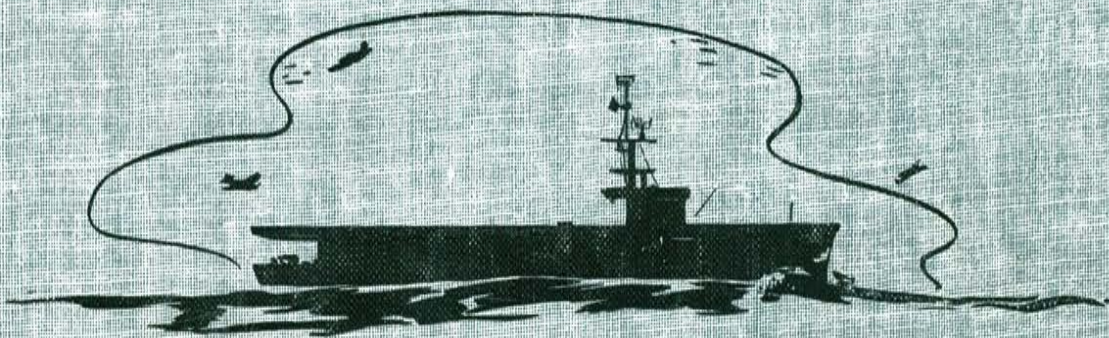


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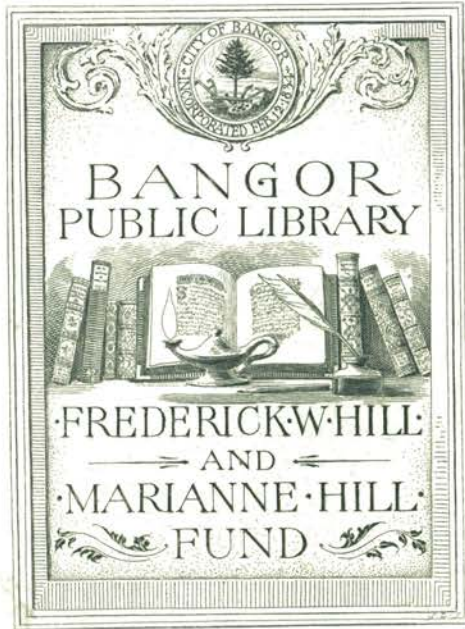
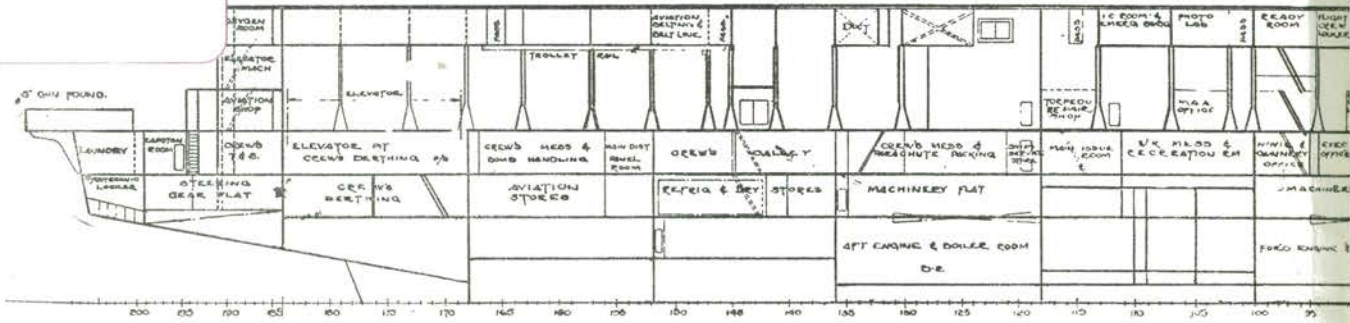
**A SHORT HISTORY**

# **U.S.S. TAKANIS BAY**

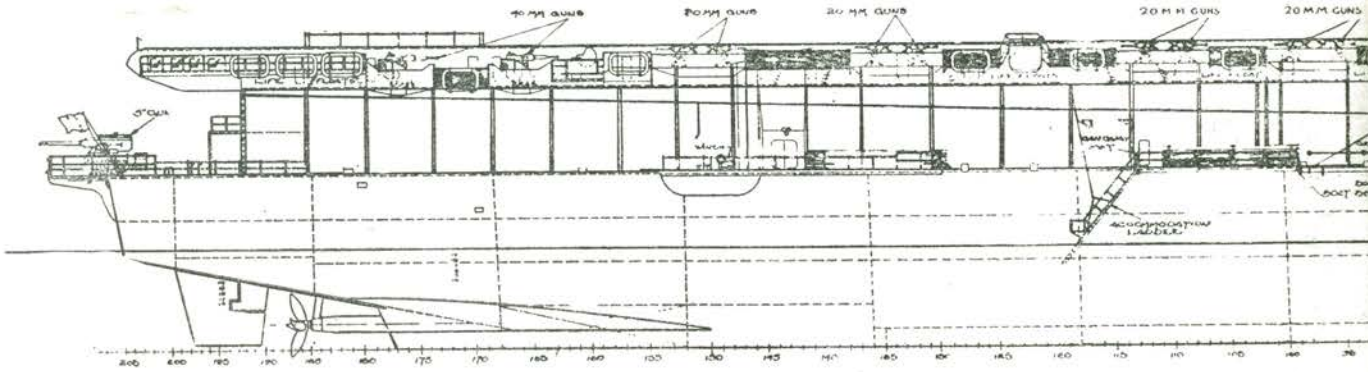


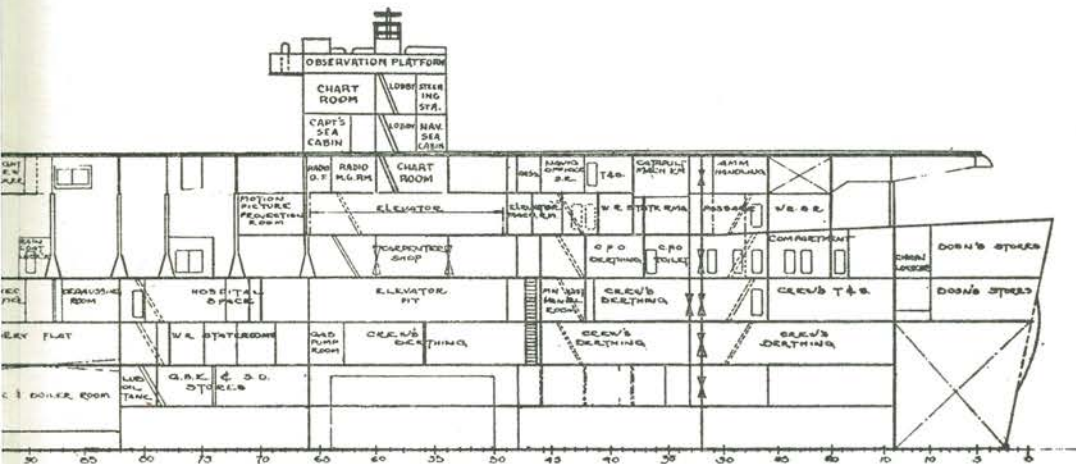


DOES NOT  
CIRCULATE



SHELF NUMBER	VOL.
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ACCESSION NUMBER	COPY
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ACCESSION DATE	
JUL 18 1947	

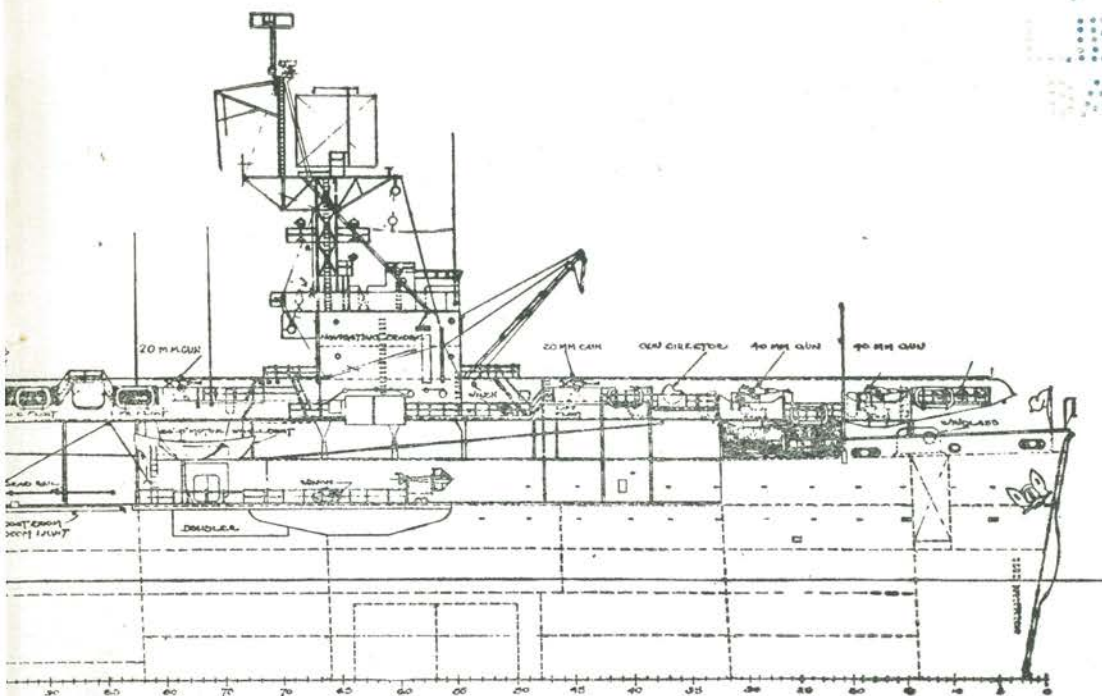




FLIGHT DECK  
 GALLERY DECK  
 UPPER DECK  
 HANGER DECK  
 SECOND DECK  
 FIRST PLATFORM  
 TANK TOP

CVE 89  
 INBOARD PROFILE

BANDOR  
 PUBLIC  
 LIBRARY  
 BANDOR ME



FLIGHT DECK  
 GALLERY DECK  
 UPPER DECK  
 HANGER DECK  
 SECOND DECK  
 FIRST PLATFORM  
 TANK TOP

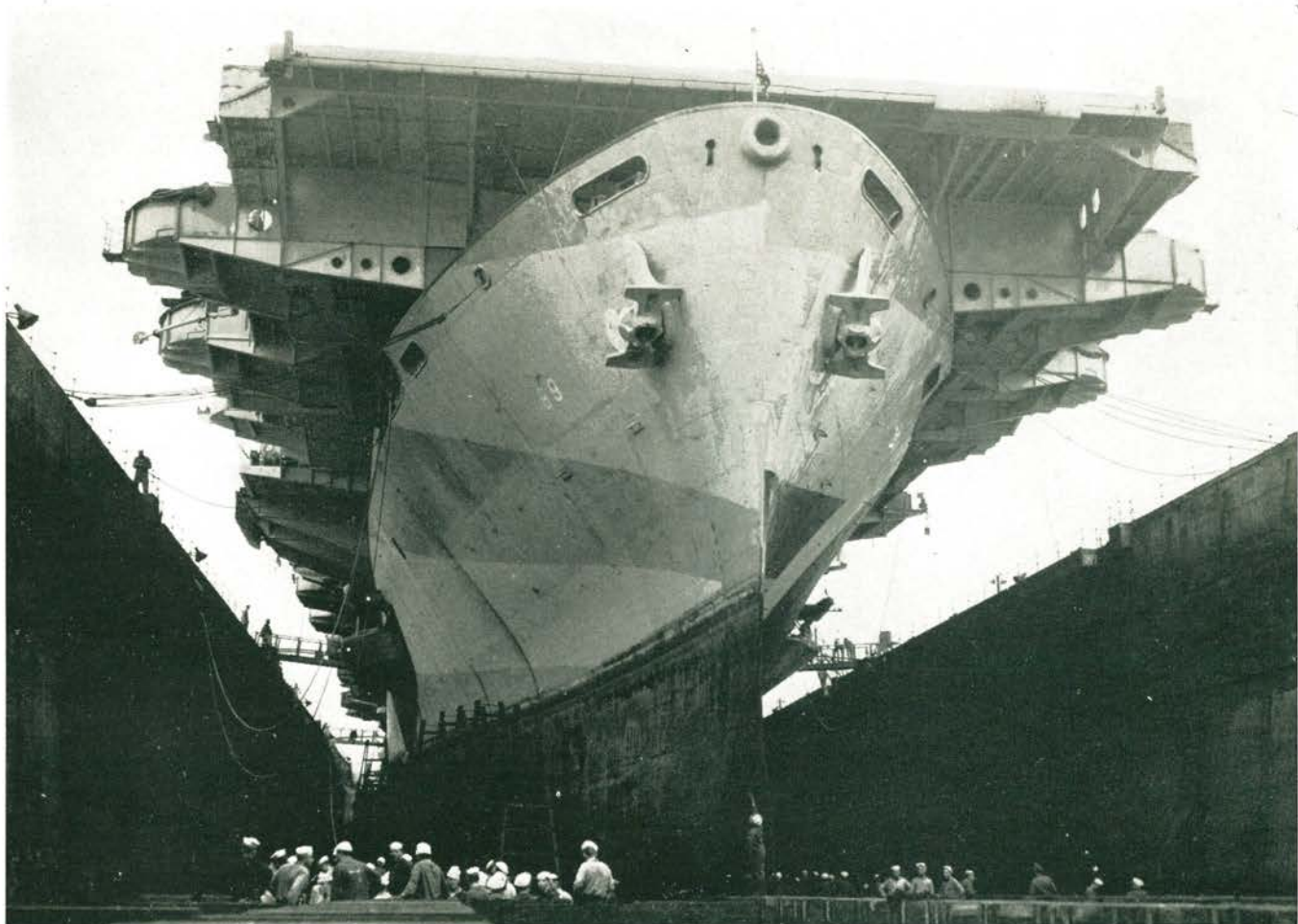
CVE 89  
 OUTBOARD PROFILE



# U.S.S. TAKANIS BAY







# *U. S. S. Takamis Bay*

CVE 89



# *These Were*



**CAPTAIN A. R. BRADY**  
**U. S. N.**

April 15, 1944 — June 3, 1945

**CAPTAIN COURTNEY SHANDS**  
**U. S. N.**

June 3, 1945 — September 21, 1945





# *Our Captains*

**CAPTAIN D. B. YOUNG**  
**U. S. N.**

September 21, 1945 — January 18, 1946



**COMMANDER R. L. WILLET**  
**U. S. N.**

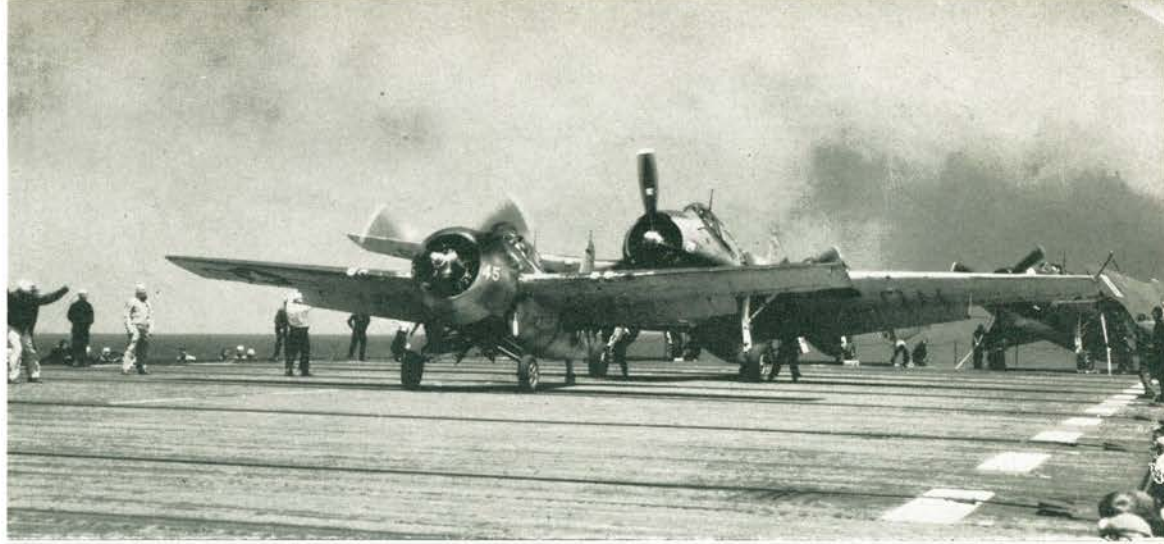
JANUARY 18, 1946—



# COMMISSIONING...







FIRST TAKE-OFF  
AND CAKE CUTTING  
CELEBRATION



# *Captain's Inspection*



DEPARTMENT HEADS  
*Front and Center*



REPORT!



. . . READY FOR  
INSPECTION, CAPTAIN



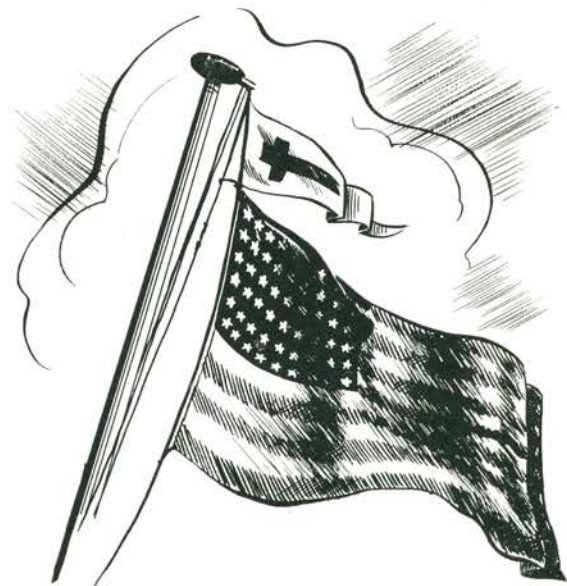


CAPTAIN INSPECTS PERSONNEL





CHAPLAIN JOHN L. FOLEY, *Lieutenant USNR*



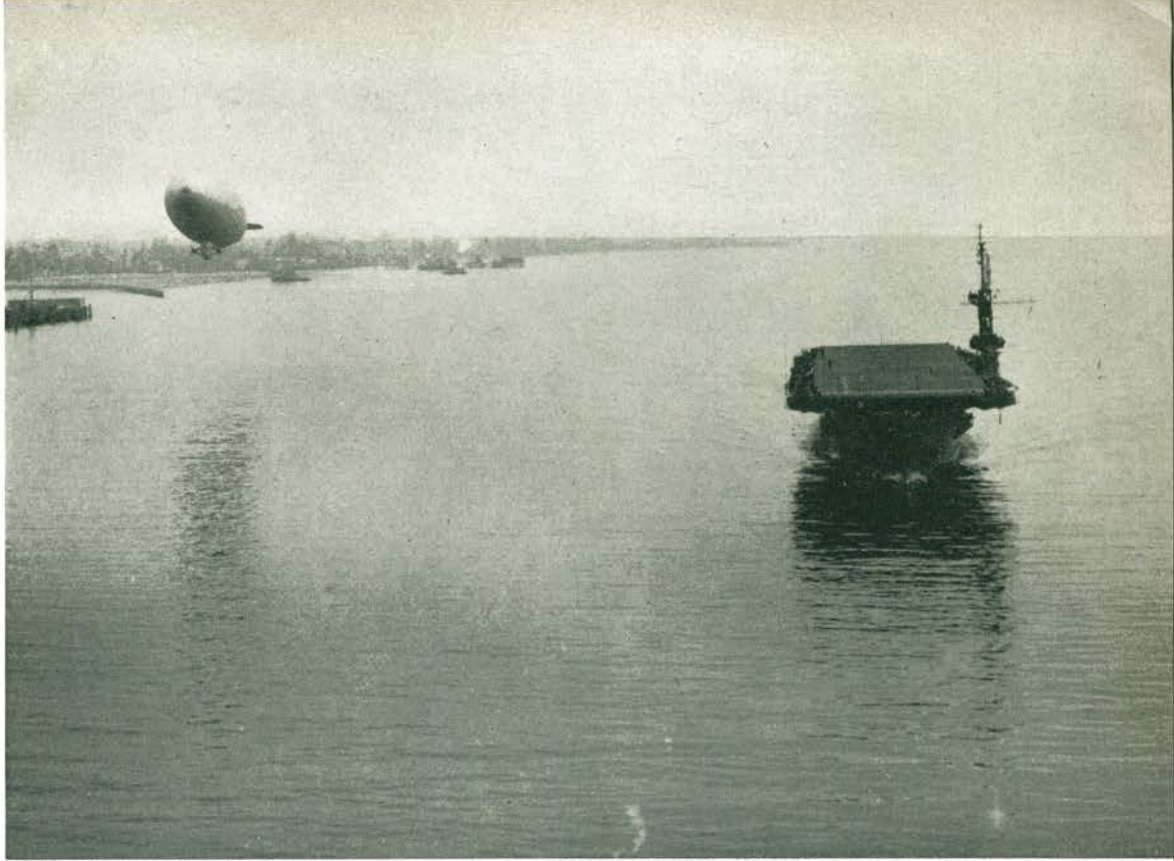
# DIVINE SERVICES

SUNDAY MASS





WORKING WITH  
BLIMP OFF  
ASTORIA, OREGON



UNDERWAY





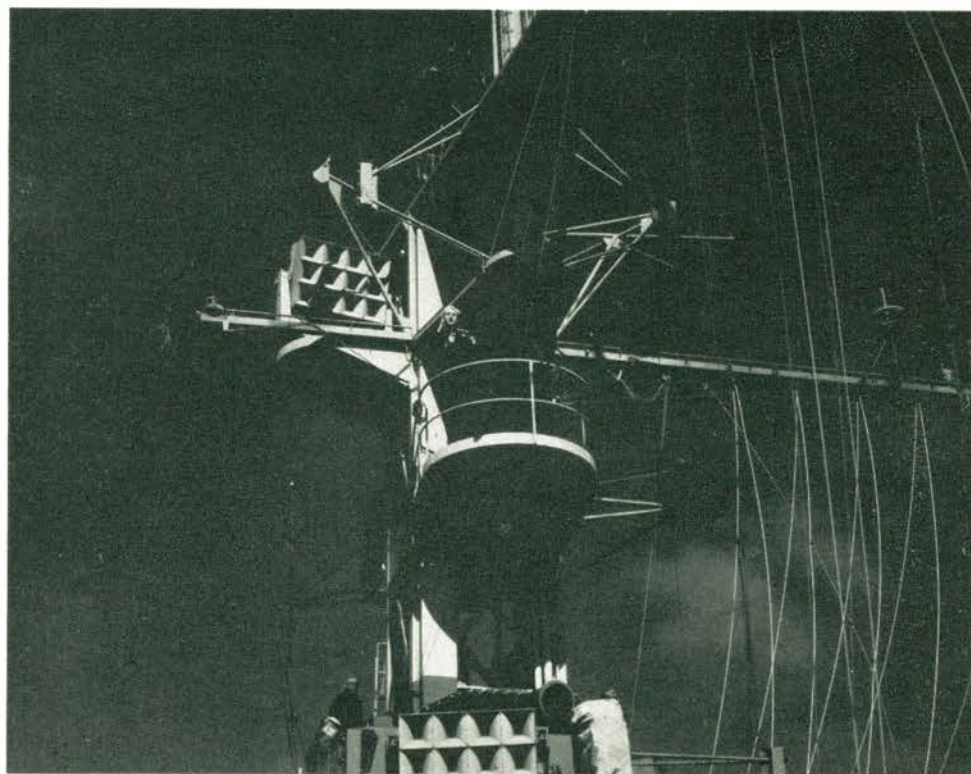




# History of the "Takanis Bay"

THE TALE of the U.S.S. Takanis Bay (CVE 89) begins long before the keel of Hull 89 was laid by the Kaiser Shipbuilding Company. Like so many of the Casablanca Class carriers, the "T.B." was named for a peaceful little bay in Southeastern Alaska.

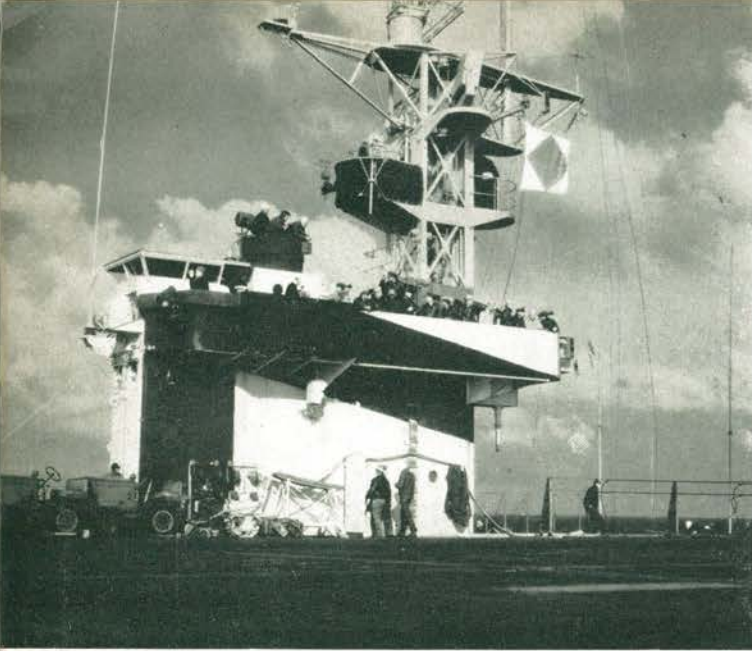
Frequented once by the long-dead Russian trappers, who



scrambled along the rocky shores of Yakobi Island in search of the elusive fur seal and highly prized otter, Takanis Bay today offers a haven to fishermen fleeing the fury of North Pacific storms. As the ship that bears its name plied the more placid waters off California's coast, supplying trained airmen to its more famous sisters in the Western Pacific, so the tiny bay, which once had robbed a Russian Queen, stood silent sentinel to the wake of countless ships at the important gateway to the famed and beautiful Inside Passage.

The record of escort class carriers is one of the Navy's proudest achievements. Built from a hull designed for cargo vessels the "jeep carriers" were rushed to completion in





- shipyards only recently erected from airports, swamps and sloughs. Constructed by workmen on a "work as you learn" basis they were far from a fighting ship when they loaded their cargo of planes aboard and laid a course for the "Realm of the Golden Dragon."

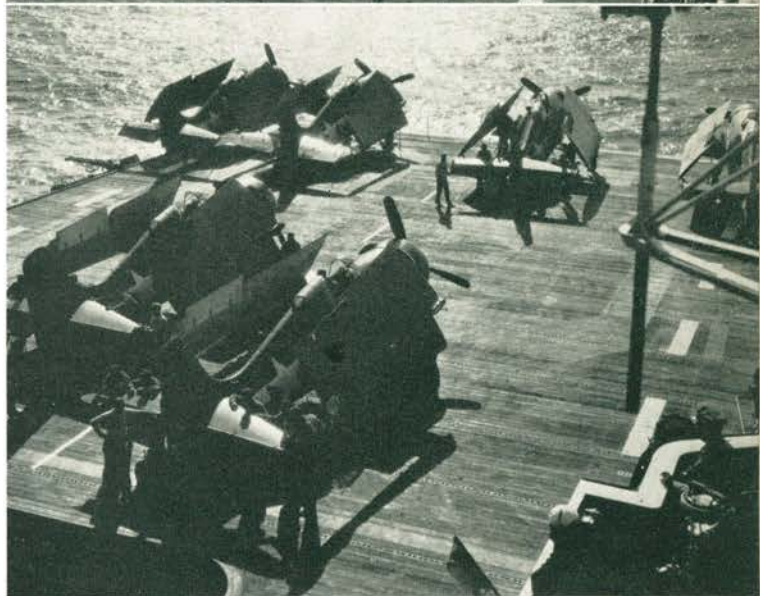
Originally intended for aircraft transport, the escort carrier was first called upon to combat the submarine menace in the Battle of the Atlantic. Organizing in "hunter-killer" groups the baby flat-tops soon became the scourge of the *Kriegsmarine's* undersea raiders. One jeep carrier, the famous U.S.S. Guadalcanal (CVE60), combined with several destroyers (U.S.S. Chatelain, U.S.S. Jenks, U.S.S. Pillsbury) in the capture of the U-505. One of the most amazing facts of the encounter was that this captured U-boat was the first enemy combatant ship to fall prey to a boarding party of the United States Navy since the War of 1812 — a proud record for the U.S.S. Guadalcanal whose boarding party and prize crew managed to prevent the destruction of secret charts and papers, later proving invaluable aids in European landings. The boarding and seizure was accomplished with but the loss of one life. A Chief Petty Officer was mortally wounded in the delayed explosion of a demolition bomb the following day. Importance of the capture is evidenced by the fact that all enlisted members of the boarding party above the rate of first class petty officer were recommended for (and have since received) promotion to Warrant or Commissioned Rank. The Chief Petty Officer who gave his life in the capture has been recommended for his nation's highest award, the Congressional Medal of Honor.



By the time the Takanis Bay was placed in commission at the U. S. Naval Station, Astoria, Oregon on April 15, 1944 her predecessors were already being accepted as an integral part of Task Forces in the Pacific. In the Marianas campaign CVE's provided ground support for the first time, a role previously assigned to the "glamor girl" CV's. More and more, CVE's replaced CV's for the close-in assaults on beach-heads and softening up operations. This left the vulnerable, expendable CVE's exposed to shore-based aircraft while the fast carriers were free to hunt down the elusive Japanese fleet.

While her sisters added new glories and accomplishments to the long string of baby flat-top successes the "T.B." settled down to the task of training a green crew, many at sea for the first time, in the operation of a carrier. After a brief shakedown cruise, the U.S.S. Takanis Bay reported to Commander Fleet Air West Coast at the U. S. Naval Air Station, San Diego, California. To Captain A. R. Brady, USN, goes the credit for welding an untrained crew into the smooth-working team necessary for safe, efficient carrier operations.

On May 24, 1944, Lt. Commander P. W. Jackson USN, Squadron Commander of VC-82, made the first landing on the flight deck of the Takanis Bay. Continuing with carrier qualifications the Takanis Bay operated off the California coast under the direct orders of Commander Fleet Air West Coast until 21, June, 1944 when Rear Admiral F. C. Sherman broke his flag at the foretruck. As flagship of ComFIAir West Coast the "T.B." piled up an enviable record of carrier qualifications.







From the hot sands of the Californian desert came fledgling Naval Aviators for their first carrier landings. They soon learned how to handle a "hot" Corsair on the limited deck space of a baby flat-top with the Landing Signal Officer guiding them in to a controlled landing. For the pilots it was an opportunity to develop skill without the distraction and danger of enemy attacks but for the "T.B." crew it was just work and worry, over and again. As soon as one squadron was qualified and had developed as full-fledged carrier pilots they were transferred and another Squadron took their place.

On January 17, 1945 the U.S.S. Takamis Bay was attached to Carrier Division 12, remaining



in that Division until the end of her training operations. On June 3, 1945 Captain Courtney Shands USN relieved Captain Brady as Commanding Officer.

All carrier qualifications aboard the U.S.S. Takamis Bay were conducted out of San Diego except for three tours of duty in the San Francisco Area. Under orders from Commander Fleet Air, Alameda, squadrons were qualified between June 18 and July 4, July 4 and August 18, August 13 to September 4, 1945. Pilots of VC-20 flying General Motors Hellcats and Avengers, set the ship's record for a single day's operations, making 446 landings on July 24, 1945.



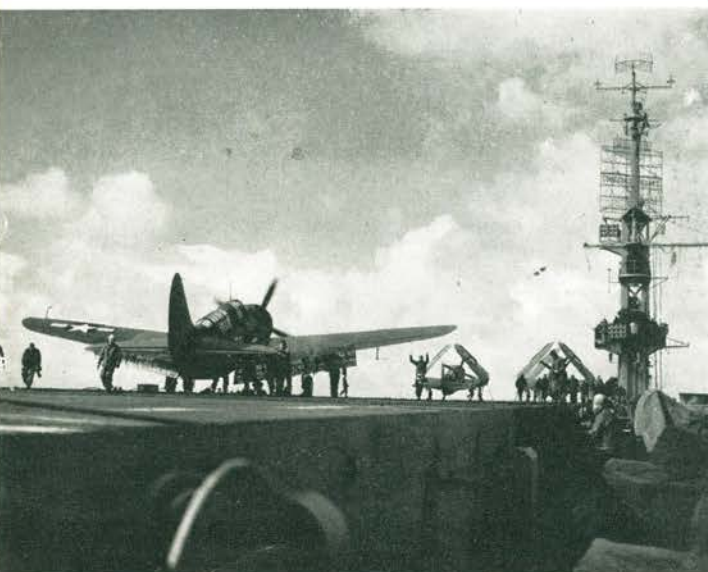


The last of the 2,509 pilots was qualified on August 28, 1945. Between May 24, 1944 and August 28, 1945 a total of 20,159 landings were made aboard the "T.B.", the highest record of any CVE in the Fleet and only surpassed by the old U.S.S. Ranger and U.S.S. Saratoga in the larger carriers. The qualifications were conducted without casualties to ship's personnel and air-crewmen, and with the loss of only one pilot.

On August 28, 1945 the ship left San Diego for Pearl Harbor, T. H., with orders to report to Commander Carrier Transport Squadron Pacific. During four months of operations under the "Magic Carpet", the "T.B." returned some 6,500 service men from Pearl Harbor and Japan.

On the "Magic Carpet" runs to Japan the crew managed to collect snapshots, silk kimonos, Japanese rifles and other souvenirs previously denied them by the nature of their duty.

On January 3, 1946 the Takamis Bay was released from the "Magic Carpet" and ordered to Tacoma, Washington for post-war disposition under Commander 19th Fleet.



Thus began the monumental task of inactivation. Every deck and every bulkhead of the weary Takamis Bay had to be scraped down to the bare metal and preserved with special paints. Every piece of machinery torn down, overhauled and preserved with special grease — every gun





BY THE DAWN'S  
EARLY LIGHT







POOR APPROACH, NO LANDING

preserved and coated with a new, secret composition designed to eliminate moisture and rust.

Five months of ceaseless work, counting of points, discharges, transfers and more work have finally come to an end. The U.S.S. Takamis Bay lies alongside a newly finished pier at the Todd Pacific Shipyard in Tacoma, Washington, a ghost ship in her gleaming new silvery aluminum coat.

On June 18, 1946 the U.S.S. Takamis Bay CVE 89, was formally turned over to Captain R. S. Galloway, Commander Tacoma Group, Nineteenth Fleet as her last Commanding Officer, Commander Willett was piped over the side.

No longer does her flight deck feel the pulsing throb of a fighter's engine racing down her deck nor the boisterous laughter at movies on the hangar deck — perhaps never again will a pay line form nor a liberty list be posted — nevertheless the "T.B." stands ready to sail again in the defense of her country.

May the measured tread of her security watch resound a thoughtful warning to those who seek to undermine and destroy the principles she holds dear.

E. G. HINES, USNR

FIRE ON THE FLIGHT DECK



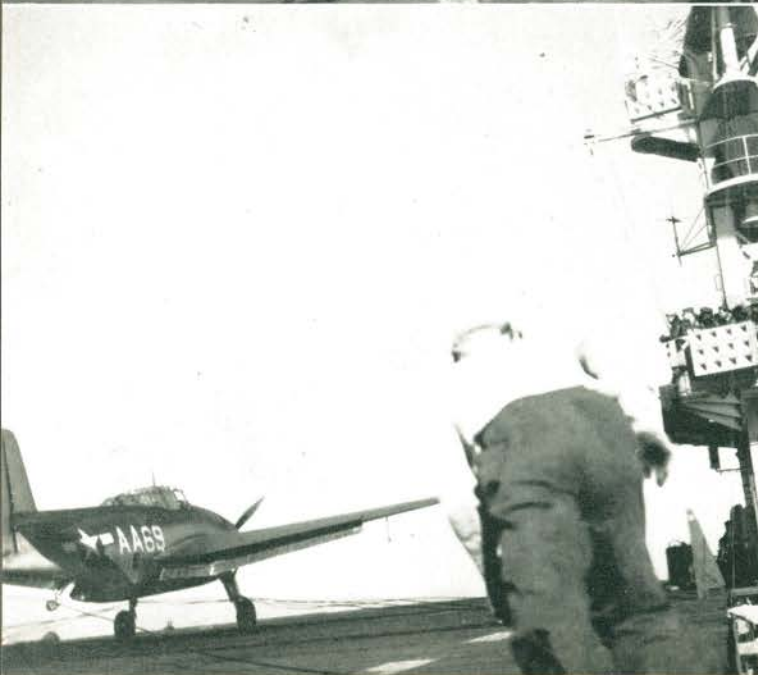




TORPEDO PLANE SETS DOWN



LANDING GEAR CATCHES BARRIER CABLE



SAFELY STOPPED



LINED UP FOR TAKE-OFF



SIGNAL BRIDGE



PILOTS . . . MAN YOUR PLANES



SECURE FROM FLIGHT OPERATIONS







High



Bank right



Wave-off



Bank to left



Roger



Cut



Low



Hook not down



Fast

# Flight Operations



READY TO PROCEED WITH  
OPERATIONS



THAT FATEFUL MOMENT







WATER CRASH



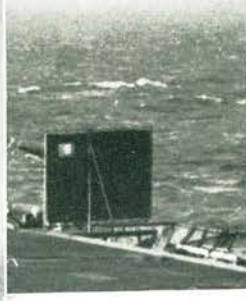
DESTROYER RETURNS RESCUED  
AIRMEN BY BREECHES BUOY



INJURED TRANSFERRED BY BOAT







*2000th Landing*





TARGET PRACTICE  
FIRE DRILL



RIDING THE CATWALK





HEAVY WEATHER IN THE PACIFIC

WILD BLUE YONDER—NAVY STYLE







BEND FROM  
THE HIPS

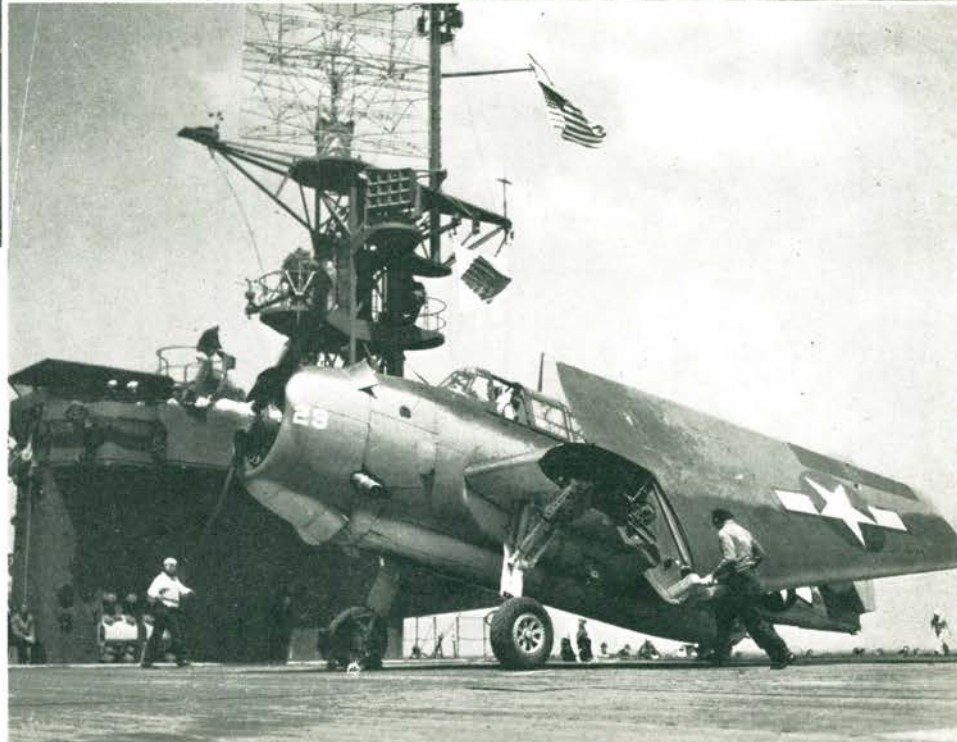
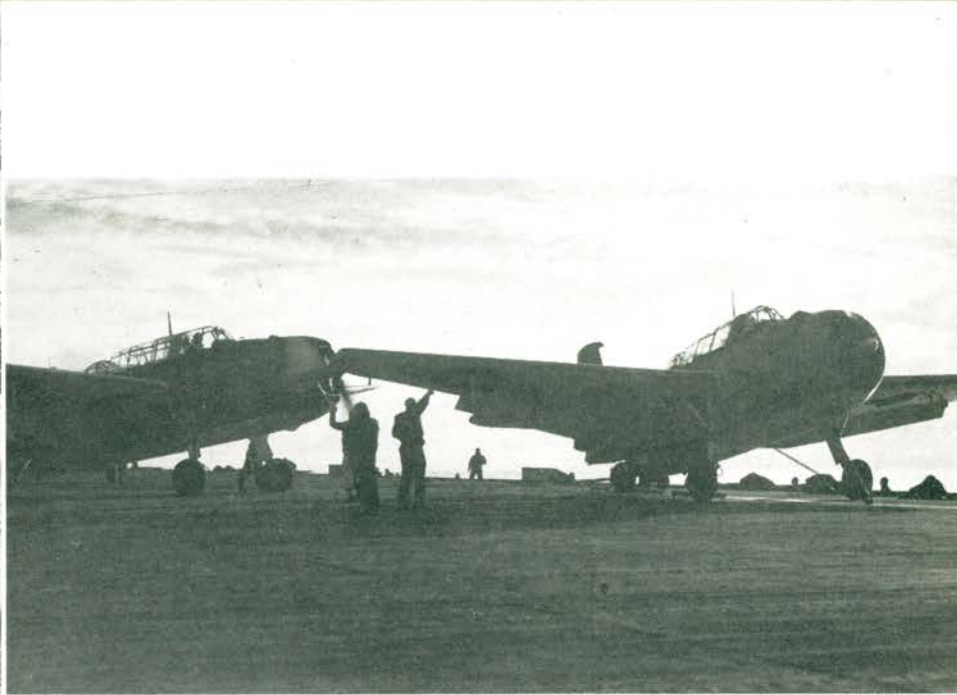


JUMP, 1 - 2 . . .



READY . . . EXHALE



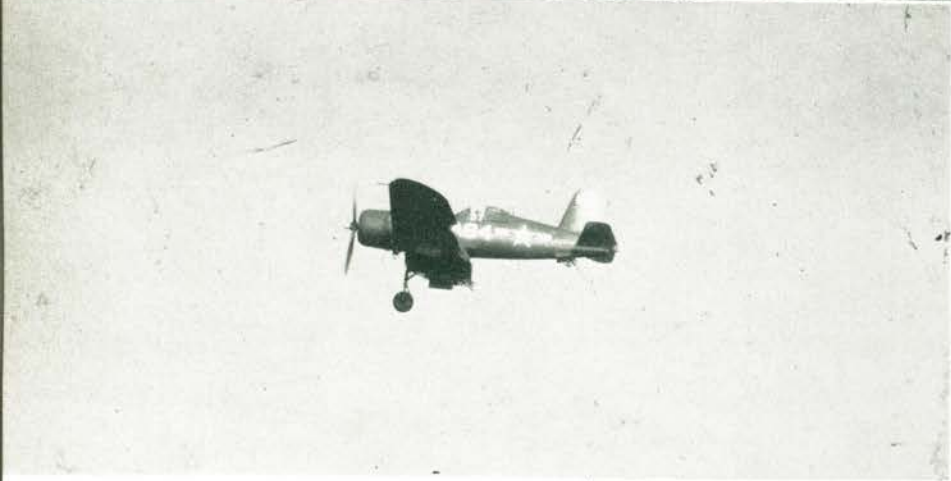


NOW IN THE NAVY . . .





F4U TOO LOW AND TOO FAST . . .



MINUS ONE WHEEL AS RESULT OF  
BOUNCE MADE SUCCESSFUL LAND-  
ING ASHORE.



WHEEL BOUNCE



5,000th  
Landing





*All Guns Track the Target*





*Fire When on the Target*





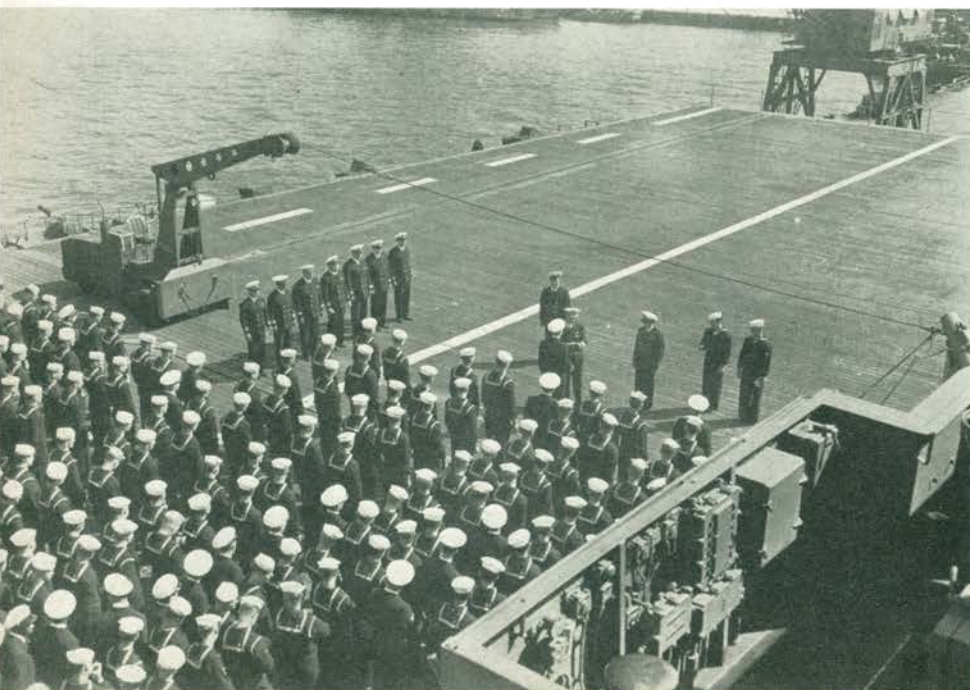


CAPTAIN BRADY PRESENTS  
SILVER STAR TO CAPTAIN SHANDS



ENSIGN C. MILLER RECEIVES PRESIDENTIAL UNIT CITATION

## *Citations . . . .*



ALL HANDS MUSTER FOR  
PRESENTATION OF AWARDS

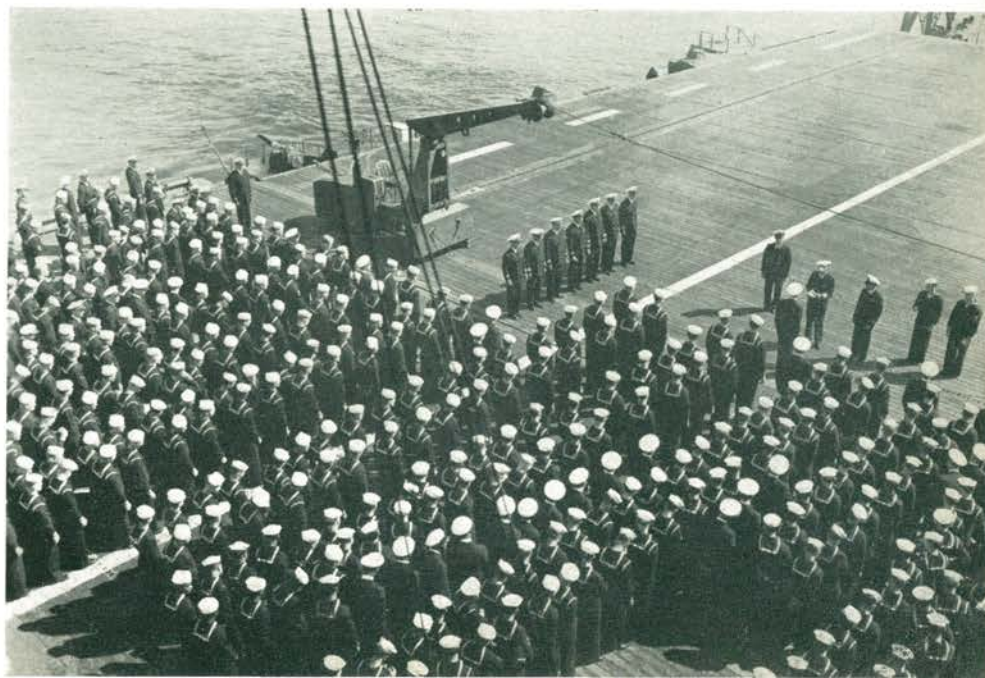




CAPTAIN BRADY CONGRATULATES AWARDEES

*... and Awards*

ALL HANDS MUSTER FOR  
PRESENTATION OF AWARDS





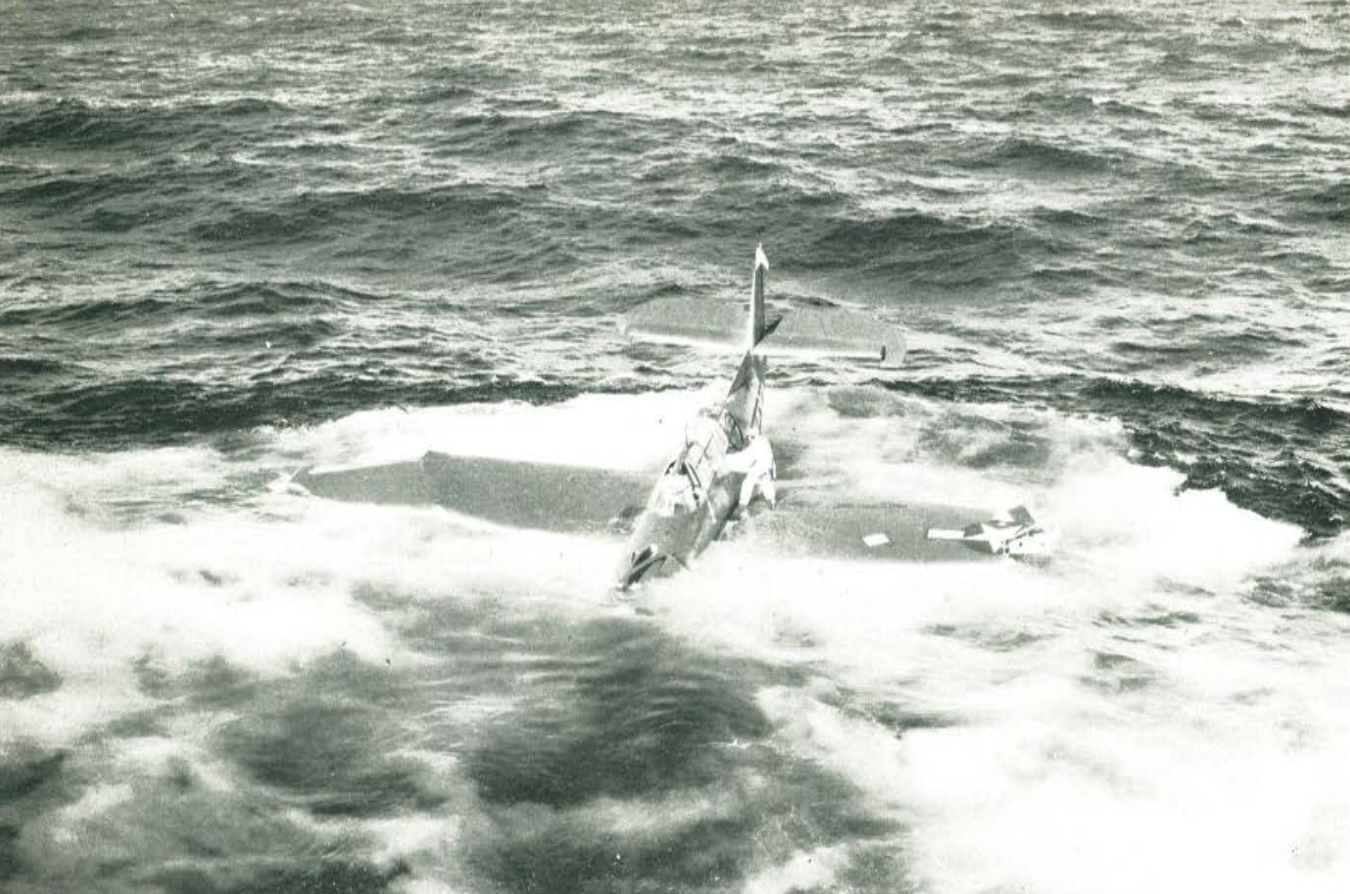






# U.S.S. TAKANIS BAY





**W A T E R . . . .**







. . . . **CRASHES**

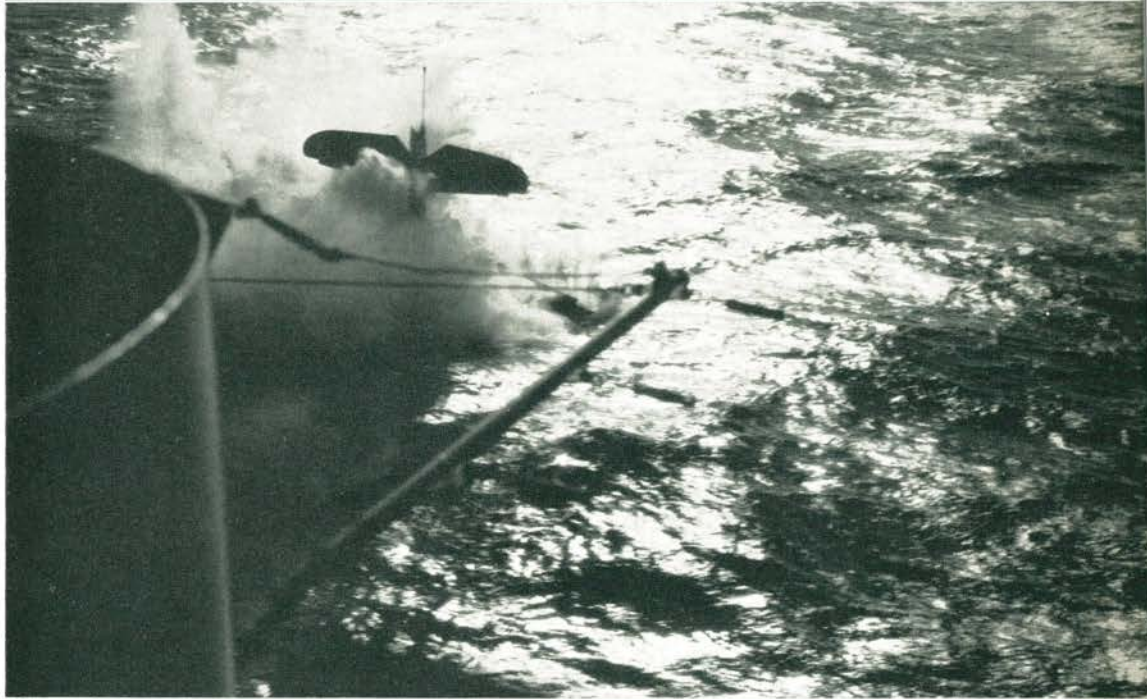






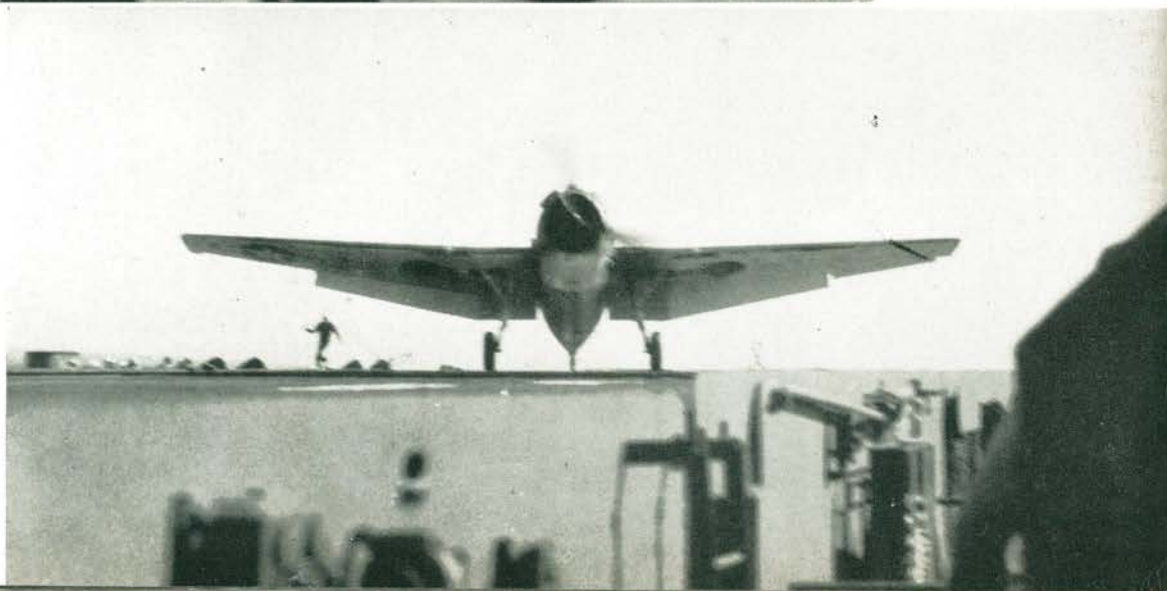
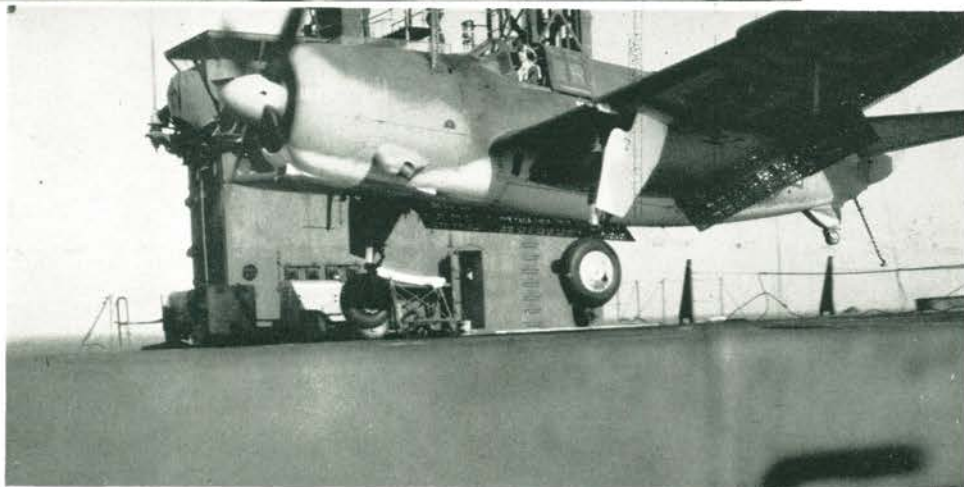
A WAVE-OFF  
SOMETIMES ENDS  
LIKE THIS . . .





... OR THIS







TBM GOES OVER  
THE CATWALK





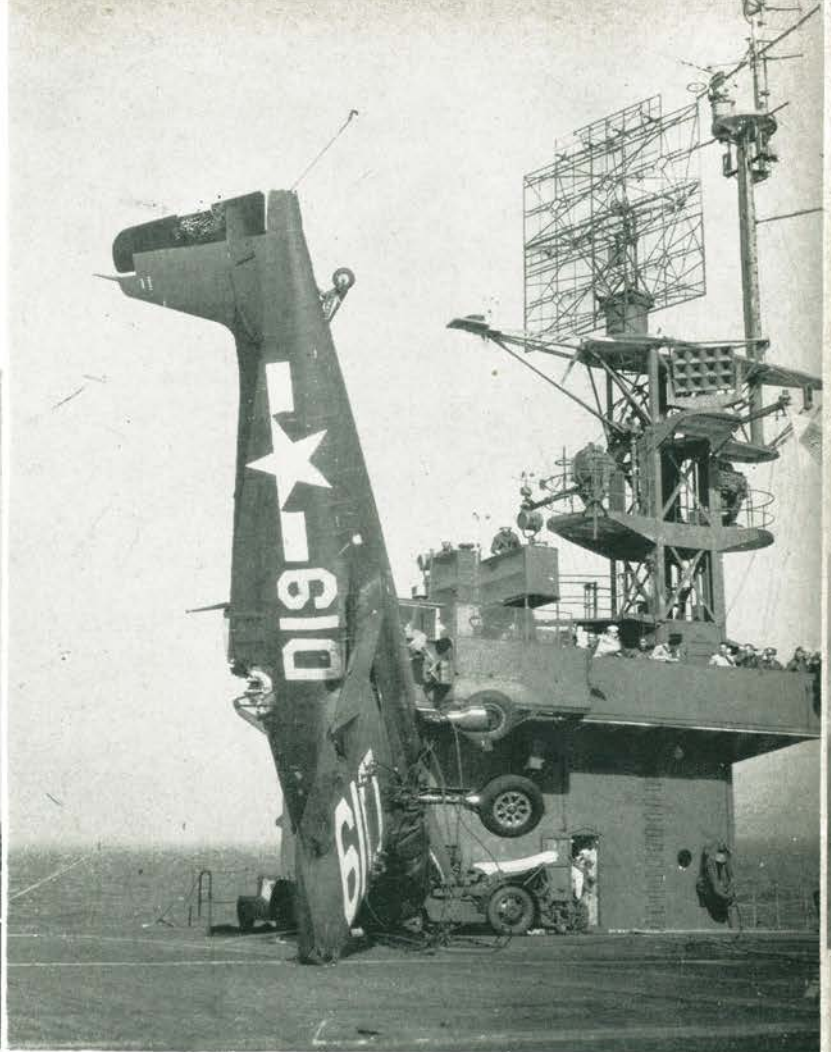
MAN CHASED OVERBOARD FROM CATWALK



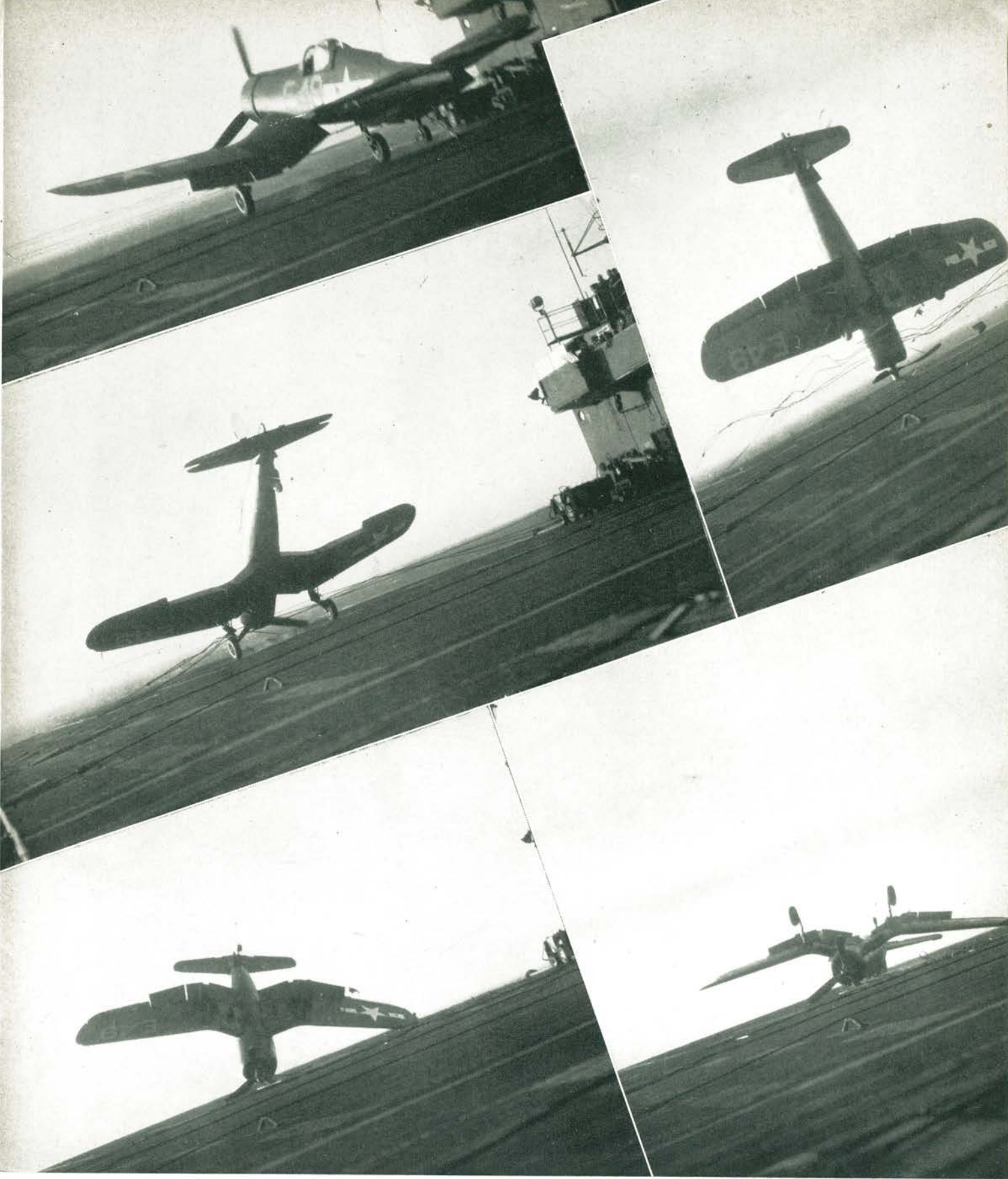


SB2C TAKES A DIVE FROM THE FLIGHT DECK



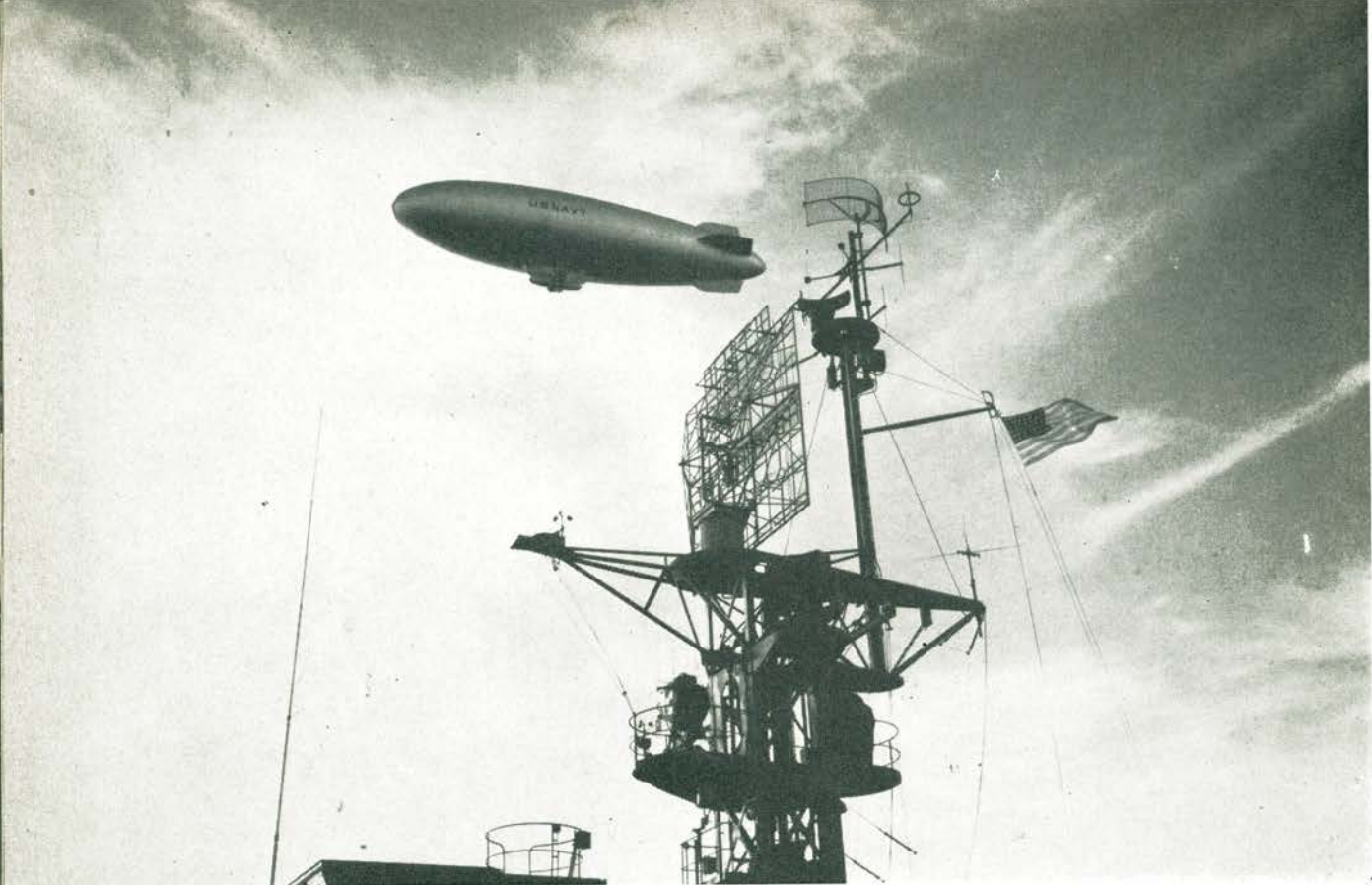


... BARRIER  
CRASHES ...



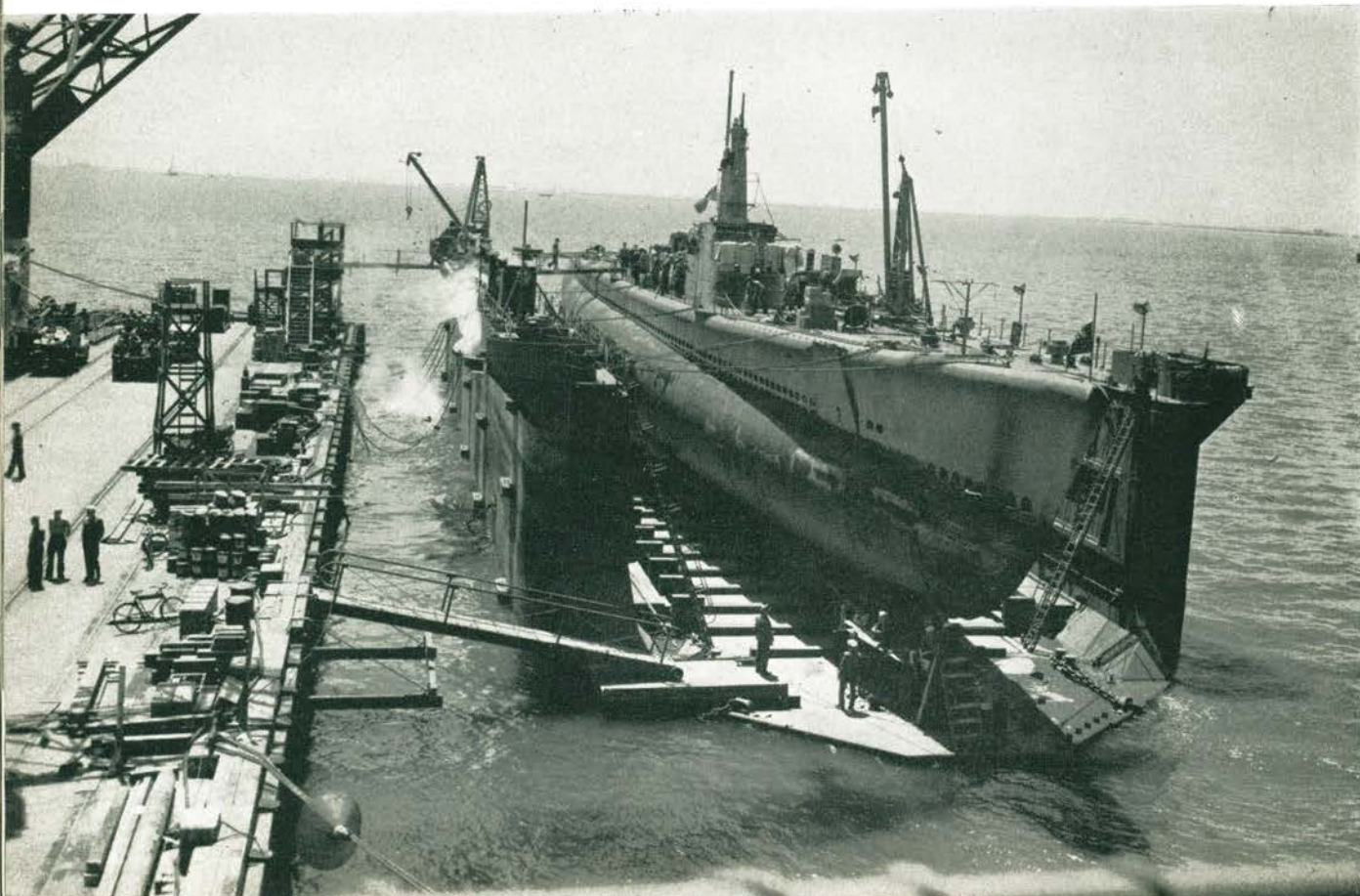
F4U DOES A NOSEOVER AT BARRIER





BLIMPS WELCOME "T.B."

SUBMARINE DRYDOCKED . . . DESBASE SAN DIEGO

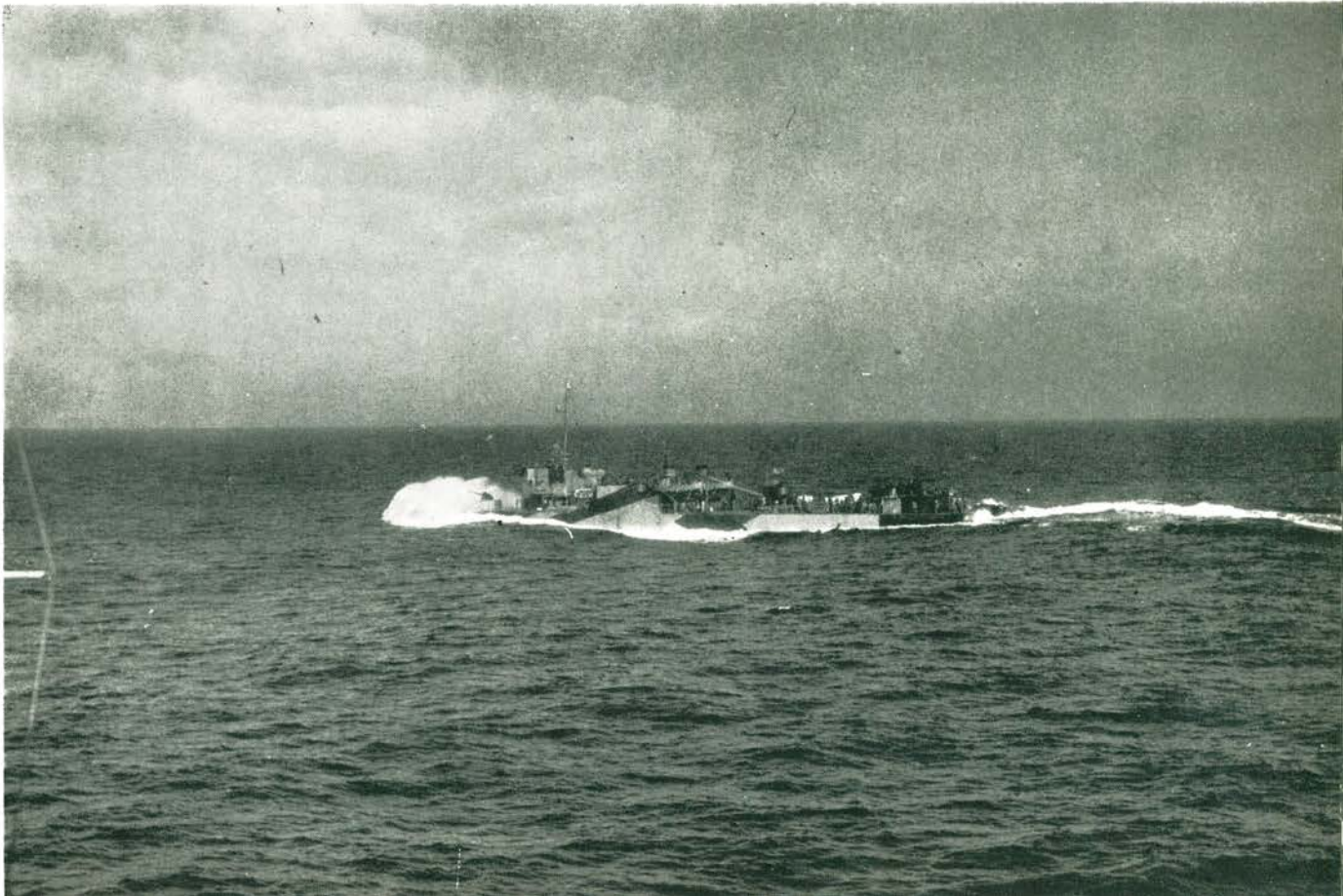




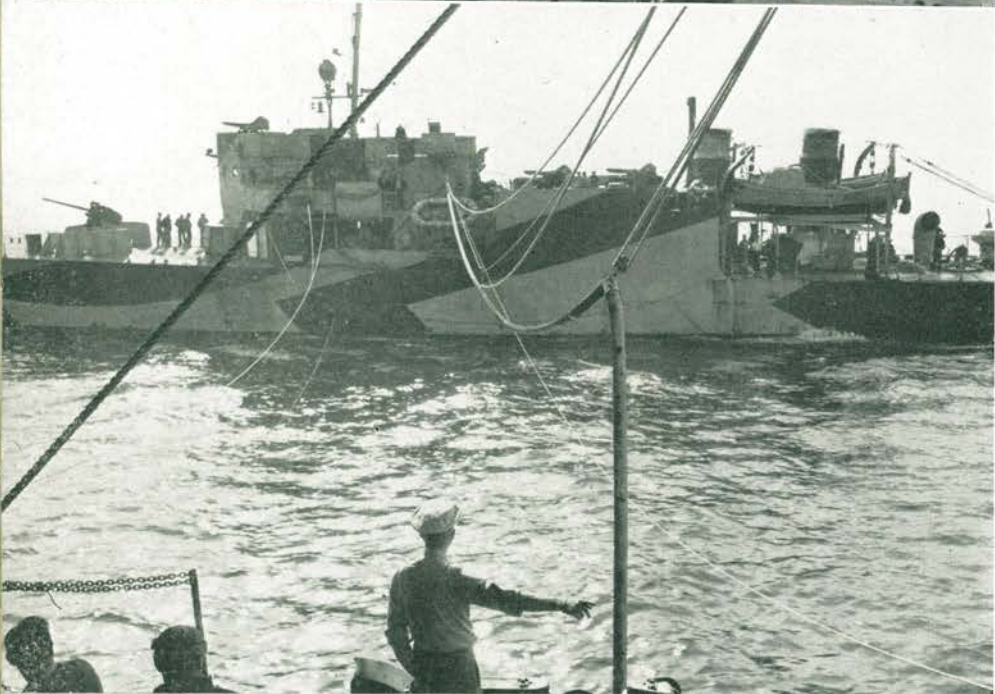


CORONADO

DESTROYER TAKES ONE OVER







FUELING DESTROYER AT SEA

CRUISER



LSM



DESTROYERS

LST





# Change of

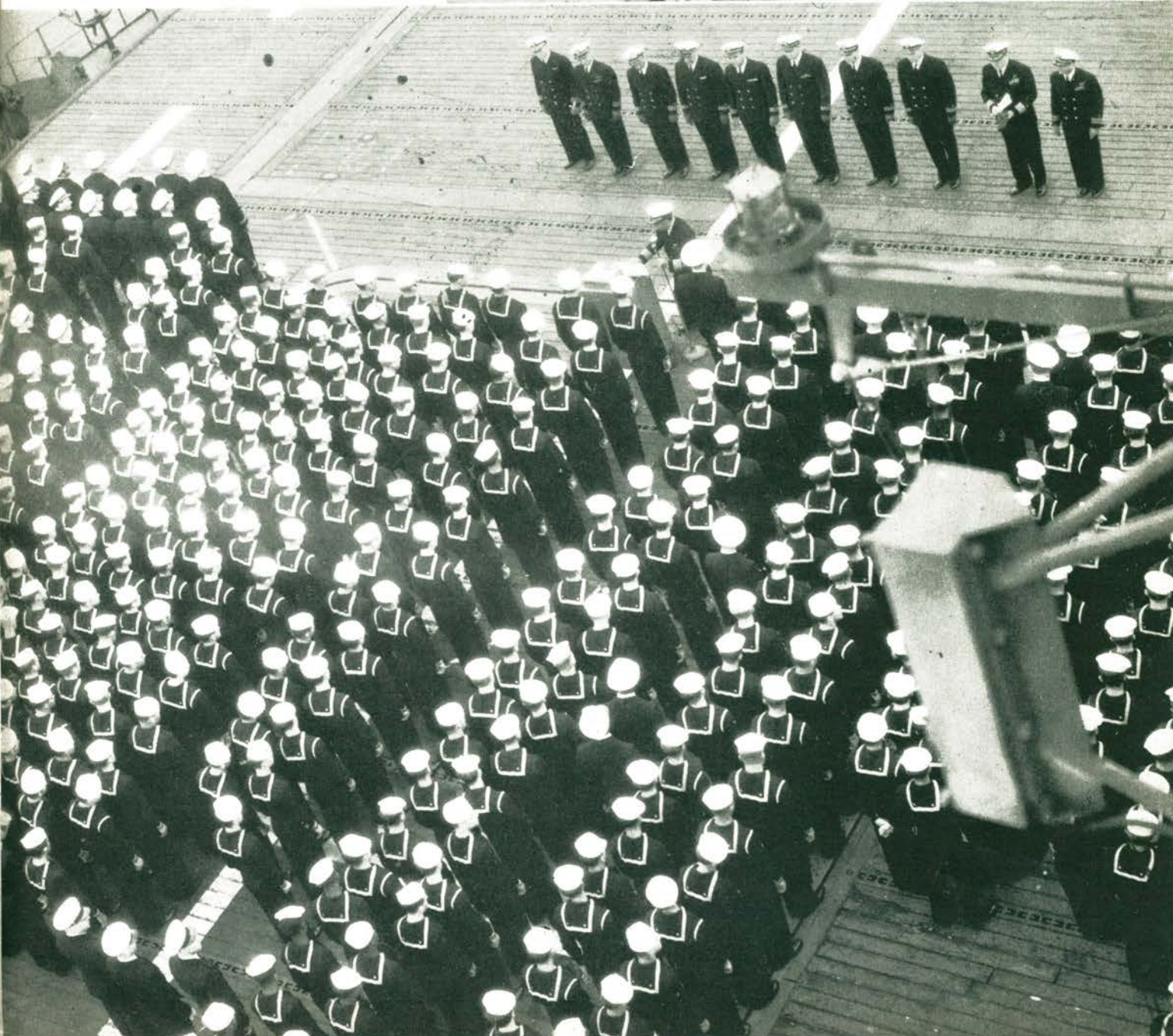


CAPTAIN BRADY'S  
FAREWELL TO CREW



# Command

CAPTAIN SHANDS  
READS HIS ORDERS  
RELIEVING CAPTAIN BRADY







LIFE ABOARD THE . . . .





... U. S. S. TAKAMIS BAY



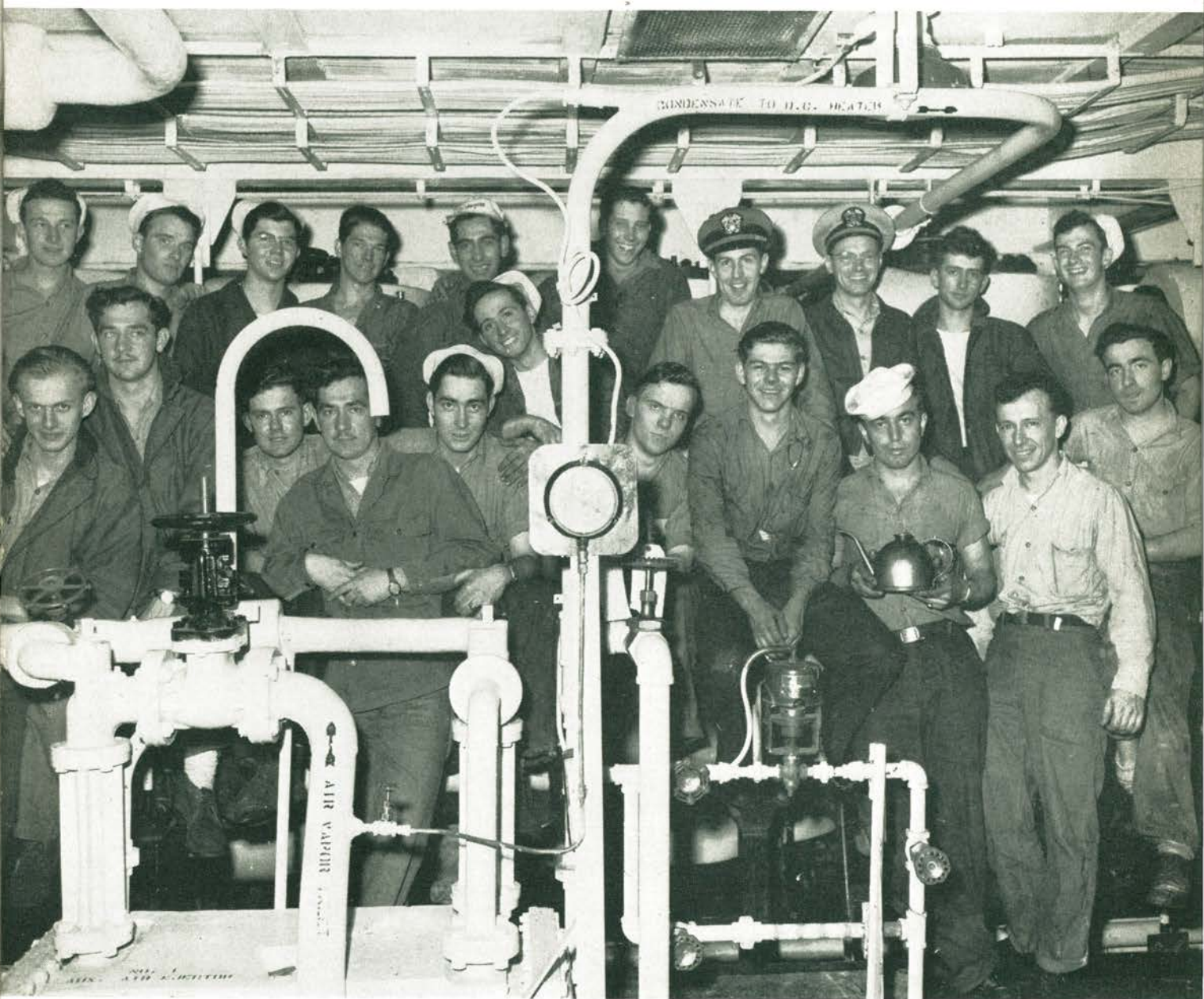


TOP LEFT: RADIO SHACK  
BOTTOM: PAY LINE

TOP RIGHT: BOMB STOWAGE  
BOTTOM: SHIPFITTERS SHOP



# Black Gang

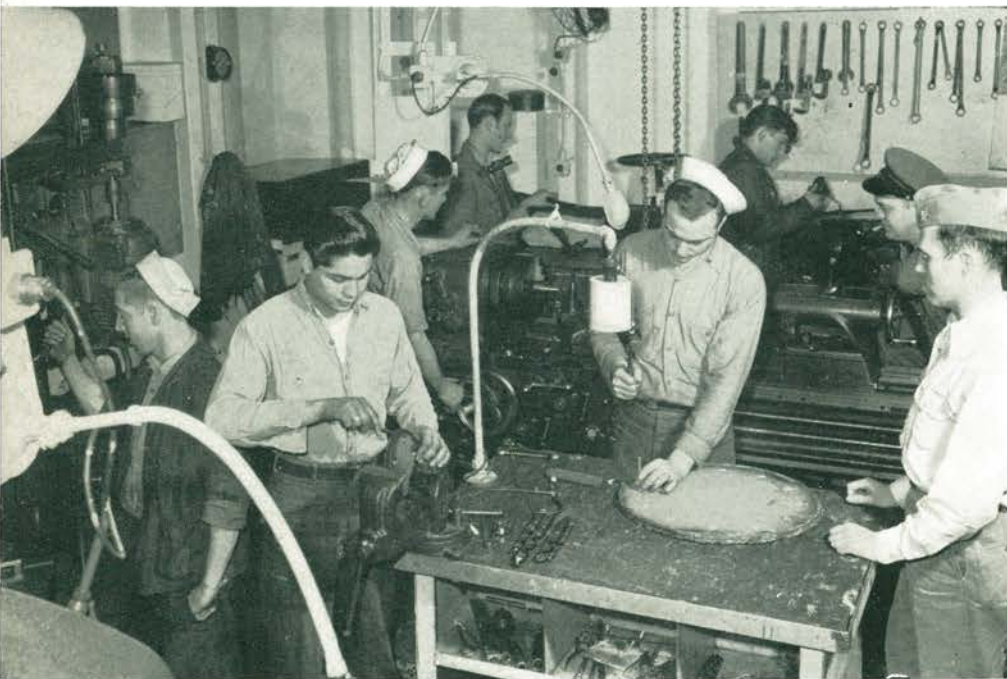


M DIVISION





B DIVISION



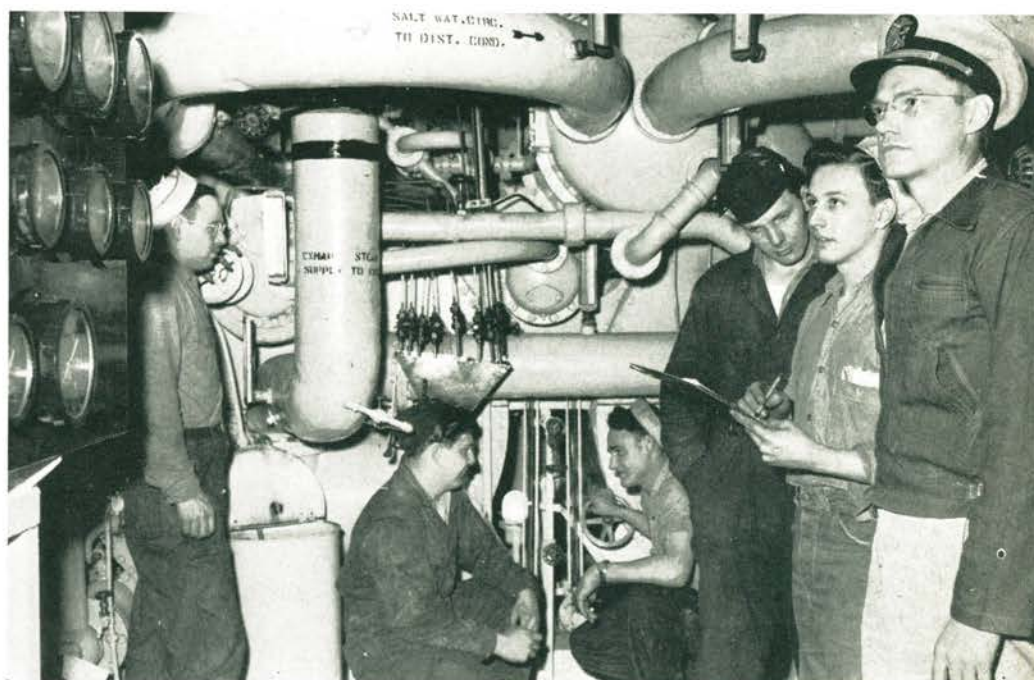
MACHINE SHOP,  
A DIVISION



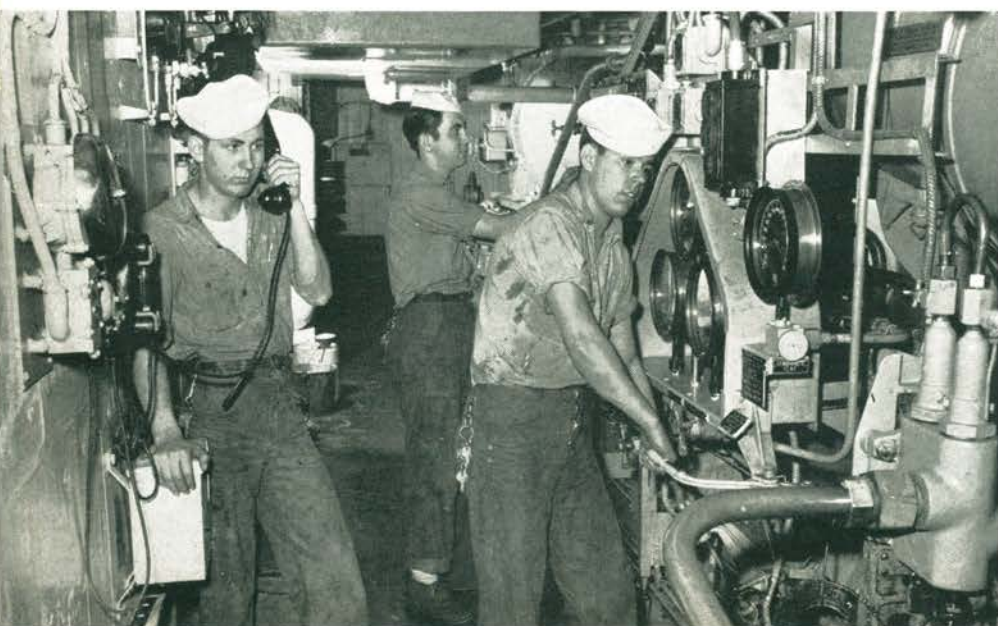




FORWARD ENGINE ROOM  
CONTROL STATION

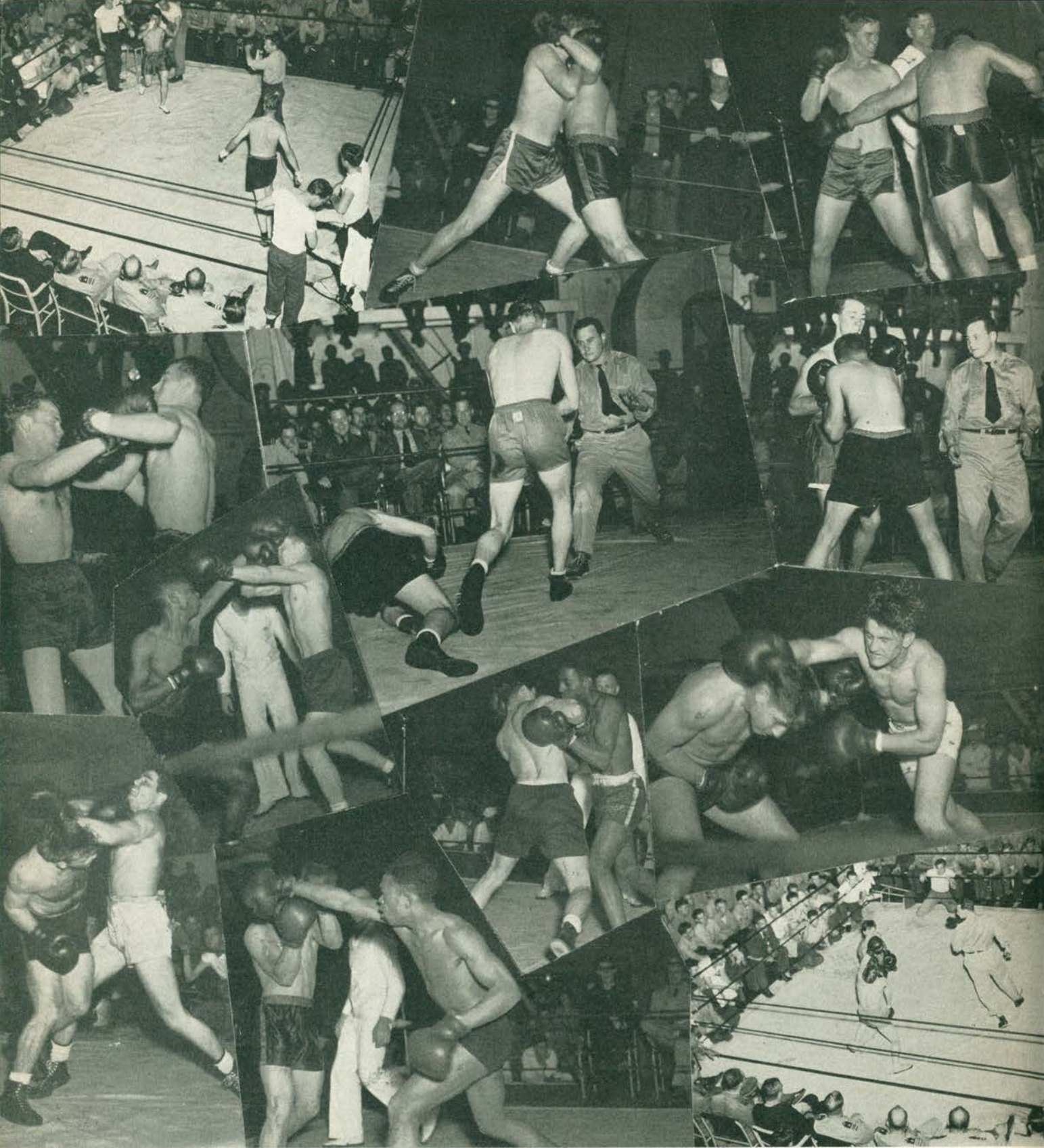


FORWARD EVAPORATORS



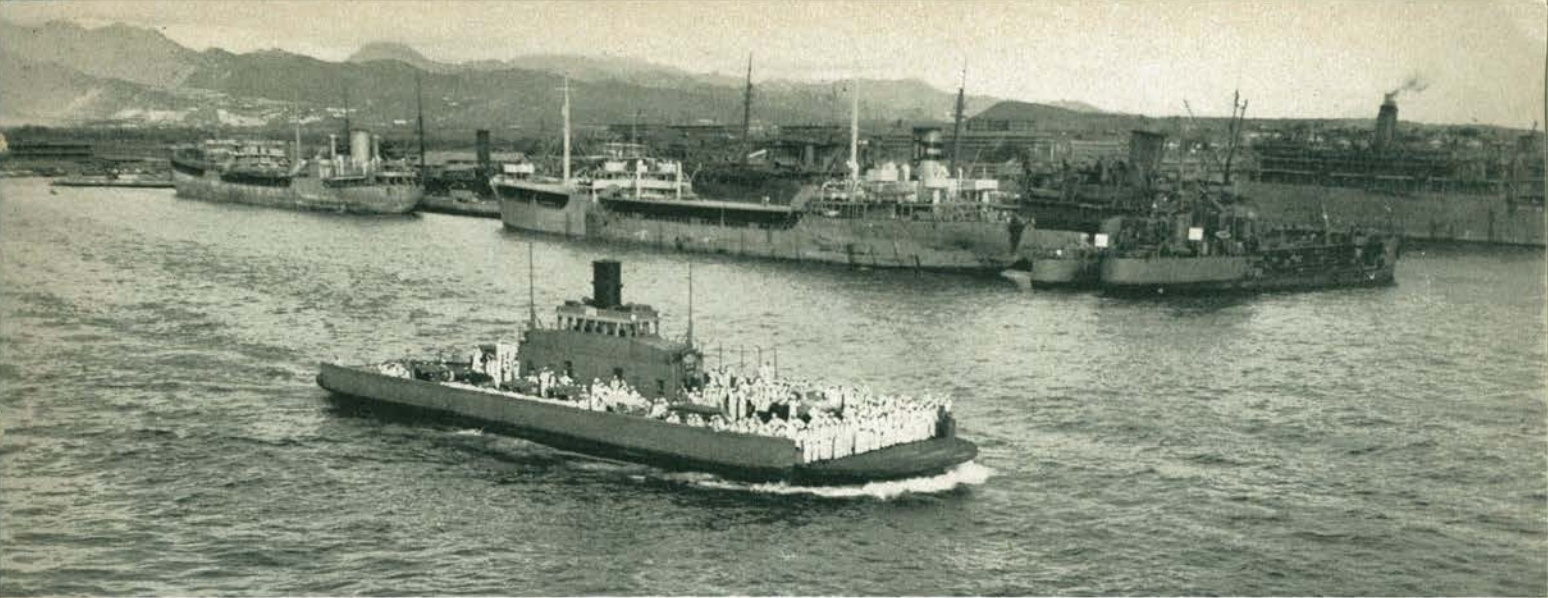
V-2 DIVISION CATAPULTS





*Smokers...*





FORD ISLAND FERRY



SERGEANT JAMES J. KEENEY, U.S.A.,  
YANK WAR CORRESPONDENT, DIS-  
PLAYS RECORDS USED BY TOKYO ROSE.  
KEENEY AIDED IN THE CAPTURE OF  
TOKO ROSE.







CAPTAIN BRADY ENJOYS TURKEY  
WITH COMMANDER DRANE AND CREW

CAPTAIN YOUNG AND COMMANDER WILLET  
JOIN THE CREW IN THANKSGIVING DINNER







# Santa Claus

Christmas at Sea  
1945







CAPTAIN AND EXEC  
PLACE CHRISTMAS ORDERS



SEAGOING SANTA

1945 CHRISTMAS AT SEA . . . . .

HANGAR DECK PARTY







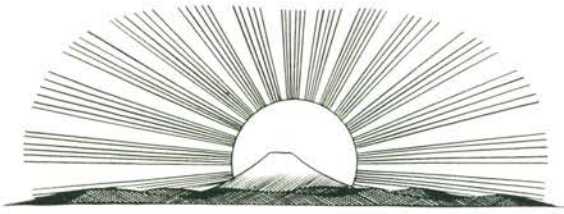
# *Commander's Birthday!*

COMMANDER WILLET  
INSPECTS BIRTHDAY CAKE

"T.B." GOES DOWN, STERNFIRST







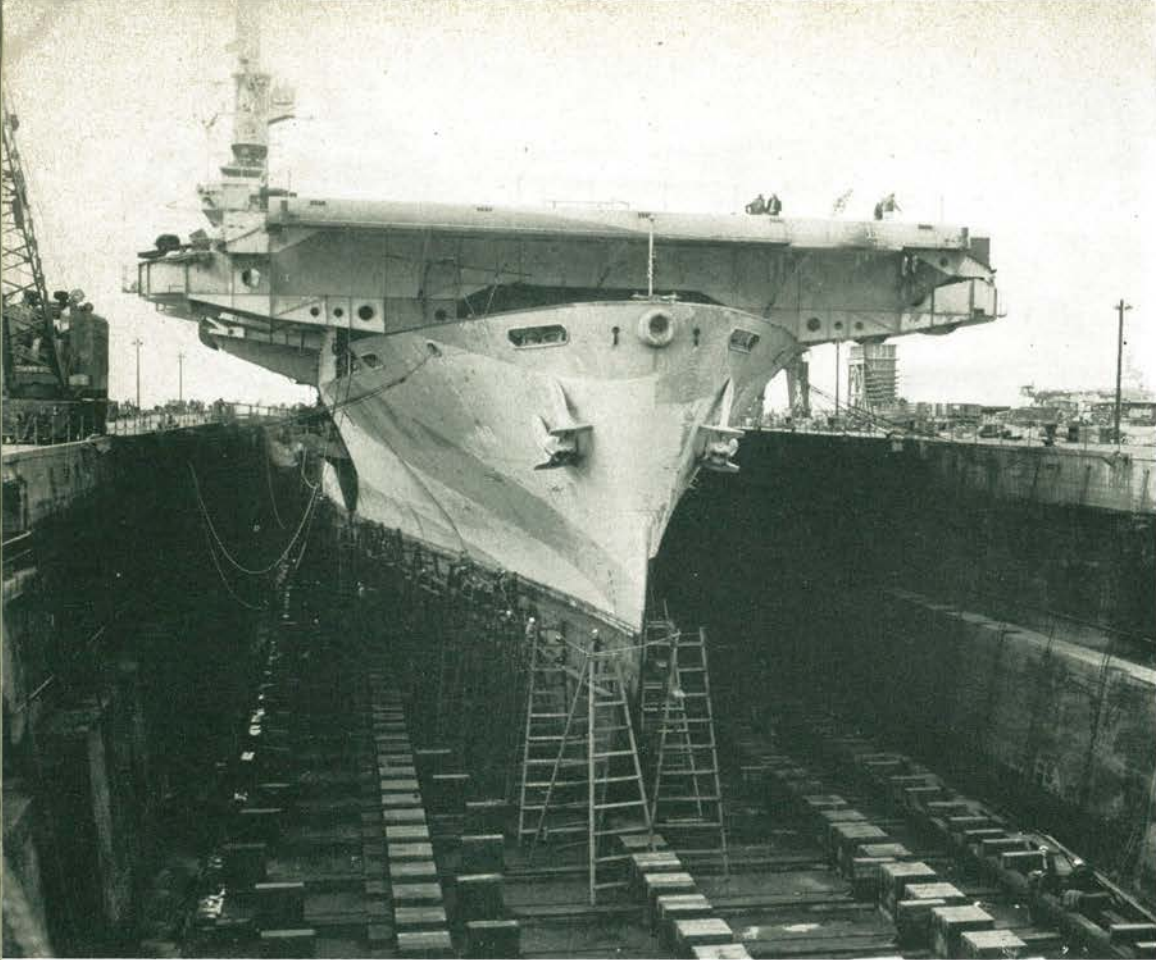
# *Japanese Snaps*











# *Dry Dock*







## *20,000th Landing*

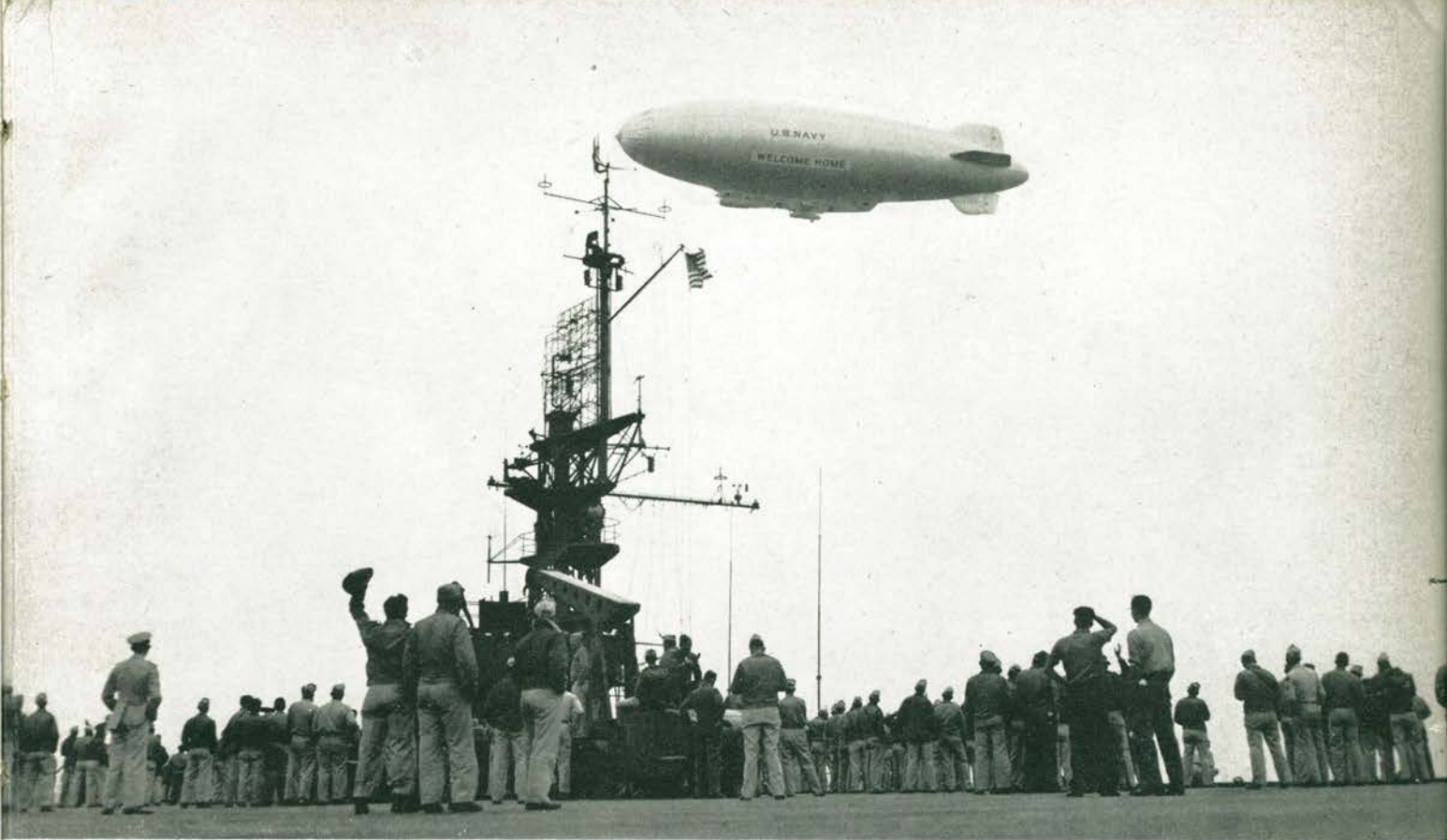
THE TAKANIS BAY HOLDS THE RECORD FOR LANDINGS ABOARD VESSELS OF HER CLASS. FROM COMMISSIONING TO INACTIVATION OVER 20,000 LANDINGS WERE MADE. A RECORD ONLY TOPPED BY A VERY FEW FIRST LINE CARRIERS.



CORONADO OVER CALIFORNIA SEACOAST







*Home at Last*













