

Ships Data Section
Public Information Division
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HISTORY OF USS BORIE (DD 704)

The USS BORIE, second in line of famous fighting destroyers to bear the name, was built in Kearny, New Jersey by the Federal Shipbuilding and Dry Dock Company. Five minutes after the noon whistle blew on the 21 of September, 1944, at the New York Navy Yard, Brooklyn, New York the "BORIE" was placed in commission. In command was Commander Noah Adair Jr. On September 25 Captain G. L. Sims, USN, Commander Destroyer Division 124 shifted his flag to the BORIE from the USS COLLETT (DD 730).

After completing her fitting out at the New York Navy Yard, she spent the next two months of October and November under extensive shakedown exercises in and around Great Sound, Bermuda, as a unit of Task Group 23.1 of the Atlantic Fleet. On October 24 Captain G. L. Sims again shifted his flag; this time to the USS LIND (DD 703). By the end of November she had put herself and her crew in fighting trim and after a short availability got underway on November 30 from New York, for the Canal Zone.

On December 1st the USS BORIE was attached to the U. S. Atlantic Fleet and operated as a unit of Task Unit 29.6.2 consisting of USS WRANGEL (AE 12) and herself, for which she was to act as an escort from New York to Cristobal, Canal Zone. On December 6 she got underway from Cristobal after reporting to Commander in Chief Pacific Fleet and proceeded independently, arriving in San Diego Harbor on the 14th; after holding extensive gunnery exercises enroute and while in and around San Diego. On December 28, the BORIE sailed from San Pedro, California, for Pearl Harbor in company with the USS NEVADA and USS GWIN.

The BORIE now acting as a unit of Destroyer Division 124, Destroyer Squadron 62, U. S. Pacific Fleet arrived at Pearl Harbor on the 4th of January 1945 for upkeep and training in Pacific waters. On January 10, she got underway from Pearl and headed toward Eniwetok Atoll, in the Marshall Islands operating with the battleship INDIANA and mine-layer GWIN. After arriving and fueling and provisioning in Eniwetok Atoll, the three ships got underway for Saipan, in the Marianas. On 20 January she anchored in Saipan Harbor and made ready for shore bombardment of Iwo Jima, Japanese held Island in the Volcano Island group. She now had joined Task Group 94.9.

On January 24 at 1319, while approaching Iwo Jima, the Task Group was attacked by enemy planes which were trying to break up our bombardment disposition. An enemy plane came in from the East, passed low over the GWIN and headed directly for the BORIE. As the enemy "Jill" cleared over the GWIN she was met squarely by the first salvo from the BORIE'S 5"/38 and the plane burst into flames as it crashed into the water about 2 miles ahead. Once again we turned to our bombardment course and proceeded in toward Iwo Jima. A fierce duel between the heavily fortified shore batteries and the Task Group was encountered, and because of the heavy shore fire and reduced visibility caused by overcast skies and rain, the shore bombardment was discontinued and the Task Group reformed and retired.

On January 26 the destroyer arrived at Ulithi Atoll, where she joined Destroyer Squadron 62 which was operating with the now famous Task Force, 58. While at Ulithi Atoll for upkeep and training, the BORIE acted as plane guard duty for the USS COWPENS and recovered one of her pilots, Ensign Bruce H. Garlock, USNR, who had crashed into the sea during landing operations. On February 10 the ship got underway with Task Force 58 consisting of the carriers BUNKER HILL and ESSEX, the battleships NEW JERSEY and SOUTH DAKOTA plus other cruisers and destroyers. Each day the powerful force would divide and rejoin again at night, steaming steadily for Japan. On February 16, at dawn the BORIE went to General Quarters and the force approached for the carrier strike on the Tokyo Area. Hampered by low visibility, rain squalls, heavy seas and high winds the carriers launched the air strikes throughout the day. After completing the first day of operations the Force retired Eastward unhampered by the enemy except for a few Jap aircraft which kept well out of gun range.

In the early dawn the fleet returned to the launching area for the second day's strikes. Again foul weather hindered the operations, but at night the vessels were able to retire to the South east unopposed by the enemy. The Task Force now moved South for a carrier support strike to supplement the landing on Iwo Jima. From now on the ships were subject to constant enemy plane attacks; however most of the aircraft kept out of gun range. Again on February 25 the Force returned to make a third strike on Tokyo, with heavy seas and high winds hampering retirement that night. The next day the BORIE'S Ensign was half masted for burial of personnel killed in an engagement with an enemy picket boat during the night by other units of our task force.

During the first days of March the BORIE went into Ulithi Atoll, Caroline Islands for upkeep and repair. On March 18th and 19th while making a carrier strike on Kyushu Island, Japan

enemy planes attacked and the USS WASP and USS FRANKLIN were damaged by enemy air action in the early morning attacks on the 19th. Air attacks lasted all during the day with heavy damage to our carriers, several enemy aircraft were shot down near the BORIE's section of the screen with the destroyer's 5"/38's assisting in bringing one enemy dive bomber to the water in flames.

On March 23 in the early morning the BORIE joined with other heavy units, among them the USS SOUTH DAKOTA, WASHINGTON, and INDIANAPOLIS for a carrier strike and later the shore bombardment of Okinawa Gunto, Nansei Shoto, Southern Japanese Islands. On 28th at 0055 the ships began shore bombardment and the BORIE furnished starshell illumination. After three minutes of rapid salvos, fires were observed in the vicinity of the airstrips. March proved to be a fighting month for the BORIE with almost continual picket and screening duty with the powerful "58" that was striking Japan a blow from which she never would recover.

On the 2nd of April an accident occurred that was to keep the BORIE from participating in a great part of the Okinawa Campaign. The BORIE was transferring pilots and mail to the ESSEX by breeches buoy when the heavy seas smashed the ships together twice, demolishing the destroyer's after stack, one of the forward 40MM mounts, and bending the mast at a crazy angle. Three days later, while the task force continued their support of the operation on Okinawa, the BORIE was detached to proceed to Ulithi for repairs. It wasn't until the 25th that the destroyer left Ulithi and put to sea to rejoin the rampaging forces of Admiral Spruance. The BORIE rejoined on May 1 and quickly fell back into the routine of daily air strikes against Okinawa and neighboring Jap air fields. The destroyer division seemed to have acquired the dubious honor of standing perpetual picket duty. It was a welcome change when the squadron in company with Cruiser Division 17 was detailed to effect the bombardment of the airfield at Minami Daito Jima some two hundred miles east of Okinawa. The unit accomplished an unopposed bombardment on the evening of the 10th, and returned the next morning to picket station. The bombardment was not without result, for this was the day that the BUNKER HILL was hit by two kamikazes. Out on the picket station the destroyers were attacked by three kamikazes, one of which narrowly missed the WALLACE L. LIND. On the 13th the unit varied the fare with strikes against Kyushu, which continued into the next day. Kyushu was being used as a staging area for the attacks on our shipping off Okinawa, and these attacks brought out the Japanese in strength. On the second day they managed to hit the ENTERPRISE. The BORIE claimed a sure kill and an assist on the Japs for this date. Again the destroyer

returned to the routine of supporting the troops on Okinawa and of picket duty. On the 23rd the BORIE picked up the pilot of a plane from the ALABAMA, and two days later while on picket duty friendly fighter cover shot down three would-be suiciders. But on the whole things were pretty calm. On the 28th Admiral Halsey took over command of the fleet, and the next day the BORIE started back to Leyte, having finished the job off Okinawa.

On the 1st of July the BORIE steamed from San Pedro Bay, Leyte, and escorted the TICONDEROGA to Guam for repairs. By the 8th the carrier was safe in Apra Harbor, and the BORIE had regained contact with Task Force 38. Now the Force started to blast the Jap homeland in earnest, paving the way for operation "Coronet", though the ship did not know it then. On the 10th the force began a series of strikes on Honshu and Hokkaido. After another four days the attack shifted back to the Tokyo area. That night, the evening of the 18th, the destroyer squadron and Cruiser Division 18 conducted a shore bombardment of Nagima Saki on Honshu and made an anti-shipping sweep into Tokyo Bay, the first U.S. surface vessels to enter those waters since the war began. The Force encountered no opposition. This foray and the security induced by the might of a naval force which stretched over the sea for 60 miles combined to make all hands feel that the war would soon be over.

On the 24th the fleet returned seemingly to finish up the whole business. It started with carrier strikes against Kyushu, while the BORIE picked up an F6F pilot and the pilot and gunner of an SB2C, who had ditched. On the 30th the Force started hitting Honshu again, with the destroyer on the ever present picket duty. On the 2nd the fleet was forced to break off the attack to avoid a typhoon. It was six days later before the force was able to renew the strikes on Honshu. On the 9th the second day of these strikes, the division, with the BENNER taking the place of the WALLACE L. LIND, was on picket duty off Honshu under an overcast. The destroyers were alerted several times that morning by strange aircraft, but it wasn't until 1450 when the BORIE's crew wearily went to General Quarters again that it happened. A "Val" popped out of the clouds on the starboard bow and coming low on the water shot across the bow, then turned down the port side to come in astern. The BORIE attempted to come port and turn into the plane, thus keeping her guns bearing, but the kamikaze crashed on the bridge. A large fire broke immediately in the general vicinity of the bridge, and fed by gasoline from the plane, blazed up into the sky. A 500 pound bomb carried by the plane exploded just clear of the ship's starboard bow and wiped out the forward guns by blast and shrapnel. The bridge was untenable, the ship had lost steering control and the use

of the radar, two-thirds of the main battery was gone and at least half of the firepower, but the fire was brought under control and steering control was regained. At 1526 another plane attacked using the same tactics, and was shot down by the after batteries.

During the next hour three more kamikazes attacked and were shot down before they could do any damage, although one dropped a bomb inside the formation. The attacks were over and the BORIE continued casualties: 34 dead, 13 missing, 66 wounded, over one-third of the crew were casualties. That evening the BORIE received medical aid and supplies from the ALABAMA and ABBOT. The next day the BORIE held burial services. On the evening of the 10th the destroyer met the hospital ship, RESCUE, and during the night transferred 34 of the seriously wounded to her care.

It was while the transfer was being made that the BORIE heard the news of the first Jap peace overtures. Soon the crew heard even better news, three of the BORIE's missing had been picked up by the HANK. A typhoon forced the BORIE to remain with the force until, the 13th, when she was detached to proceed to Saipan for repairs. On the 15th while enroute the ship received by radio the news that the war was over. Even that great news seemed an anti climax. On the 17th the BORIE reached Saipan, and after emergency repairs sailed on the 24th for San Francisco, via Pearl Harbor. The destroyer entered San Francisco, Bay on the 8th of September to undergo repairs. On the 31st of October Commander N. Adair Jr., USN was relieved by Commander J. C. Morgan, USN as Commanding Officer.

From November 1st till 13th the BORIE underwent availability at the U. S. Naval Drydocks, Hunters Point, California. After a short post-overhaul period she reported to Terminal Island, California; Training Command Pacific, where the ship later did some tactical data photography.

On December 10th the BORIE arrived at San Diego Harbor and commenced ten days refresher training period with San Diego Underway Training Unit. On the 20th of December while in San Diego harbor Commander Noah Adair USN, made presentation of the Purple Heart to the following named officers and men: Lieutenant (junior grade) Geroge R. Ferrell USN, Robert H. Antanaitis, CQM, USN, Donald H. Cleeves, Flc, USNR, Harvey M. Crosby, CTM, USN, Peter (n) Kotch, Y3c, USNR, Phillips P. McGraw, Slc, USNR, Charles P. Merlina, Slc, USNR, Robert W. Mittendorf, Slc, USNR, Donald A. Morrison, Slc, USNR, John D. Straus, CY, USN, James D. Wimberly, Slc, USNR.

On 31 December, BORIE moored at Treasure Island, San Francisco, California, on duty in connection with Pre-commissioning Training and was redesignated as a unit of Destroyer Division 192, Destroyer Squadron 19, U.S. Pacific Fleet.

January was spent with Pre-commissioning Training crews aboard in shore bombardment exercises, AA firing practice, CIC drills, general drills and underway routine. On 31 January, Commander J.C. Morgan presented the Bronze Medal to Lieut. (jg) George R. Ferrell, USN, and Theodore H. Agidius, gunner's mate, first class, USN.

On 12 February, BORIE steamed out of San Diego Harbor and headed south for the Canal Zone, and upon reporting there found herself again part of the Atlantic Fleet; Destroyer Division 122, Destroyer Squadron 12, 2nd Fleet, U.S. Atlantic Fleet.

From Panama, BORIE proceeded to Norfolk, arriving there on 19 February. She got underway for Guantanamo Bay, Cuba, on 7 March, anchoring there three days later. While in this area the destroyer operated as plane guard for the aircraft carriers FRANKLIN D. ROOSEVELT and TARAWA, and on 12 April, set sail for Norfolk, docking there on the 16th.

Leaving Norfolk on 3 May, she moved to Quantico, Virginia, departing five days later for Charleston, South Carolina. On 11 May 1946 BORIE pulled into Charleston, where she joined the FOURTH Fleet.

After remaining in Charleston for 10 months, on 18 March 1947 BORIE proceeded to Boston, Massachusetts, arriving there on the 22nd, to undergo a period of yard availability. Her overhaul completed, BORIE stood out of Boston on 17 April and the same day arrived in Newport, Rhode Island. At Newport she served as Destroyers Atlantic Fleet School Ship, until 20 October, when she proceeded to Guantanamo Bay, via Norfolk, Key West, and New Orleans, for a post-overhaul shakedown.

BORIE anchored in Guantanamo Bay on 11 November and after a one day stay, shoved off for New Orleans, Louisiana, arriving there on the 15th.

Up to the present date the destroyer has operated out of New Orleans on Naval Reserve Training duty, for many short voyages in the Gulf of Mexico and one cruise to the Canal Zone. During this tour of duty, she also visited Houston, Texas, and Key West, Florida.

At present BORIE is at New Orleans, scheduled for a twelve-day, round trip cruise to Guantanamo Bay and Santiago, Cuba, to terminate at New Orleans on 26 June 1948.

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STATISTICS

STANDARD DISPLACEMENT - 2,200 tons

LENGTH - 376 feet 6 inches

BEAM - 40 feet 10 inches

SPEED - 35 plus knots

ARMAMENT - Six 5"/38 cal. guns, ten
21" quin. torpedo tubes, plus
20 - and - 40 MM AA batteries.

COMPLEMENT - 350 plus

* * * (Stencilled 10 June 1948)