

Entering the Norfolk Naval Shipyard on 11 June, *Wisconsin* underwent a brief overhaul and commenced a midshipman training cruise on 12 July. After revisiting Greenock, Brest, and Guantanamo Bay, the ship returned to the Norfolk Naval Shipyard for repairs. Shortly thereafter, *Wisconsin* participated in Atlantic Fleet exercises as flagship for Commander, 2d Fleet. Departing Norfolk in January 1955, *Wisconsin* took part in Operation "Springboard," during which time she visited Port-au-Prince, Haiti. Then, upon returning to Norfolk, the battleship conducted another midshipman's cruise that summer, visiting Edinburgh; Copenhagen, Denmark; and Guantanamo Bay before returning to the United States.

Upon completion of a major overhaul at the New York Naval Shipyard, *Wisconsin* headed south for refresher training in the Caribbean, later taking part in another "Springboard" exercise. During that cruise, she again visited Port-au-Prince and added Tampico, Mexico, and Cartagena, Colombia, to her list of ports of call. She returned to Norfolk on the last day of March 1956 for local operations.

Throughout April and into May, *Wisconsin* operated locally off the Virginia capes. On 6 May, the battleship collided with the destroyer *Eaton* (DDE-510) in a heavy fog. *Wisconsin* put into Norfolk with extensive damage to her bow and, one week later, entered drydock at the Norfolk Naval Shipyard. A novel expedient speeded her repairs and enabled the ship to carry out her scheduled midshipman training cruise that summer. A 120-ton, 68-foot long section of the bow of the uncompleted battleship *Kentucky* was transported, by barge, in one section, from the Newport News Shipbuilding and Drydock Corp., Newport News, Va., across Hampton Roads to the Norfolk Naval Shipyard. Working round-the-clock, *Wisconsin's* ship's force and shipyard personnel completed the operation which grafted the new bow on the old battleship in a mere 16 days. On 28 June 1956, the ship was ready for sea.

Embarking 700 NROTC midshipmen, representing 52 colleges and universities throughout the United States, *Wisconsin* departed Norfolk on 9 July, bound for Spain. Reaching Barcelona on the 20th, the battleship next called at Greenock and Guantanamo Bay before returning to Norfolk on the last day of August. That autumn, *Wisconsin* participated in Atlantic Fleet exercises off the coast of the Carolinas, returning to port on 8 November 1956. Entering the Norfolk Naval Shipyard a week later, the battleship underwent major repairs that were not finished until 2 January 1957.

After local operations off the Virginia capes from 3 to 4 January and from the 9th to the 11th, *Wisconsin* departed Norfolk on the 15th, reporting to Commander, Fleet Training Group, at Guantanamo Bay. Breaking the two-starred flag of Rear Admiral Henry Crommelin, Commander, Battleship Division 2, *Wisconsin* served as Admiral Crommelin's flagship during the ensuing shore bombardment practices and other exercises held off the isle of Culebra, Puerto Rico, from 2 to 4 February 1957. Sailing for Norfolk upon completion of the training period, the battleship arrived on 7 February.

The warship conducted a brief period of local operations off Norfolk before she sailed, on 27 March, for the Mediterranean. Reaching Gibraltar on 5 April, she pushed on that day to rendezvous with TF 60 in the Aegean Sea. She then proceeded with that force to Xeros Bay, Turkey, arriving there on 11 April for NATO Exercise "Red Pivot."

Departing Xeros Bay on 14 April, she arrived at Naples four days later. After a week's visit—during which she was visited by Italian dignitaries—*Wisconsin* conducted exercises in the eastern Mediterranean. In the course of those operational training evolutions, she rescued a pilot and crewman who survived the crash of a plane from the carrier *Forrestal* (CVA-59). Two days later, Vice Admiral Charles R. Brown, Commander, 6th Fleet, came on board for an official visit by highline and departed via the same method that day. *Wisconsin* reached Valencia, Spain, on 10 May and, three

days later, entertained prominent civilian and military officials of the city.

Departing Valencia on the 17th, *Wisconsin* reached Norfolk on 27 May. On that day, Rear Admiral L. S. Parks relieved Rear Admiral Crommelin as Commander, Battleship Division 2. Departing Norfolk on 19 June, the battleship; over the ensuing weeks, conducted a midshipman training cruise through the Panama Canal to South American waters. She transited the canal on 26 June; crossed the equator on the following day; and reached Valparaiso, Chile, on 3 July. Eight days later, the battleship headed back to the Panama Canal and the Atlantic.

After exercises at Guantanamo Bay and off Culebra, *Wisconsin* reached Norfolk on 5 August and conducted local operations that lasted into September. She then participated in NATO exercises which took her across the North Atlantic to the British Isles. She arrived in the Clyde on 14 September and subsequently visited Brest, France, before returning to Norfolk on 22 October.

Wisconsin's days as an active fleet unit were numbered, and she prepared to make her last cruise. On 4 November 1957, she departed Norfolk with a large group of prominent guests on board. Reaching New York City on 6 November, the battleship disembarked her guests and, on the 8th, headed for Bayonne, N.J., to commence pre-inactivation overhaul.

Placed out of commission at Bayonne on 8 March 1958, *Wisconsin* joined the "Mothball Fleet" there, leaving the United States Navy without an active battleship for the first time since 1895. Subsequently taken to the Philadelphia Naval Shipyard, *Wisconsin* remained there with her sistership *Iowa* into 1981.

Wisconsin earned five battle stars for her World War II service and one for Korea.

Wiseman

Osborne Beeman Wiseman—born on 20 February 1915 in Zanesville, Ohio—was appointed to the Naval Academy on 22 June 1934, and graduated on 2 June 1938. After sea duty in *Saratoga* (CV-3) and *Roe* (DD-418), Wiseman was transferred to the Naval Air Station at Pensacola, Fla., for flight training. Detached on 17 March 1941, having won his wings, Wiseman joined Bombing Squadron (VB) 3, embarked in *Saratoga*.

After that carrier was torpedoed by the Japanese submarine *I-25* off Oahu on 11 January 1942 and sent to the Puget Sound Navy Yard, Bremerton, Wash., for repairs and alterations, her aviation units were transferred ashore to operate from Ford Island. When *Yorktown* (CV-5) returned to Pearl Harbor for repair of the damage sustained early in May at the Battle of the Coral Sea, her units were transferred from the ship and replaced by some of *Saratoga's* old units—Bombing Squadron 3, Torpedo Squadron 3, and Fighting Squadron 3. Wiseman reported on board *Yorktown* in time to take part in the pivotal Battle of Midway.

On the first day of the carrier action, 4 June, Lt. (jg.) Wiseman flew two sorties—one against the carrier *Soryu* that morning and one against *Hiryu* that afternoon. The latter, by that point, was the last of the four enemy flattops afloat, and the strike in which Wiseman participated proved to be the *coup de grace* administered to that ship. Japanese "Zero" fighters, however, swarmed over the Dauntlesses of VB-3 and VB-6, exacting some measure of revenge for the pounding administered to *Hiryu*. In that melee, Wiseman's plane was shot down. Neither he nor his gunner were seen again.

Having played a major part in turning the tide of the war in the Pacific, Lt. (jg.) Wiseman was awarded the Navy Cross, posthumously, for his heroism and devotion to duty.

(DE-667: dp. 1,400; l. 306'; b. 36'10"; dr. 9'5" (mean); s. 24 k.; cpl. 186; a. 3 3', 4 1.1", 8 20mm., 2 dct., 8 dcp., 1 dcp. (hh.); cl. *Buckley*)

Wiseman (DE-667) was laid down on 26 July 1943 at Pittsburgh, Pa., by the Dravo Corp.; launched on 6 November 1943; sponsored by Mrs. June Holton, the widow of Lt. (jg.) Wiseman; and commissioned at Algiers, La., on 4 April 1944, Lt. W. B. McClaran, Jr., USNR, in command.

Following shakedown in the Bermuda area and post-shakedown availability in the Boston Navy Yard, *Wiseman* departed Boston on 24 May 1944 on the first of three round-trip convoy escort missions that she conducted through the autumn of 1944. Subsequently converted to a floating power station—the necessity for ship-to-shore electrical facilities having been proved during earlier phases of the Pacific war—at the Charleston (S.C.) Navy Yard, *Wiseman* sailed for the Pacific on 11 January 1945.

Making port at Pearl Harbor on 3 February, the destroyer escort operated for a month in the Hawaiian Islands before setting sail for the Philippines on 3 March. Arriving at Manila on the 23d, *Wiseman* commenced furnishing power to that nearly demolished city on 13 April and, over the next five and one-half months, provided some 5,806,000 kilowatt-hours of electricity.

In addition, *Wiseman's* evaporators furnished 150,000 gallons of drinking water to Army facilities in the harbor area and to many small craft. Her radios were also utilized to a great extent. Placed at the disposal of the Navy's port director, the ship's communication outfit was used to handle harbor radio traffic until the director's equipment arrived and was installed ashore.

Following her vital service at Manila, *Wiseman* shifted to Guam, where she provided power for the Army dredge *Harris* (YM-25) for a period of two months. She then returned to the United States and was decommissioned at San Diego on 31 May 1946. She was inactivated there on 31 January 1947.

Recommissioned in the autumn of 1950, after the onset of the Korean War that June, *Wiseman*—under the command of Lt. Comdr. Jay W. Land—rushed to Korea, reaching the port of Mason, near the mouth of the Nakdong River, at the western anchor-point of the former beachhead at Pusan. As she had done at Manila in 1945, *Wiseman* now supplied electricity to a city unable to generate its own. Later, the ship provided comforts-of-home to units of the 1st Marine Division quartered on the nearby pier, providing hot showers, cigarettes, and hot meals cooked in the ship's galley. The destroyer escort also provided instruction in seamanship, gunnery, radar, sonar, and damage control to 80 midshipmen from the Republic of Korea (ROK) Naval Academy and 120 ROK Navy enlisted men.

Late in 1951, *Wiseman* returned to the United States and underwent an extensive overhaul at the Mare Island Naval Shipyard, Vallejo, Calif., before she conducted refresher training out of San Diego through the spring and summer of 1952. The ship then sailed again for Korean waters, reaching the combat zone that autumn.

In her second Western Pacific (WestPac) deployment since recommissioning, *Wiseman* screened light carrier task forces off the west coast of Korea; carried out patrol assignments close inshore; blockaded and bombarded segments of the northeastern Korean coast, and provided antisubmarine screen and escort services for replenishment groups. Later in the deployment, she also participated in hunter-killer operations, trained in antisubmarine warfare (ASW) evolutions, and served as division flagship during a goodwill call at Manila.

Over the next few years, *Wiseman* conducted four more WestPac deployments and spent the interludes between them in training out of San Diego and upkeep at Mare Island Naval Shipyard or the San Francisco Naval Shipyard. Upon occasion, she conducted Naval

Reserve training cruises—one taking her to the Hawaiian Islands. During the overseas deployments, *Wiseman* operated with units of SEATO navies—Australian, New Zealand, British, Philippine, Pakistani, and Thai—and visited ports from Australia to Japan. Upon completion of her sixth deployment, *Wiseman* was designated as a Group I Naval Reserve Training (NRT) ship. Accordingly, on 16 May 1959, the ship was decommissioned and turned over to the 11th Naval District. Lt. W. V. Powell was the first officer-in-charge.

For the next two years, *Wiseman* operated out of San Diego on NRT duties. Every third weekend of the month, a reserve cruise took her to sea for periods of ASW training; and, during the summers, the destroyer escort made two-week reserve cruises.

However, in 1961, the Berlin crisis changed the veteran destroy escort's routine after the building of the Berlin Wall heightened tensions in August of that year. President John F. Kennedy ordered the activation of reserve units—including the Selected Reserve Crew and NRT ships. Recommissioned on 2 October 1961, Lt. Comdr. C. V. Wilhoite, Jr., in command, *Wiseman* was immediately prepared for duty with the 7th Fleet. Since the repair and overhaul facilities at San Diego were overworked, *Wiseman* was overhauled at Long Beach, spending the pre-Christmas holidays in the Bethlehem shipyards there.

Deploying to WestPac again in January of 1962, *Wiseman* conducted patrol operations off the coast of the troubled country of Vietnam. She received a "well done" for her performance of duty and in March won commendation for giving medical aid to a fisherman with an infected leg on board a South Vietnamese fishing junk. Later that spring, the ship also visited Hong Kong, Subic Bay, and Japanese ports—including Yokohama, where she hosted celebrations for Armed Forces Day on 19 and 20 May.

Returning to San Diego on 17 July, via Midway and Pearl Harbor, *Wiseman* was decommissioned and placed in service on 1 August, resuming her duties as NRT ship with the Group II Naval Reserve. Before the end of 1962, the ship was assigned to Reserve Destroyer Division 272 of Reserve Destroyer Squadron 27.

Placed in reserve but remaining in service, *Wiseman* was berthed at San Diego through the remainder of the 1960's as part of the Pacific Fleet's reserve units. Struck from the Navy list on 15 April 1973, the veteran of World War II and Korean service was subsequently scrapped.

Wiseman (DE-667) received six battle stars for her Korean War service.

Wissahickon

A small stream in southeastern Pennsylvania which rises in Montgomery County near Lansdale and flows south some 40 miles to empty into the Schuylkill River in Philadelphia.

I

(ScGbt.: t. 507; l. 158'4"; b. 28'0"; dr. 10'8"; dph. 12'0"; s. 10½ k.; a. 1 11" D. sb., 1 20-pdr., 2 24-pdrs.)

The first *Wissahickon*, a screw gunboat, was built in 1861 at Philadelphia by John Lynn and was delivered to the Navy on 12 November 1861 at the Philadelphia Navy Yard where she was placed in commission on 25 November 1861, Lt. A. N. Smith in command.

Assigned to the West Gulf Blockading Squadron, *Wissahickon* participated in her first combat action on 24 April 1862 when she passed Forts Jackson and St. Philip with the squadron commanded by Flag Officer David Glasgow Farragut. On 9 June, she took part in the attack on the Confederate works at Grand Gulf, Miss. Nineteen days later, the gunboat joined in the dash by the Southern batteries at Vicksburg, Miss. She