise. The period of 24 March to 10 April was spent in the Norfolk Navy Yard and at NOB completing these preparations.

At sea on 11 April, Task Group 22.3, composed of the USS BOGUE and CortDiv 51 (USS HAVERFIELD, JANSSEN, WILLIS, WILHOITE, SWENNING, and COCKRILL) with Captain G. J. DUFEK, commanding officer of the BOGUE as CTG, proceeded to the New London area for refresher anti-submarine training with the USS MACKERAL. These exercises continued for three days.

At 1016, 16 April, the group departed Narragansett Bay, Rhode Island, to sweep along Latitude 40° N to Longitude 45° W where rendezvous was effected with Task Groups 22.4, 22.8 and 22.7.1, who were placed under the tactical command of CTG 22.3. An operations plan for conducting a barrier, Enclosure (M), was passed to all ships and the entire force swept eastward and established a barrier 120 miles north and south centered at Latitude 43° N, Longitude 41° W. This barrier was the basic tactical disposition throughout the operation. TG 22.3 operated in a 25-mile sector on the southern end, TG 22.8 and TU 22.7.1 in the center, and TG 22.4 in another 25-mile sector on the northern end. The escort groups were augmented by two ships each from the carrier groups to increase the efficiency of the surface barrier in the center. As the barrier was moved from time to time complying with orders of Commander-in-Chief, U.S. Atlantic Fleet, the same disposition was maintained and the force moved as a scouting line making as thorough a search as the required speed of advance permitted. It was made standard practice to use all available ships for surface searches in developing all probable or positive contacts. At these times responsibility for maintaining the barrier evolved, of necessity, on the carrier groups and their aircraft.

During a major portion of the period night landings were made extremely hazardous by weather conditions. Rough seas, frequently combined with meagre wind, prevailed during most of the clearer weather. At other times fog and a continual passing parade of fronts resulted in impossible flying conditions. Too frequently, therefore, night flying had to be restricted to the four hours before dawn that would permit daylight landings.

U.S.S. BOGUE aircraft attacked two positive and one probable contacts.

C O N F I D E N T I A LUNIT HISTORYfor March, April, May, June, July, August 1945.  
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during this period and assisted planes from the U.S.S. CORE in a fourth attack. In addition to these, six "disappearing radar blips" were investigated with sonobuoys and later abandoned. Escort ships of TG 22.3 attacked one probable sonar contact and investigated numerous other sonar, radar and visual contacts finally classified as non-submarine. Ships in the scouting line made three contacts which were first evaluated probable or better but, after extended search with negative results, were reclassified as none-submarine.

One enemy submarine, identified as the U-546, was sunk by the ships after it had torpedoed the U.S.S. F.C. DAVIS, (DE-136) which was engaged in the search following an aircraft attack made by Lt. Comdr. W.W. SOUTH, commanding officer of VC-19, embarked aboard the U.S.S. BOGUE. Thirty-three prisoners, including the Commanding Officer and First Lieutenant were taken. See Enclosure (K).

At 1507, 23 April, Lt. Comdr. SOUTH while on anti-submarine search, sighted a U-Boat in the act of surfacing, bearing 042° T from the U.S.S. BOGUE, distance 74 miles, in Latitude 43-05 N, Longitude 40-20 W. As he approached on his attack run, the U-Boat submerged and he dropped depth charges ahead of the swirl. Returning, he laid a standard sonobuoy pattern and received positive indications. The pattern was expanded and a barrier box of buoys laid, 6 on a side, spacing four miles, twelve miles from the point of attack. All available ships were immediately ordered to the scene. Sonobuoy indications continued until 1709 on the original pattern then ceased. Ships arrived at 1910 and continued search through out the night. Aircraft were kept in the area monitoring the buoys and making radar and visual searches until bad weather forced cessation of flying at 2135. At 1040 the following morning, 24 April, the U.S.S. F. C. DAVIS was torpedoed while investigating a sonar contact made during the search in Latitude 43-51-15 N, Longitude 40-15-30 W, bearing 004° T, distance 51 miles from the position of Lt. Comdr. SOUTH's attack. She sank in approximately 20 minutes. All other ships converged on the contact and to pick up survivors. The hunt continued all day with frequent contacts and attacks until at 2040 the U-Boat, then under severe hedgehog and depth charge attacks, surfaced and was sunk by gunfire from nearby escort vessels. Sixty-seven survivors of the U.S.S. F. C. DAVIS were transferred to the U.S.S. BOGUE for medical care. See Enclosure (J). All but three were later transferred to the U.S.S. HAYTER for further transfer to Receiving Ship, Argentinia, Newfoundland. Prisoners were also sent to Argentinia.

At 1701 a plane on anti-submarine search from the U.S.S. CORE reported a disappearing radar blip followed by positive sonobuoy indications in Latitude 40-15 N, Longitude 49-07 W, bearing 082° T from the U.S.S. BOGUE, distance 57 miles. BOGUE aircraft then searching in the area were vectored to the scene to assist and turned over to the U.S.S. CORE for operational control. At 1915 Lt. Comdr. W.W. SOUTH (BOGUE) made an attack on excellent sonobuoy indications without result. Surface ships arrived at approximately

## U. S. S. BOGUE

C O N F I D E N T I A LUNIT HISTORYfor March, April, May, June, July, August 1945.  
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1940 and continued to search until 0220 2 May when the hunt was abandoned and the barrier line resumed. No sonar contact was established at any time.

At 1605, 2 May, Lt.(jg) M.B. WHEELER made radar contact bearing 322° T from the ship, distance 33 miles, in Latitude 39-51 N, Longitude 51-37 W. The blip disappeared as he approached to 2½ miles. A standard sonobuoy pattern was laid and probable indications received. Seven other aircraft and all ships from the scouting line were despatched to the scene. The pattern was expanded and an attack made on good indications without results. At 2255 the search was abandoned after wire recordings of the indications proved the contact doubtful.

At 2015, 4 May, Lt.(jg) T.E. JENKINS made radar contact bearing 278° T from ship, distance 75 miles, in Latitude 40-54 N, Longitude 53-39 W. As he approached, the blip faded but positive indications were received on a standard sonobuoy pattern, the best of which he attacked without results. The pattern indicated a northerly course. The gunner believes that he saw something, possibly a periscope, near the pattern just before the attack. All ships were ordered to the scene and at least three aircraft kept over the area until 0330 the following morning. At 2205 a sonobuoy barrier was laid nine miles north of the contact in hope that the U-Boat might have continued on the course originally indicated due to lack of any explosive attack. Excellent cavitation and loud foxer noises were heard on a buoy in this barrier bearing 351° 9.5 miles from the hole at 2421. A check of the escort commanders within 30 miles showed no ships streaming foxer, forcing the conclusion that indications were from a U-Boat with foxer. Ships were directed to the original position and five sent to this position, arriving at 0140, 5 May. At 1427 an aircraft from the U.S.S. CORE had a disappearing radar contact followed by possible sonobuoy indications bearing 104° distance 24 miles from Lt.(jg) JENKINS contact. The ships were directed to search this area but did not gain contact and were returned to the barrier line west of both positions at 1940, 5 May.

Searches were continued until 9 May when cessation of hostilities brought about release of the three Task Groups from the tactical command of CTG 22.3, this Task Group being directed to proceed to New York on stand by. Eight days were spent at Pier 88, North River, New York.

Departing on 19 May, the U.S.S. BOGUE proceeded to Norfolk for a yard period before being turned over to the Pacific Fleet.

On 10 June, fresh from the yard, the BOGUE departed Norfolk to pick up a load of Army aircraft at Staten Island, to be delivered to Cristobal, Canal Zone, while en route to the Pacific.

Departure was taken from Staten Island on 19 June, arriving at

## U. S. S. BOGUE

C O N F I D E N T I A LUNIT HISTORYfor March, April, May, June, July, August 1945.  
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Cristobal 24 June, where the aircraft were unloaded and the ship reported to the Pacific Fleet and Carrier Transport Squadron Pacific.

Transit of the Panama Canal was made on 27 June, en route to San Diego.

In the Pacific the BOGUE's duties were entirely transport. One trip, from San Diego to Guam, via Pearl Harbor, returning to Alameda, California was made before the cessation of hostilities with Japan. The end of the war found the BOGUE in Alameda preparing to continue transport operations.

(C) DECORATIONS and AWARDS

Official release by the Navy Department of the text of the Presidential Unit Citation awarded to the crew of the U.S.S. BOGUE, her escorts, and embarked squadrons as detailed in the preceding U.S.S. BOGUE UNIT HISTORY REPORT dated 15 March 1945, highlighted this period.

The text of the citation reads:

"For extraordinary heroism in action against enemy submarines in the Atlantic Area in 1943, and 1944. Carrying out powerful and sustained offensive action during a period of heavy German undersea concentrations threatening our uninterrupted flow of supplies to the European theater of operations, these six Anti-Submarine Task Groups tracked the enemy wolf packs relentlessly and, by the unwavering vigilance and persistent aggressiveness of all units involved sank a notable number of hostile U-boats. The gallantry and superb teamwork of the officers and men who fought the embarked planes and who manned the BOGUE and her escort vessels were largely instrumental in forcing the complete withdrawal of enemy submarines from supply routes essential to the maintenance of our established military supremacy."

Other awards included:

Distinguished Flying Cross awarded to Lt. Comdr. Conley C. Laster, Jr., presented by Captain G. J. Duřek aboard the U.S.S. BOGUE on 12 August 1945.

Bronze Star Medal awarded to Commander G. H. Quinn, Executive Officer, and to Lt. Comdr. W. O. Moore, Air Officer of the U.S.S. BOGUE, presented by Rear Admiral A. C. Read at NAS Norfolk on 7 February 1945.

The vessels, which from time to time comprised the Task Groups, and the composite squadrons which from time to time were part of the Task

## U. S. S. BOGUE

UNIT HISTORY(A) CHRONOLOGY

11 to 17 August 1945	NAS, Alameda, California.
18 August 1945	Completed loading aircraft and cargo and embarked passengers. Departed for Adak, Alaska.
25 August 1945	Arrived at Adak, Alaska and unloaded aircraft and passengers.
28 August 1945	Unloaded cargo.
29 August 1945	Embarked passengers and loaded aircraft. Departed Adak, Alaska for Seattle, Washington.
3 September 1945	Arrived Seattle, Washington and disembarked passengers from Adak.
4 September 1945	Departed Seattle, Washington for NAS, Alameda, California.
6 September 1945	Arrived NAS, Alameda, California and unloaded aircraft.
7 September 1945	Captain J. S. McCLURE U.S.N. relieved Captain G. J. DUFEK as Commanding Officer.
10 September 1945	Embarked passengers and departed for Pearl Harbor, T.H.
16 September 1945	Arrived Ford Island, Pearl Harbor, T.H. and disembarked passengers.
18 September 1945	Embarked passengers and departed Ford Island, Pearl Harbor, T.H. for NAS, Alameda, California.
23 September 1945	Arrived NAS, Alameda, California and disembarked passengers.

(B) NARRATIVE

During the period from 11 August 1945 to 23 September 1945 the USS Bogue remained under the operational control of ComCarTransRonPac.

## U. S. S. BOGUE

UNIT HISTORY

She departed NAS, Alameda, California on 18 August 1945 for the purpose of transporting a CASU unit and cargo to Adak, Alaska.

About 500 passengers were returned from Adak to Seattle, Washington for purposes of demobilization and reassignment and were disembarked 3 September 1945.

\* Captain J. S. McClure U.S.N. reported aboard 3 September 1945 in Seattle and relieved Captain G. J. Dufek U.S.N. as Commanding Officer at NAS, Alameda California on 7 September 1945.

From 10 September 1945 to 23 September 1945, a trip to Pearl Harbor and return has been made for purpose of transporting passengers for duty outside the Continental United States and returning about 200 officers and 500 men to the United States either for demobilization or reassignment.

CVE9/ A12-1

U. S. S. BOGUE

Serial: - 472

6 October 1945

**DECLASSIFIED**

From: The Commanding Officer,  
To: The Chief of Naval Operations,  
Aviation History Unit, Op-03-6B.

Subject: History of U.S.S. BOGUE (CVE9).

Reference: (a) Avia. Cir. ltr. 181-45 of 11 September 1945.  
(b) CinCPac, CinCPac Dep. 142240 dated 16 September 1945.  
(c) U.S.S. BOGUE Conf. ltr. A12-1 serial 094 of 6 September 1944.  
(d) U.S.S. BOGUE Conf. ltr. A12-1 of 15 April 1945.  
(e) U.S.S. BOGUE Secret ltr. A12-1 serial 0046 of December 1944.

Enclosure: (A) History of U.S.S. BOGUE (CVE9) from 11 August to 23 September 1945.

1. In compliance with reference (a) and (b), enclosure (A) is submitted herewith.

2. The history of the BOGUE up to 11 August 1945 has been submitted upon three separate dates, references (c), (d), and (e) and is on file in the office of The Chief of Naval Operations.

3. Since the war has ended and all references to equipment used in Anti-Submarine Warfare which is still secret have been referred to as "special devices" it would appear that the classification of the previous histories which were classified as secret and confidential could be lowered.

*J. S. McClure*  
J. S. McCLURE

cc; CinCPac