

U. S. S. SAVAGE (DE/DER-386)

CHRONOLOGICAL HISTORY

JULY 15, 1943

OCTOBER 17, 1969

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15 July 1943 - 1200 - Brown Shipbuilding Yards, Houston, Texas. Mrs. Walter S. Savage christened the ship with the following blessing:

**“May God bless and protect this ship and all the men that sail her.
I christen thee, United States Ship Savage.”**

The champagne bottle was broken across her prow, and as the band played “Anchors Aweigh,” the ship slowly slid down the way. As she hit the water, the band broke into “The Star Spangled Banner.” Mrs. Walter S. Savage, sponsor of the vessel, was accompanied by her husband, Walter S. Savage, her son, John F. Savage, and her daughter, Mrs. Mary Hart of San Diego, California.

29 October 1943 - U.S.S. SAVAGE (DE 386) placed in commission while docked at Tennessee Coal and Iron Dock, Houston, Texas by Capt. DeWitt C. Redgrave, Jr., USN. Lt. Cmdr. Oscar C. Rohnke, USCG, assumed command.

19 November - 23 December 1943 - Bermuda shakedown and combat training.

25 December 1943 - enroute Navy Yard, Charleston, South Carolina. Emergency appendectomy performed on John E. Moore, F.1c, by Dr. J. W. Todd, U. S. Public Health Service, who was transferred by small boat from U.S.S. VANCE (DE 387).

1 February 1944 - moored Basin Delande, Casablanca, Morocco, North Africa (1st convoy).

1 April 1944 - 0400 - attacked by German Luftwaffe. Only casualty was member of depth charge crew struck in ankle by shell fragments. (This action earned the SAVAGE and its crew a World War II battle star.)

3 April 1944 — moored Bizerte Harbor, Tunisia, North Africa. (2nd convoy).

May 1944 - Lt. Cmdr. Randolph Ridgely III assumed command of SAVAGE in New York.

6 June 1944 - D-Day. Invasion of France.

8 June 1944 - entered Strait of Gibraltar and Mediterranean Sea.

12 June 1944 - moored Point de la Carriere, Bizerte Harbor, Tunisia, North Africa. (3rd Convoy).

25 July - 7 August 1944 - Hussey Sound, Casco Bay, Maine. Extensive training exercises: anti-submarine, night illumination, night spotting practice, gunnery, aircraft simulated attack, smoke screen, s1 allow pattern depth charges, shore bombardment, rescue of survivors, fueling, landings at fuel pier, general school and fire fighters school.

23 August 1944 - moored Lishally Fuel Docks, NOB, Londonderry, County Antrim, Northern Ireland. (4th convoy).

10 October 1944 - moored Herdman's Dolphins, Belfast, County Antrim, Northern Ireland. (5th convoy).

22 October 1944 - 0735 - Edward C. Moritz, S.1c, received fractured skull, lacerations of scalp, minor lacerations about right ear while attempting to close water-right door. Door hit by

wave. Injured in line of duty. Reduced speed to 12 knots for purpose of treating injured man. Reduced speed to 10 knots. 2125 - completed transferring Lt. W. P. Bradburn, USNR (M.C.) from U.S.S. WINSLOW (DD 359) by boatswain's chair. Also received two oxygen tanks. Night illumination utilized. Resumed patrol on assigned station.

23 October 1944 - shot line aboard U.S.S. FINCH (DE 328). Received five tanks of oxygen, medical supplies and two shot lines. Resumed assigned station.

24 October 1944 — shot line aboard U.S.S. RICHEY (DE 385). Completed transfer of two oxygen tanks and two shot lines. U.S.S. WINSLOW (DD 359) alongside to pass medical supplies. Resumed station. Detached from convoy and set course at 280 degrees, speed 20 knots.

25 October 1944 - standing into Ambrose Channel to Brooklyn Navy Yard at full speed. 0623 - moored Brooklyn Navy Yard. 0655 - Edward C. Moritz transferred to U. S. Naval Hospital, Brooklyn, New York. Death occurred at hospital.

26 November 1944 - moored Gladstone Docks, Liverpool, England. (6th convoy).

23 December 1944 - Lt. Cmdr. J. A. Norton, USCGR, assumed command.

8 January 1945 - rescued William M. Colyard, TM3c, USNR, washed overboard in gale from U.S.S. WINSLOW (DD 359). Left assigned station to patrol astern of several ships straggling due to gale force wind.

16 January 1945 - moored buoy 8, Hamoaze, Plymouth, England. (7th convoy).

2 March 1945 - moored Queen Alexandra Dock, Cardiff, Wales. (8th convoy).

7 March 1945 - moored portside to starboard side H.N.M.S. HEEMSCERCK, outboard of H.M.S. DUKE OF YORK, north wall, Gladstone Docks, Liverpool, England.

8 April 1945 - underway Ambrose Channel and New York swept channel to escort Convoy CU 65 — CTG 61.1.

9 April 1945 1956 - fire observed in convoy. Collision between S. S. MIHIEL and S. S. NASHFOLK. S.S. MIHIEL ablaze, abandoning ship, S.S. NASHFOLK partially abandoning before clearing. Following escorts proceeded to area: U.S.S. SELLSTROM (DE 255), U.S.S. BRISTER (DE 327), U.S.S. MILLS (DE 383), U.S.S. RHODES (DE 384), U.S.S. RICHEY (DE 385) and U.S.S. EDISON (DD 439). CCD 57 in U.S.S. GARY (DE 326) in charge of escort screen during absence of CIG 61.1. U.S.S. SAVAGE (DE 386) on patrol station at 4,580 yards from leader of starboard column on order from CCD 57.

10 April 1945 - CTG 61.1 in U.S.S. EDISON (DD 439) rejoined and reassumed command of screen. U.S.S. MILLS (DE 383) rejoined. U.S.S. SELLSTROM (DE 255), U.S.S. BRISTER (DE 327), U.S.S. RHODES (DE 384) and U.S.S. RICHEY (DE 385) at position of collision of S.S. ST. MIHIEL and S.S. NASHFOLK. U.S.S. SAVAGE (DE 386) commenced patrol on station five (5).

12 April 1945 - U.S.S. SELLSTROM (DE 255), U.S.S. BRISTER (DE 327), U.S.S. RHODES (DE 384) and U.S.S. RICHEY (DE 385) rejoined screen. S.S. ST. MIHIEL and S.S. NASHFOLK returned to New York. U.S.S. SAVAGE (DE 386) relieved on station five (5). Proceeded to station F1.

20 April 1945 — moored berth 107, Netley Docks, Southampton, England. (9th convoy).

7 May 1945 - moored berth 4, Pier "D", Brooklyn Navy Yard.

UNCONDITIONAL SURRENDER OF GERMANY.

30 May — 5 June 1945 — extensive training exercises off Culebra Island, Puerto Rico: tactical exercises, damage control drills, ready gun drills, simulated shore bombardment, beach neutralization, night firing, night illumination.

5 June - 15 June 1945 - moored Guantanamo Bay, Cuba.

17 June 1945 - moored Coco Solo, Canal Zone.

18 June 1945 - passed through Panama Canal, enroute San Francisco.

27 June 1945 — moored U. S. Naval Frontier Base, Treasure Island, California.

30 June 1945 - enroute Adak, Aleutian Islands.

8 July 1945 - moored Adak. Assigned to Task Group 91.2. Enroute Dutch Harbor, Fox Islands (Aleutians).

12 August 1945 — services of TG 91.1 not required by TF 92. Returned to Attu, Attu Island (Aleutians).

14 August 1945 - completed escort mission. Detached by CTG 91.1. Moored Pyramid Cove, Massacre Bay, Attu (Aleutians).

15 August 1945 — enroute Adak, Andreanof Islands (Aleutians) escort for U.S.S. SALINAS (A0-19).

17 August 1945 - moored Kuluk Bay, Adak (Aleutians). Enroute Dutch Harbor, Fox Islands (Aleutians).

19 August 1945 - moored NOB pier, Dutch Harbor, Anaknok Island (Aleutians). Moored pier C-2 at Submarine Base, Iliuluik Bay, NOB, Dutch Harbor.

22 August 1945 - standing out of Iliuluik Bay enroute Cold Bay.

23 August 1945 - anchored Cold Bay.

25 August 1945 - pilot vessel for "HO" convoy of seven (7) ships.

Anchored Kuluk Bay, Adak (Aleutians) to await departure of convoy from Finger Bay, Adak. Standing out of Sweepers Cove. Escorted "HO" convoy to Russian waters where American escort vessels were dismissed.

28 August 1945- anchored Kuluk Bay, Adak (Aleutians).

29 August 1945- underway as pilot vessel of "HO" convoy.

31 August 1945 - Task Force designation changed from 91 to 41. U.S.S. SAVAGE (DE 386), U.S.S. MILLS (DE 383), and U.S.S. RICHEY (DE 385) comprise Escort Unit Two, Task Unit 41.3.4. Pilot duty completed. "HO" convoy of seven (7) ships proceeded independently.

1 September 1945 - moored west pier, NOB, Attu (Aleutians).

2 September 1945 — enroute Alcon Cove, Shemya Island (Aleutians). Moored dock A2, Alcon Cove.

FORMAL SURRENDER OF JAPAN ABOARD U.S.S. MISSOURI.

2 October 1945 - enroute Akhomten Bay to Petropavlovsk with Lt. Popov, Russian Navy, as pilot. Standing into Avachinshays Bay, U.S.S.R. on various courses and speeds. Anchored in Petropavlovsk Harbor. Delivered supplies and mail to HARRY L. CORL (APD 108) for Toma Weather Project. Underway Avachinshaya Bay enroute Akhomten Bay. Standing into Akhomten Bay. Dropped pilot. Out of Akhomten Bay enroute Attu (Aleutians).

3 October 1945 - moored pier 3, Massacre Bay, Attu.

10 October 1945 - enroute Adak (Aleutians).

11 October 1945 - anchored Kuluk Bay, Adak. Moored pier 10, Sweepers Cove, Adak.

18 October 1945 - standing out Kuluk Bay, Adak (Aleutians) in company with CortDiv 23 (less U.S.S. MILLS (DE 383). Division formed in column with SAVAGE third in column behind U.S.S. RAMSDEN (DE 382) and flagship.

22 October 1945 - detached from CortDiv 23 with U.S.S. RICHEY (DE 385) and U.S.S. RHODES (DE 384). Assumed station as third ship in column with U.S.S. RHODES as guide. Proceeded to point six (6) miles bearing 270 degrees from Middleton Island, Prince William Sound, Alaska.

24 October 1945 — arrived detachment point, six (6) miles from Middleton Island. Detached from formation. Proceeded to Seward, Alaska. Moored Alaskan Railroad Dock, Seward, Alaska.

27 October 1945 - full dressed and rigged ship for Navy Day. Ship open to visitors. Vessel visited by approximately 1,200 persons.

November 1945 — enroute Okinawa to join Seventh Fleet. Two weeks at Okinawa in middle of monsoon season. Departed Okinawa for Tsingtao, China.

17 December 1945 - Ready destroyer at Tsingtao. Escorted loaded troop transports from Yellow Sea and East China Sea. Scouted mines and sent out warnings. Destroyed mines with

gun fire. Escorted attack transport, U.S.S. EGGINGHAM, into Inchon, Korea. Quick trip to Seoul, capitol of South Korea. Proceeded to Shantung coast of Yellow Sea and conducted search for five Marine F7F fighters believed to be down in that area. One located on Shantung beach. Territory occupied by Chinese Communist 8th Route Army. Enroute Weihaiwai, former British submarine base on north coast of Shantung, in Communist hands. They had recovered two of the pilots, one dead and one wounded. Departed Weihaiwai and continued search for other missing pilots.

25 December 1945 - Bright and clear day in Yellow Sea. West of Weihaiwa is group of islands, largest of which called Changshan Tao. One plane had crashed near there. Encountered sniper fire from beach. Ordered not to fire back and leave area. Returned to Tsingtao.

January 1946 - escorted Coast Guard transport, U.S.S. WAKEFIELD, Capt. Roy Raney, USCG, through the East China and Yellow Seas. Water very shallow at western end of Yellow Sea in Gulf of Pohia. Only light draft craft able to get over Taku Bar into port serving Tientsin. Gale swept down from northeast second night at Taku anchorage. Received replacements from WAKEFIELD for men eligible for demobilization as she was returning to the States.

March 1946 - sailed for Pearl Harbor. With detachment of Division Commander, Lt. John M. Waters, as senior skipper, assumed command of division. Enroute San Diego. Over 300 passengers of all services enroute from Hawaii to West Coast for demobilization. March 1946 - Enroute Charleston, South Carolina via Panama Canal. Spent one night in Panama.

April 1946 - After short availability at Charleston, South Carolina sailed to Green Cove Springs, Florida where U.S.S. SAVAGE (DE 386) was laid up in Reserve Fleet.

13 June 1946 - U.S.S. SAVAGE (DE 386) decommissioned and turned over to Navy maintenance crew. As men of the U.S.S. SAVAGE and Escort Division 42 filed ashore, they were last of over 200,000 Coast Guardsmen who served under the U. S. Navy in World War II to return to service with their parent service organization, the United States Coast Guard, or to be discharged.

3 September 1954 - U.S.S. SAVAGE redesignated a U. S. Navy radar picket escort destroyer (DER 386). Converted at Boston.

18 February 1955 - Recommissioning of U.S.S. SAVAGE (DER 386).

July 1955 - transferred to Pacific Fleet, home port in Seattle, Washington

6 August 1955 - arrived Seattle. Employed as a radar picket station.

Note: U.S.S. SAVAGE (DER 386) was not involved with Korean conflict which began June 27, 1950 and ended January 31, 1955.

December 1958 - home port changed to Pearl Harbor.

12 January 1959 — arrived Pearl Harbor. Operated as a radar picket ship of the mid-Pacific Barrier until March 1960.

March 1960 - May 1965 - served as search and rescue navigation aid ship.

Note: First U. S. Marine combat contingent went ashore at North Vietnam on 8 March 1965.

17 May 1965 - enroute South Vietnam. Spent more time on station in Operation "Market Time" than any other DER. Guarded against sea infiltration by North Vietnamese and assisted land forces by providing gunfire support. Had no periods out of service until October 1965 when there was a five day visit to Hong Kong.

October 1965 - October 1968 - five tours off Vietnam on Operation "Market Time" as follows: 1 to 15 January, 1966; 12 June to 16 September, 1966; 24 August to 8 September 1967; 16 September to 12 October, 1968, and 2 to 18 December 1968. June, September, December 1967 and July, October 1968 made Taiwan Strait patrols. Earned six battle stars for service in Vietnam.

1 February 1969 - arrived Pearl Harbor. Entered naval shipyard for restricted service.

17 October 1969 — decommissioned after 26 years of service. Of the eighty-five (85) FMR type diesel-driven DEs, only three outlasted the U.S.S. SAVAGE.

Career may have ended as a target for testing of new weapons.

END

ESCORT DIVISION 23 consisted of:

U.S.S. SELLSTRUM (DE 255)

U.S.S. RAMSDEN (DE 382)

U.S.S. MILLS (DE 383)

U.S.S. RHODES (DE 384)

U.S.S. RICHEY (DE 385)

U.S.S. SAVAGE (DE 386)

Command of Escort Division 23 included the following:

Commander Edwin J. Roland

Commander F. P. Vetterick

Commander John R. Forney