

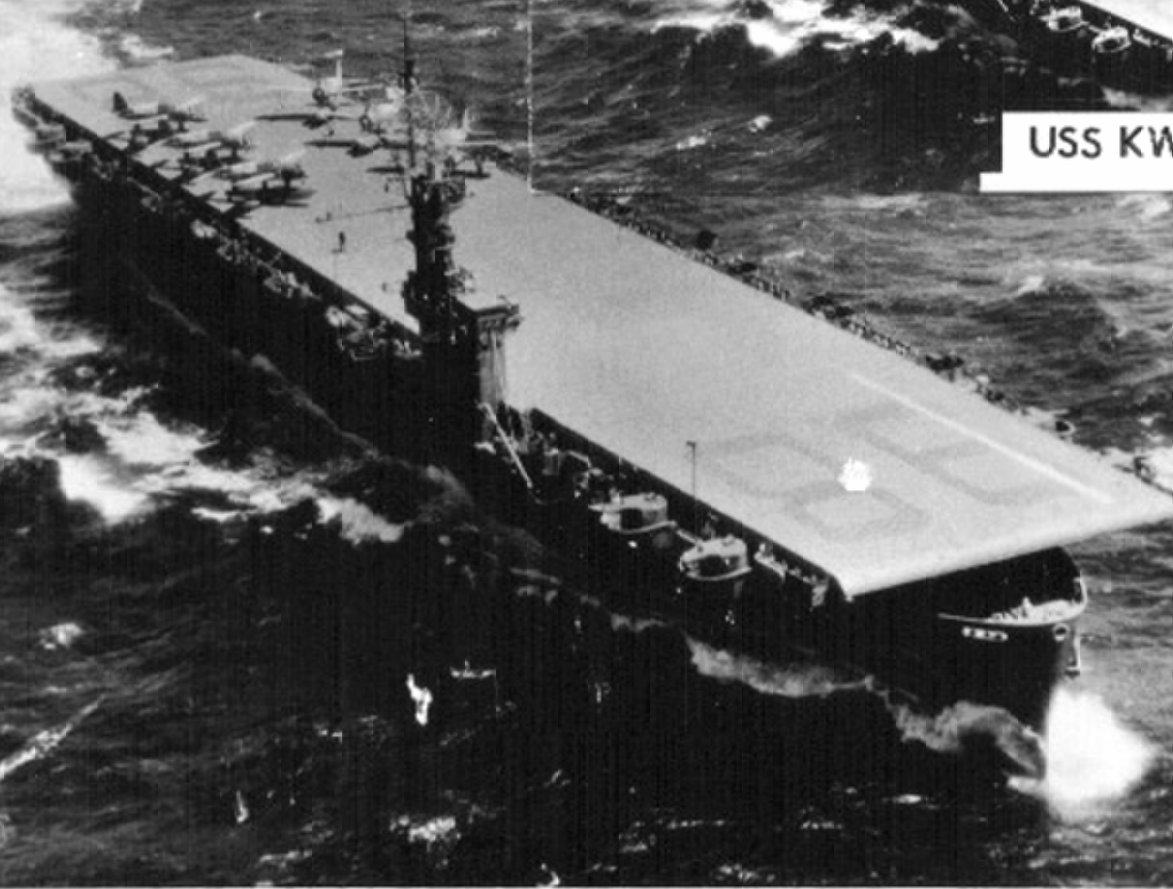
USS KWAJALEIN

CVE-98



USS KWAJALEIN CVE-98

U.S.N. Photo



## **USS KWAJALEIN CVE - 98**

**A Casablanca type Escort Carrier was first named USS Bucareli Bay, built by Kaiser - Nordberg in the state of Washington.**

**Her Keel was Laid on Feb. 19, 1944. She was reclassified in April of that year.**

**CVE - 98 was Launched on May 14 1944, and Commissioned on June 7, 1944.**

**Her Service History was only a couple of years and was as follows :**

**CVE - 98 SAILED WITH PASSENGERS AND CARGO FOR ESPIRITU SANTO AND PICKED UP JAPANESE EQUIPMENT ON GUAM FOR INTELLIGENCE STUDIES. SHE WAS A REPLENISHMENT CARRIER FOR THE LARGER "FAST" CARRIERS AS THEY PREPARED FOR THE INVASION OF THE PHILIPPINES. THEN SHE FURNISHED REPLACEMENT AIRCRAFT FOR STRIKES ON ENEMY BASES ON FORMOSA AND THE CHINA COAST. AFTER NEEDED REPAIRS, CVE - 98 SUPPLIED THE FAST CARRIERS WITH PILOTS AND PLANES AS THEY CARRIED OUT RAIDS ON JAPANESE HOME ISLANDS. THEN CVE - 98 HELPED WITH THE OPERATION "MAGIC CARPET".**

**IN FEBRUARY OF 1946 SHE RETURNED TO THE WEST COAST, AND IN JANUARY OF 1947 SHE WAS WITHDRAWN FROM SERVICE, TO THE RESERVE FLEET.**

**IN 1955 SHE WAS RECLASSIFIED TO CVU - 98, THE AGAIN TO AKV . 33 IN 1959. SHE WAS THEN SOLD TO HYMAN MICHAELIS Co. ( CHICAGO ) IN JULY 1960.**

**ON JANUARY OF 1961 SHE ARRIVED IN OSAKA, JAPAN FOR SCRAPPING.**

## MIGHTY "K" HISTORY

October 21, 1944 1730 (military time) We got underway from Pearl Harbor enroute to Manus, Admiralty Islands. We had on board as passengers: 121 enlisted, 66 officers (22 of whom are aviators on temporary duty) and 71 planes including 14 TBM, 28 FM2, 20 SB2C and 9 F6F.

November 1 Enroute to Manus. 1527 Commenced warming up motors of eight aircraft on flight deck. 1538 F6F caught fire. 1539 Fire quarters sounded. 1543 Fire out in aircraft. 1545 Secured from fire quarters.

November 2 0449 Exercised crew at general quarters. 0714 Anchored in Berth 255, SEEADLER HARBOR, MANUS ISLAND. The above information is from our Deck Log and the following is from our War Dairy

November 2 One officer reported aboard for temporary duty as Air Combat Intelligence Officer (Lt. Sam Ludlum) in connection with the ships new temporary assignment as a replacement carrier. Difficulty was encountered in securing information regarding immediate procedure and future plans. Those representatives of shore commands interviewed all seemed willing but not able, that is, willing to be of any assistance possible but unable to speak with authority. However arrangements were made finally to take aboard fuel oil, aviation gasoline and water, which was done. The unloading of the cargo of planes commenced and proceeded rapidly with the planes being sent to Momote Field. With the exception of several F6F-5s, all the planes were in a preserved state. The aforementioned F6F-5s

had been de-preserved enroute as soon as we became aware of the critical shortage of this type in the forward areas.

November 3, 1944

The ship moved to a berth near Pitylou Island at the other end of Seadler Harbor in order to take aboard a new load of planes. Loading was commenced. Twenty eight pilots and twenty eight crewmen reported aboard for temporary duty and further assignment. Attempts were made ashore to secure information as to future plans, fueling and operating areas and operational plans as well as necessary equipment such as parachutes and spare parts but all were unsuccessful.

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It sounded like the top brass was very disorganized and the brass in command didn't know their rear-end from a hole in the ground. Standard procedure "Hurry up and wait", probably for MacArthur.

If you will remember, there were so many ships in that harbor it looked like a Wal-Mart parking lot. Also, we were there when that ammunition ship blew up. There wasn't a soul left on the ship who could explain what caused the explosion.

