

FILE NO:
DD425/A16-3
Serial (034)

U.S.S. MADISON (DD425)
c/o Fleet Post Office
San Francisco, California
6 August 1945.

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

From: The Commanding Officer.
To : The Commander Western Carolines Sub Area.
Subject: Narrative of Search Operations 2 to 5 August 1945 -
U.S.S. MADISON (DD425).
Reference: (a) ComWesCar Sub Area secret ~~040127~~, August 1945.
Enclosure: (A) Narrative of search,
(B) Track Chart.
(C) Record of Air Support.
(D) Copy to letter to C.O. U.S.S. INDIANAPOLIS.

1. In compliance with reference (a) enclosures (A) through
(D) are forwarded herewith.

/s/ DONALD W. TODD.
Donald W. Todd.

Copy to: Commander Marianas (Less Enc. B).
Commander Philippine SeaFrontier (less Enc. B).
CTG 94.6 (less Enc. B.)
C.O. INDIANAPOLIS (less Enc. B).
FILE (with Enc. B).

COPY

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ENCLOSURE (E)

U.S.S. MADISON (DD425)
c/o Fleet Post Office,
San Francisco, California
6 August 1945.

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

NARRATIVE OF SEARCH OPERATIONS 2 TO 5 AUGUST 1945.

2 August 1945.

1600 U.S.S. MADISON patrolling sector 6-E off Ulithi, received orders with U.S.S. RALPH TALBOT (DD366) to proceed at best speed to rendezvous position latitude $011^{\circ} 47.0' N$, longitude $133^{\circ} 45.0' E$. (CTU 94.6.2's ~~020131~~).

1605 Left station proceeding at flank speed. Sea and swell slight, visibility fair, night very dark with frequent heavy rains. During the night preparations were made to receive an unknown number of survivors. Soup, coffee, blankets, stretchers, and rescue gear were broken out. The showers, laundry, living spaces, first aid and plasma stations, were made ready. About twenty volunteer swimmers were mustered and instructed.

3 August 1945.

0214 Sighted light on port bow which was later identified as the rescue group.

0312 RALPH TALBOT (DD366), appeared on radar screen abaft the starboard beam. Search light looms were observed ahead.

0400 Commenced slowing. Set special lookouts.

0425 Went to general quarters. Identified MADISON by green very star and T.B.S. to USS CICIL J. DOYLE (DD368) who was at a distance beyond nearest rescue group.

0430 Arrived at scene of rescue of survivors from USS INDIANAPOLIS, U.S.S. BASSETT (APD 73) and DUFILHO (DE423) were actively engaged in recovering survivors from the water. All vessels were showing lights as were planes aiding in locating the rafts. The night was dark and occasional heavy squalls reduced the visibility, sea and swell were slight.

0450 BASSETT reported 150 survivors aboard and requested medical assistance, saying that she had been ordered to return to Leyte.

0515 Lt. (jg) H. A. STILES (MC), USNR was transferred by LCVP to BASSETT and requested permission to remain because of condition of survivors. At this time it was learned from the boat's crew the identity of the survivors and the fact that the INDIANAPOLIS was twice hit by torpedoes on 29 July 1945.

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

NARRATIVE OF SEARCH OPERATIONS 2 TO 5 AUGUST 1945

3 August 1945 (continued)

- 0548 PASSETT was then released to return to Leyte in accordance previous orders.
- 0600 Set condition II. Special lookouts on station.
- 0630 At daybreak ships present were MADISON, RALPH TALBOT, DUFILHO, and 3 PBV and 2 PV-1 Planes. TALBOT reported recovering 9 survivors.
- 0642 Attempt to form scouting line on course 150° was made but new survivors reported by planes, precluded anything but individual investigation of rafts and floating objects. The general movement was to South West.
- 0700 About this time CICIL J. DOYLE and two PBVs on the water were sighted and closed. CICIL J. DOYLE reported that the crew and valuables had been removed from one PBV which she destroyed. The other took off and returned to base. About this time DUFILHO requested permission to conduct search to Southward for a specific group of survivors and was released with orders to return.
- 0815 Seven planes, 3 PBVs and 4 PV-1s on station, ships engaged in picking up rafts, survivors, and investigating objects spotted by planes. Two bodies sighted close aboard. No attempts was made at this time to recover bodies, while survivors still in sight of planes. Search moving in an Easterly direction.
- 1000 About this time a plane reported two groups of survivors about 40 miles to the North. MADISON, RALPH TALBOT proceeded at flank speed followed by CICIL J. DOYLE. Planes in the vicinity caused some deviation from the course to investigate possible survivors in rubber boats and rafts.
- 1202 Sighted boat and raft ahead. Lowered motor whale boat to investigate partially covered boat. Three bodies were found in raft, boat was empty. (Enclosure D). About this time we intercepted a message from RINGLESS to plane that she had recovered second group of survivors, which included Captain McVey, U.S. Navy. The Commanding Officer of the INDIANAPOLIS. These were the last survivors to be recovered by any ship. MADISON and RALPH TALBOT were in an area which contained many life jackets, bodies, boats, and rafts both rubber and balsa. The area was heavily marked with oil. Investigation disclosed no living occupants of the rafts and it is believed this position was the scene of the earliest rescue and the probable sinking point. The position was reported in MADISON's ~~030250~~, August 1945, as the center of recommended area for further search.

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

NARRATIVE OF SEARCH OPERATIONS 2 TO 5 AUGUST 1945

3 August 1945 (continued)

- 1300 About this time CICIL J. DOYLE was detached and ordered to proceed to Peleliu with 93 survivors, several in serious condition. Search was continued Northward, rubber rafts and rafts being picked up or destroyed enroute.
- 1400 About this time RINGLESS and REGISTER were closed. Captain McVey stated that he believed this group to be the furthest North of any and since orbiting planes had reported no objects further in this direction it was decided to cover the area not covered to the South East. The bulk of the survivors had been recovered well to the South West of the original location. The point of original search was also noticed to be South West of the rendezvous given.
- 1431 Formed scouting line of four ships on course 135° T (toward Peleliu) at 15 knots, distance three miles. Planes continued search. Shortly thereafter DUFILHO reported negative results from her sweep and joined the scouting line. Both RINGLESS and REGISTER had less than 30% fuel remaining. They had recovered 38 survivors between them. REGISTER was ordered to remove 24 survivors from RALPH TALBOT and one from DUFILHO for transportation to Peleliu.
- 1600 RINGLESS and REGISTER detached with orders to deliver survivors at Peleliu, fuel and return to area. Changed scouting course to 270° . Three ships, MADISON, RALPH TALBOT AND DUFILHO. An envelope sweep was ordered for the night, reaching well to the Westward, and North of previous well covered area. The night was dark, overcast, and frequently squally, although the sea remained slight. Vessels were given permission to use lights at discretion and to leave station for investigations.
- 2000 Changed course to North.
- 2300 Changed course to East.

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

NARRATIVE OF SEARCH OPERATIONS 2 TO 5 AUGUST 1945

4 August 1945

- 0400 ComWesCarSubArea 030810 assigned stations and calls for five ships and ships proceeded to stations marked on track chart with ships name. Changed course to 180° to take station.
- 0600 U.S.S. ALVIN C. COCKRELL (DE366) reported for duty and was assigned station four. Each ship had plane searching in her area:

Reference Point - MADISON
Station One - RALPH TALBOT
Station Two - HELM
Station Three - DUFILHO
Station Four - ALVIN C. COCKRELL
AYLWIN (DD355)

Upon arrival AYLWIN was assigned sector four with ALVIN C. COCKRELL as the most likely position for wreckage or survivors. All ships picked up and destroyed boats and rafts encountered to reduce confusion with newly found rafts. The air and surface search covered a wide area thoroughly during the day. At night ships remained in their assigned sectors until early morning.

- 1500 DUFILHO (sector three) reported a possible submarine contact and proceeded to make one depth charge attack and two attacks with ahead thrown weapons, without result. AYLWIN was ordered to aid in search to regain contact and arrived on station about 1700. Two planes assisted in the search from time of contact until 1800 and 1830. Retiring search plans 6 and 10 were executed without results.
- 1640 Sound contact believed to be fish investigated.
- 1709 Sound contact investigated evaluated non-sub.

5 August 1945.

- 0600 Went to general quarters. Set condition II at 0645.
- 0630 U.S.S. French (DE367) and U.S.S. CICIL J. DOYLE (DE368) reported for duty, and took station in scouting line. Scouting line (ComWesCarSub Area 040720) on course 018, speed 14, distance 8 miles for ninety miles and reverse. Point of origin latitude 011° 01' N, longitude 132° 55' E, as shown on chart (Enclosure B). There were two planes on station. One was ordered to sweep the length of the line ahead to point out floating objects with smoke and dye, and to zoom the nearest ship if not identified. The calls and stations of ships were given to this plane. The other plane was ordered to orbit 50 miles west and ahead of the line where it was anticipated bodies would be found.

C-C-N-F-I-D-E-N-T-I-A-L

NARRATIVE OF SEARCH OPERATIONS 2 TO 5 AUGUST 1945

5 August 1945 (continued)

- 1100 About this time HELM on the Westward end of the line was led by plane to about 10 bodies which she attempted to identify and bury. Ships left 90°.
- 1120 The line at this time was moved 12 miles Westward to cover assigned area.
- 1202 Ships right 90°. About 1400 the U.S.S. REGISTER having delivered survivors and fuel at Peleliu joined the scouting line which was expanded to the Westward, to accomodate her. MADISON had at this time about 13% burnable fuel on board. RALPH TALBOT less than 30%. The decision to refuel at Ulithi was made because of probable abandoning the search before rejoining was possible and because of difficulties experienced by RINGLESS and REGISTER in fueling at Peleliu.
- 1500 MADISON and RALPH TALBOT departed leaving COCKRELL SOP. The scouting line was then in column on a Westerly course to close up and move twenty-five miles to the Westward, for the return sweep. This decision was reached by the finding of a large number of bodies just west of the line as formed.

U.S.S. MADISON (DD425),
c/o Fleet Post Office,
San Francisco, Calif.,
6 August 1945.

C-O-N-F-I-L-E-N-T-I-A-L

RECORD OF ATR SUPPORT

3 August 1945

<u>Time</u>	
0210	U.S.S. DOYLE (DE368) (PATCHPOCKET) reports operating with PBY ("Dumbo").
0430	"PT" reports presence of 3 or 4 survivors to U.S.S. DOYLE.
0446	Conversation between two aircraft indicates two aircraft in area. (voice calls "PT" and "PS", "PT" is probably PBY).
0448	"PS" reports leaving in 10 minutes - no further transmissions from "PS", probably left as announced.
0504	"PT" reports survivors he reported at 0430 have been picked up.
0512	"PT" reports another plane identified by him in area and departs for home. Plane reported by "PT" never identified nor heard from, probably non-existent. "PT" may have been referring to "PS" with whom he had conversation at 0448. No planes but the possible one reported by "PT" now in area.
0626	One PBY (PLAYMATE 6) reports in area.
0700	"BIRD DOG" (believed to be CECIL J. DOYLE, DE368) reports has removed pilot of "PLAYMATE 2" (PBY) and is planning to sink "PLAYMATE 2". This is first mention MADISON has of "PLAYMATE 2".
0701	"PLAYMATE 6" directs unidentified ship to two life rafts.
0830	"PLAYMATE 6" reports 3 "PLAYMATES" (PBY's) and two "GAMBLERS" (FV-1's) in area. Whether this count includes "PLAYMATE 2" not known. Calls of FV-1's are "GAMBLER 5" and "GAMBLER 6".
0833	K6502 (army plane - type unknown) reports for himself and one other army plane K8286. Army planes diverted from other missions to assist for 5 hours. Planes now

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

RECORD OF AIR SUPPORT

3 August (cont'd)

- 0833 in area: 3 FBY's (probably includes 1 FBY in process (cont'd) of being destroyed), 2 PV-1's, and 2 army planes. FBY's and PV-1's all searching area as they see fit. Location of planes unknown. Occasional plane seen in SC but identity not established except for two army planes and "GAMBLER 6" who is located at approximately 0940 by means of emergency IFF. Two army planes (K8286 and K6502) directed to orbit at 5 and 12 miles radius respectively.
- 0938 "GAMBLER 6" reports 5 men on raft. "GAMBLER 6" is located at 030° 35 miles from MADISON, (MAHOGANY) by means of his emergency IFF.
- 1014 "GAMBLER 6" reports four more life rafts with 25 to 30 men aboard.
- 1021 "PLAYMATE 7" reports to relieve "PLAYMATE 6".
- 1024 "PLAYMATE 3" heard on air. This is probably one of three FBY's reported on scene by "PLAYMATE 6" at 0830.
- 1032 K6502 (army plane) departs for base. Probably took other army plane with him as other army plane is not heard from after this time.
- 1047 "GAMBLER 1" (PV-1) arrives on scene to relieve "GAMBLER 6".
- 1121 "GAMBLER 6" departs for base. Former "GAMBLER 1" assumes call "GAMBLER 6".
- 1122 "GAMBLER 5" relieved by "GAMBLER 4". Former "GAMBLER 5" departs for home. Relief plane (GAMBLER 4) now assumes call "GAMBLER 5". Now have 2 PV-1's and 2 FBY's in search area.
- 1133 "GAMBLER 5" reports 1 survivor on raft bearing 063 - 3 miles from MADISON.
- 1146 "GAMBLER 5" ordered to orbit MADISON with 5 mile radius.

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

RECORD OF AIR SUPPORT

3 August (cont'd)

- 1204 "GAMBLER 5" ordered to orbit MADISON at limit of visibility.
- 1243 "GAMBLER 6" vectored 180 to investigate possible survivors reported by unknown station. Nothing found by "GAMBLER 6".
- 1249 "FLAYMATE 3" reports engine trouble. No further reports received on this matter.
- 1323 "GAMBLER 5" ordered to search to southeast of MADISON.
- 1432 "GAMBLER 5" departs for base, reports "have been relieved by "GAMBLER 6".
- 1433 Unidentified plane (HEPCAT 1) arrives in area.
- 1446 "HEPCAT 1" relieves "GAMBLER 6" and assumes call "GAMBLER 6". Former "GAMBLER 6" presumably leaves for base.
- 1822 "GAMBLER 6" reports several empty life rafts bearing 015 - 5 miles from MADISON.
- 1823 "GAMBLER 6" states will search until 1830 and then depart for base. No further record, but presumably left as scheduled.
- 1838 "GAMBLER 5" departs for base.
- 1900 No record of PBY's leaving, but probably left about this time. There were no planes in area after 2000.

4 August 1945

- 0632 "GAMBLER 6" (FV-1) reports. Ordered to orbit MADISON at 10 mile radius.
- 0654 "FLAYMATE 1" (PBY) reports.
- 0700 "FLAYMATE 3" (PBY) reports.
- 0743 "BIRD DOG 4" reports "PLAYMATE 4" PBY on station.

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

RECORD OF AIR SUPPORT

4 August (cont'd)

- 0757 "GAMBLER 6" reports debris, possibly containing bodies, bearing 180° - 8 miles from MADISON.
- 0800 There is no record of "PLAYMATE 2" reporting, but he is known to have reported about this time. ALL "PLAYMATES"(PBY's) stationed in accordance with operation plan over four "BIRD DOGS".
- 0808 "GAMBLER 5" (PV-1) reports. There are now 4 PBY's and 2 PV-1's in search area.
- 0825 "GAMBLER 5" ordered to operate with "GAMBLER 6".
- 0916 "GAMBLER 6" and "GAMBLER 5" ordered to orbit MADISON at limit of visibility.
- 0943 "PLAYMATE 3" develops engine trouble and heads for base. "PLAYMATE 6" announces his presence in area and assumes "PLAYMATE 3"s station, retains call of "PLAYMATE 6". During this readjustment, presence of "PLAYMATE 7" to south of six ships is ascertained. Apparently "PLAYMATES 6 and 7" were on independent search mission to south of the six ships. "PLAYMATE 7" remains on his assigned station.
- 1045 "GAMBLER 7" (PV-1) reports, relieves "GAMBLER 6", and assumes call "GAMBLER 6". Former "GAMBLER 6" leaves for base.
- 1403 "PLAYMATE 1" leaves for base because of low fuel.
- 1452 Another PV-1 relieves "GAMBLER 5" and assumes call "GAMBLER 5".
- 1541 "GAMBLER 10" relieves "GAMBLER 6" and assumes call "GAMBLER 6". Former "GAMBLER 6" departs for base.
- 1627 "PLAYMATE 6" reports low on gas and is granted permission to return to base.
- 1646 "PLAYMATE 7" reports he has thoroughly searched his area and requests permission to return to base. Permission granted. Planes now known to be in area: 2 PV-1's, (GAMBLER 5 and 6) and 2 PBY's (PLAYMATES 2 and 4).

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

RECORD OF AIR SUPPORT

4 August (cont'd)

- 1930 "GAMBLERS 5 and 6" depart for base.
- 1930 No record of "FLAYMATES 2 and 4's" departure, but are believed to have left before dark.

5 August 1945

- 0638 "GAMBLER LEADER" (FV-1) reports.
- 0647 "GAMBLER 9" (FV-1) reports.
- 0708 "GAMBLER LEADER" assigned to search on east-west line 20 miles ahead of scouting line. "GAMBLER 9" assigned to search 50 miles southwest of west end of scouting line.
- 1017 Conversation between "GAMBLER LEADER" and "FLAYMATE 1" shows "FLAYMATE 1" in area. Time of arrival unknown.
- 1043 Conversation with "GAMBLER LEADER" indicates "FLAYMATE 3" in area. Time of arrival unknown.
- 1053 "GAMBLER 11" relieves "GAMBLER LEADER". "GAMBLER LEADER" takes "GAMBLER 9's" station. "GAMBLER 9" apparently returned to base because of engine trouble -- pertinent message not clear.
- 1118 "GAMBLER 16" relieves "GAMBLER LEADER", who departs for base.
- 1200 "FLAYMATE 2" arrives to relieve "FLAYMATE 1"
(Approx.)
- 1230 There is no record, but "FLAYMATE 1" is probably relieved by "FLAYMATE 2" about this time and departs for base.
- 1513 Air control turned over to U.S.S. ALVIN C. COCKRELL (DE366) (WHITE SLAVE). At this time 2 FV-1's (GAMBLERS 11 and 16) are in area under direct control of MADISON, 1 FBY (FLAYMATE 2) is in area under direct control of U.S.S. AYLWIN (DD355) (WIGWAM), and possibly one other FBY (FLAYMATE 3) is in area.

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

RECORD OF AIR SUPPORT

Remarks

Air support during operation is considered quite adequate. Planes were, without exception, very competent and cooperative. No difficulty was experienced in communications.

DONALD W. TODD.

FILE NO:
DD425/A9/F1-1
Serial (036)

U.S.S. MADISON (DD425)
c/o Fleet Post Office,
San Francisco, Calif.,
7 August 1945.

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

From: The Commanding Officer
To : The Commanding Officer, U.S.S. INDIANAPOLIS.
Subject: Identification of bodies recovered, report of.

1. It is reported that on 3 August 1945 at Latitude 11° 41' N, Longitude 131° 22' E a balsa raft and life boat (plane rescue type) lashed together were examined for survivors, an officer and a pharmacist mate.

2. One wore underwear and a dungaree shirt both marked: EATSON.

3. One body wore underwear and a web belt marked: PAYNE, G.D.

4. The identification tags worn by the third are enclosed marked: ALVIN WILDER RAHN, 931 80 58, 1-4/44 - AB-USNR P. Both tags were removed through error.

DONALD W. TODD

ENCLOSURE (D)