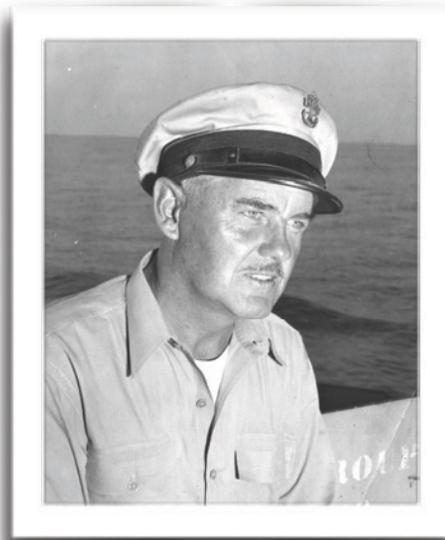


# The World War II Shipboard Journal Of



## **CPO Charles Joseph Sullivan** Chief Boatswain's Mate & Master-At-Arms On The **Battleship USS *Wisconsin* (BB-64)**

Covering A Time Span Of  
24 September 1944 to 30 October 1945

Transcribed, Compiled, and Edited By  
The USS Wisconsin Radio Club  
Norfolk, Virginia  
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24. Sept. 1944.

Left Phila Navy Yard. 0615. at Chester on the Wilson line dock were Margaret Alice Jack & Jack Jr. could not make out who the others were. Dropped anchor in Del Bay about 1600.

25. Sept. 1944.

Got underway 0730 made full power run all day and returned to Del Bay anchored about 1730.

26. Sept. 1944.

Layed at anchor all day in Del Bay Mail boat came alongsid. about 2200 no mail.

27. Sept. 1944.

Got underway 0715 Steamed around Chesapeake Bay until 1800. picked up a Cruiser and 5 Destroyers and started for West Coast. went to movies in mess hall and saw a swell picture. Till we meet again.

28. Sept. 1944

Had a perfect day of sailing passed through Cape Hatteras saw the sun set off the coast of Florida which was a beautiful sight. kind of tired out so turned in about 2200.

24 Sept. 1944

Left Philadelphia Navy Yard 0615. At Chester on the Wilson line dock were Margaret, Alice, Jack, and Jack, Jr. Could not make out who the others were. Dropped anchor in Delaware Bay about 1600.

25 Sept. 1944

Got underway 0730. Made full power run all day and returned to Delaware Bay. Anchored about 1730.

26 Sept. 1944

Laid at anchor all day in Delaware Bay. Mail boat came alongside about 2200. No mail.

27 Sept. 1944

Got underway 0715. Steamed around Chesapeake Bay until 1800. Picked up a Cruiser and 5 Destroyers and started for West Coast. Went to movies in mess hall and saw a swell picture, "Till We Meet Again."

28 Sept. 1944

Had a perfect day of sailing. Passed through Cape Hatteras. Saw the sun set off the coast of Florida, which was a beautiful sight. Kind of tired out so turned in about 2200.

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*"Till We Meet Again"* (Paramount - 1944) is a wartime drama starring Ray Milland, Barbara Britton, and Walter Slezak. A nun helps a downed pilot return to Allied lines.

from the fleet. It is now 2100. Seas are starting to calm down. Expect to fuel destroyers in the morning. Going to take a shower and turn in. Really had a busy day.

Dec. 19, 1944

At sea. Out of typhoon. Received report of storm. 1 destroyer the 350 USS *Hull* capsized all hands lost, 20 to 25 men lost overboard from ships of the fleet. Weather clear sea large ground swells. Fueled two destroyers. Tanker came alongside to fuel us at 1400. Finished fueling at 2000. Went to movies in Chief's quarters and saw the invasion of Makin Island. Another busy day. Tanker took our mail, D.E. never showed up with our mail. We are now on an unknown course.

Dec. 20, 1944

At sea. Weather fair heavy seas rolled and pitched all night. Arrived off the coast of Luzon at dawn. Seas too heavy to send up planes to make a strike.

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**USS *Hull* (DD-350)** was a *Farragut*-class destroyer in the United States Navy during World War II. *Hull* was launched by New York Navy Yard 31 January 1934 and commissioned 11 January 1935. She received 10 battle stars for World War II service. On 7 December 1941, *Hull* was in Pearl Harbor undergoing repairs, but she was able to put her anti-aircraft batteries into operation. Because the main Japanese objective was battleships, the destroyer suffered no hits. *Hull* departed the next day to join the carrier USS *Enterprise* (CV-6). She was involved in subsequent operations at the Solomon Islands and Guadalcanal. Fueling operations with the fast carrier strike force in the Philippine Sea began 17 December 1944. Heavy seas forced cancellation as a typhoon approached with winds above 100 knots. After the *Hull* was ordered to change course, she became locked "in irons", in the trough of the seas. Because she was unable to steer with the north wind on her port beam, she was yawing between 80 and 100 degrees and rolling 70 degrees. Seawater flooded the pilothouse and poured down the stacks. In the words of her commander: "The ship remained over on her side at an angle of 80 degrees or more as the water flooded into her upper structures. I remained on the port wing of the bridge until the water flooded up to me, then I stepped off into the water as the ship rolled over on her way down." Rescue work by ships of the fleet in the days that followed saved the lives of 7 officers and 55 enlisted men. Reportedly, sometime before the ship became locked "in irons," the officers had debated whether to remove the commanding officer in order to turn to a safer course, but the executive officer refused to do so as there had never been a mutiny on a US Navy ship. This incident gave the novelist Herman Wouk the idea for the climax of his novel [The Caine Mutiny](#), in which a captain is actually relieved of his duties by his officers.



The aircraft carrier USS *Ticonderoga* CV-14 is hit  
Photograph taken from the deck of BB-64

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**USS *Ticonderoga* (CV-14)**, was an *Essex*-class aircraft carrier, one of nine built by Newport News Shipbuilding. She was laid down 1 February 1943, launched 7 February 1944, and commissioned 8 May 1944. Displacement: 27,100 tons. Length: 888 feet. Beam: 93 feet at the waterline. Speed: 33 knots. Complement: 3,348. On 21 January 1945, *Ticonderoga* was struck by a *Kamikaze*, which crashed through her flight deck. The crew fought valiantly to save the ship. The Captain changed course to keep the wind from fanning the blaze, and he ordered magazines and other compartments flooded to prevent further explosions. A second *Kamikaze* smashed into the carrier's starboard side near the island, setting more fires - yet *Ticonderoga's* crew refused to quit. They finally brought her fires completely under control, but hundreds of her crew were killed or wounded. She retired to Ulithi and eventually returned to Pearl Harbor.

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striking Tokyo and other  
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The admiral of the task force  
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Japan. may God be with  
us and bring us through  
this strike safely.

Feb. 14. 1945

at sea the weather is starting  
to get cooler which tells us  
we are nearing Japan expect  
to start our run in tonight.  
the weather is clear and

them. Lt. Commander Hunt, the Admiral's aide, gave the crew a talk in regards to our next operation. We are to make a run in on Japan striking Tokyo and other large cities along the Jap empire. Our task force now consists of more than a hundred combat ships. We expect plenty of trouble on this trip and all hands are raring to go. The Admiral of the task force sent a message saying hit the "Bastards" with everything we have. This should be the beginning of the end for Japan. May God be with us and bring us through this strike safely.

Feb. 14, 1945

At sea. The weather is starting to get cooler which tells us we are nearing Japan. Expect to start our run in tonight. The weather is clear and



A Japanese Mitsubishi G4M "Betty" in flames  
Photograph taken from the deck of the USS *Wisconsin*

