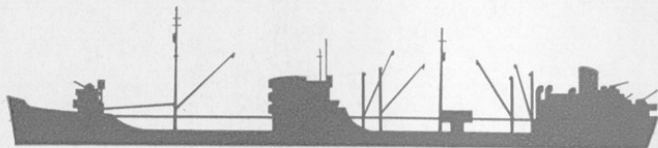


THE HISTORY
of the
U.S.S. CACHE

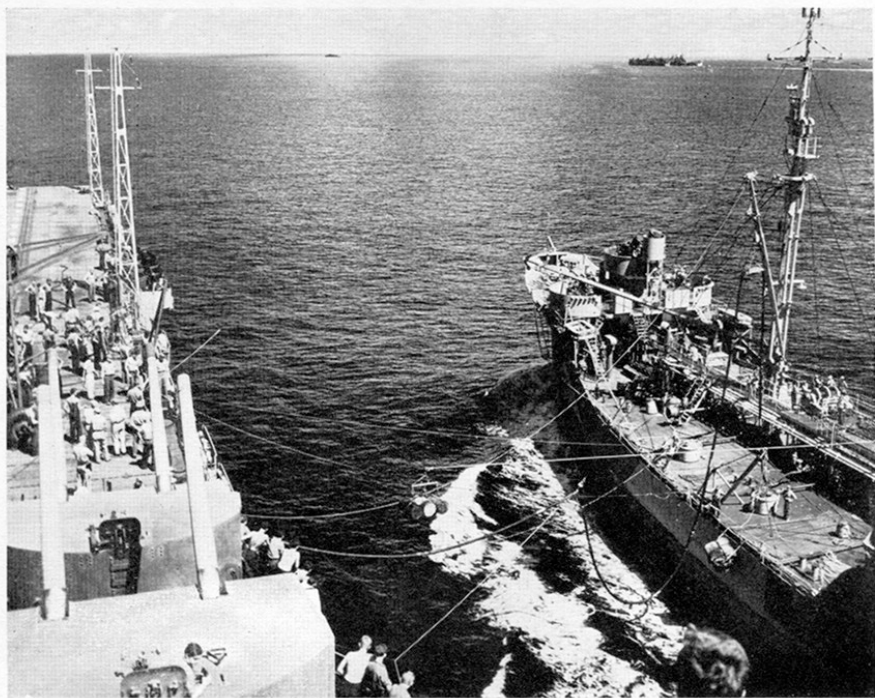


NOVEMBER 1942
TO
NOVEMBER 1945



THE NAVY'S
SECRET WEAPON...
A FLEET OILER

*The U.S.S. CACHE
conducting fueling
operations with the
aircraft carrier HOR-
NET on 17 Septem-
ber, 1944. This ac-
tion took place in the
southern Philippine
Sea during the first
air strikes against the
Philippine Islands.*



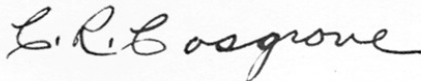
Foreword

The material gathered and condensed by Ensign L. B. SMITH, USNR, as set forth on the following pages of this booklet, is a Ship's History. As the years pass it is hoped that this Ship's History will bring back many memories to the officers and enlisted personnel who served so gallantly aboard the U.S.S. CACHE during the war against Japan.

During this three year war period, many letters and messages of "Thanks" and "Well Done" were received. Both officers and enlisted men have received citations for hazardous, dangerous, and highly efficient work performed in the combat zones. The personnel who served aboard the CACHE have made up a great team. It was their combined and diligent efforts that made it pos-

sible for this ship to set such a fine record and maintain one of the highest places of her type in the Pacific Fleet.

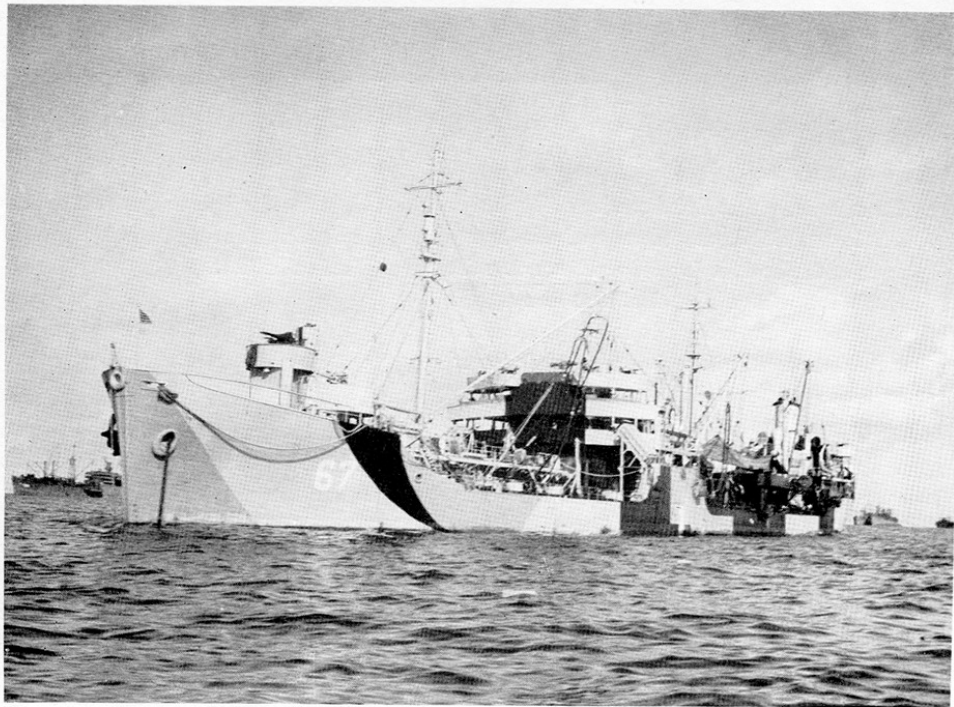
To all hands who have served so faithfully, I will use the old Navy terms and say: "Well Done to You All, Good Luck and God Bless You." No ship has ever had a finer bunch of fellows to sail her. I am more than proud to have sailed with all of you and commanded such a gallant ship in the finest Navy the world has ever known.



Lieut. Comdr., USNR
Commanding U.S.S. CACHE

U.S.S. CACHE (AO-67)

October 8, 1945



*The U.S.S. CACHE
(AO-67) fully load-
ed and ready for her
next operation in the
combat zone.*

The Mission of the Fleet Oiler

Throughout her 34 months of active duty as a fleet oiler in World War II, the U.S.S. CACHE was assigned to the Navy's Service Force, that important arm of the U. S. Fleet charged with the task of providing logistic support to our fighting ships.

Although little publicized, the accomplishments of the Service Force during the war just ended have been as spectacular and revolutionary as radar and the atomic bomb, completely changing one of the basic concepts of pre-war naval strategy.

Prior to this war, naval forces were strictly limited in the scope of their operations by the amount of fuel oil, ammunition and stores they were able to carry aboard ship. A thousand miles or so was as far as a fleet could safely venture from its base

under combat conditions, and then only for short periods of time.

The development of a logistic support group capable of refueling, rearming and reprovisioning a large battle fleet while it operated many thousands of miles from a major base was an innovation that radically changed the course of the war in the Pacific. As much as any other single factor, it made possible the spectacular success of our naval forces in the long-distance fight against Japan.

Among the many units that make up the logistic support group, the fleet oiler was the key figure, for fuel was always the most pressing need of our fighting ships. Far-ranging carrier task forces, operating at high speeds for sustained periods, had to refuel every 4 or 5 days in order to main-

tain top battle readiness, and the fleet oiler was always on hand to do the job.

Especially equipped for fueling at sea, well-armed and capable of cruising at 15 knots, the fleet oiler worked under all sorts of weather conditions and in all corners of the combat zone. Although her highly inflammable cargo made the oiler a vulnerable target, ships of the tanker fleet were in the thick of every important naval and amphibious operation. Well aware of her value to the fleet, the enemy ranked the fleet oiler as a high-priority target.

The CACHE was veteran of the Pacific war and took part in every phase of the long campaign. In the early days she operated alone, on many occasions fueling an entire task group herself. Later she operated with other fleet oilers, and in the closing stages of the fight she rendezvoused at sea with tremendous groups of oilers, ammuni-

tion and stores ships only a day's sail from the Jap homeland, providing the fleet with a mobile base right in the heart of the combat zone.

The primary mission of the CACHE as a unit of the logistic support group was to supply fuel oil to our fighting ships wherever and whenever called upon to do so. She carried out her mission with outstanding success, never missing a rendezvous and establishing an enviable record for promptness and efficiency.

Her crew became past masters in the difficult technique of fueling at sea, an operation that was considered extremely hazardous in the early days of the war. During her eventful career, the ship pumped fuel to 543 ships of the fleet, including all our major fighting units. She discharged a payload of black fuel oil totalling 119,575,806 gallons—the equivalent of 32 full tanker loads.

In addition to her primary cargo of black fuel oil, the CACHE also carried large quantities of aviation gasoline and diesel fuel. Her customers included almost every type of ship in the fleet, from super-battleships and carriers to the very smallest of the amphibious craft.

Speed was always the keynote during fueling-at-sea operations in the forward area. The ship customarily fueled and provisioned two ships at a time, taking carriers, battleships and cruisers on one side and destroyers and destroyer escorts on the other. When heavy air strikes were in progress, big Essex-type carriers frequently launched or received planes while the ship pumped fuel oil and aviation gasoline to her depleted tanks.

The ship performed a great variety of jobs other than her primary one of fueling at sea. She transported to and from the forward area an amazing assortment of war supplies and personnel.

Mail, movies and food supplies were among the standard items carried for transfer to ships at sea, along with lubricating oil in drums, bottled oxygen, acetylene, freon and helium gases, depth charges, 5-inch and 40-millimeter ammunition, medical supplies, empty shell cases, replacement personnel, prisoners of war, and passengers and hospital patients en route back home to the States.

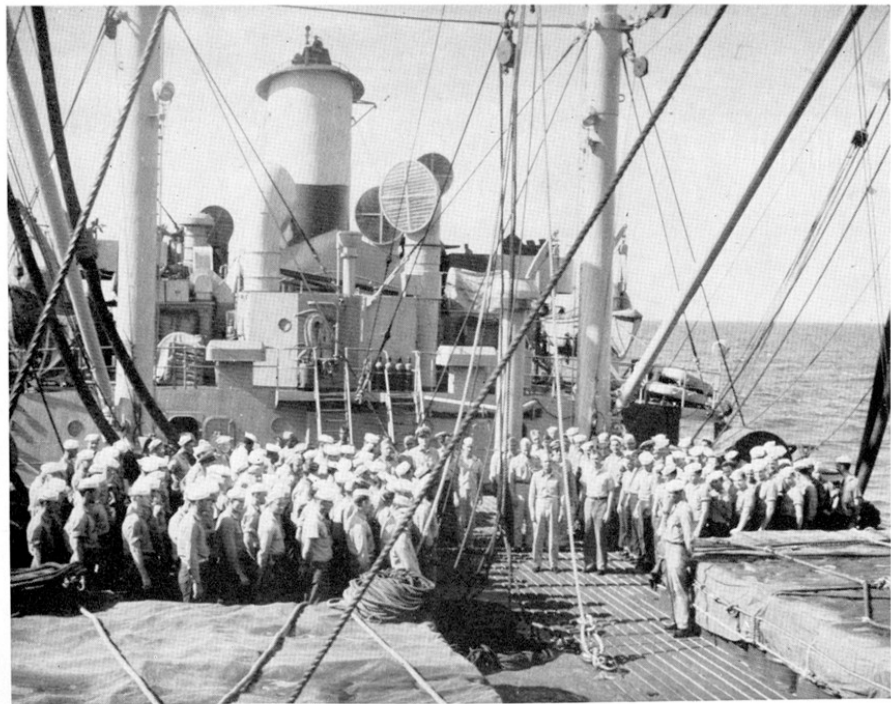
In the performance of her mission the CACHE logged a total of 129,720 nautical miles between her commissioning in November, 1942, and her return to the United States in October, 1945. One and three-quarters full tanker loads of fuel oil were required to drive her engines during this time.

During her long months of duty in both Atlantic and Pacific waters, the CACHE earned a reputation as a "lucky" ship, operating throughout the war without a single combat casualty. Although





*The crew of the
CACHE mustered at
quarters on the cargo
deck just prior to the
ship's participation
in the Okinawa cam-
paign.*



she was seriously damaged by a Jap torpedo early in 1944, the ship was able to return to duty a few months later without missing a single important operation.

The CACHE was not a fighting ship, but she carried

out her mission in accordance with the highest traditions of the United States Navy. The officers and men of her crew worked and lived by the familiar Navy slogan, "The difficult we do immediately. The impossible takes a little longer."

Commissioning at Baltimore

The U.S.S. CACHE was commissioned by the Navy as a fleet oiler on the 3rd of November, 1942, while still undergoing conversion in the shipyards of the Maryland Shipbuilding and Drydock Company in Baltimore. Originally intended for the merchant service, she was built by the Sun Shipbuilding Company and was known as the S.S. STILLWATER before being accepted by the Navy.

The commissioning ceremonies were brief and informal as was the custom in those early days of

the war when the Navy was desperately short of ships. The task of conversion halted only momentarily as her officers and enlisted personnel, mustered at quarters on the cargo deck, watched the commission pennant hoisted to the main truck by V. M. Kerns, SM1/c, one of the 58 men who were still serving on the CACHE when the war ended 34 months later.

The first skipper of the CACHE was Lt. Comdr. Peder Andersen, USNR, a veteran of many years

service in the Merchant Marine. His crew of 15 officers and 192 enlisted men were, with only

a few exceptions, inexperienced reservists who were reporting aboard for their first duty afloat.

Temporary Duty in the Atlantic

Although her original orders assigned the ship to duty in the Pacific war theater, the CACHE spent the first five months of her Naval career on temporary assignment with the Service Force, U. S. Atlantic Fleet. This was a period of intensive training for her crew, who were given a thorough schooling in seamanship and gunnery as well as in the particular duties of their rates.

The first wartime voyage of the CACHE was a coastwise run to Beaumont, Texas, where she took aboard her initial cargo of fuel oil, diesel and gasoline, and returned to Norfolk, Virginia, in time to celebrate Christmas there. In the months that followed, the ship made two more coastal runs to Texas refineries and a final trip to Argen-

tia, Newfoundland, successfully running the submarine blockade which was taking a heavy toll of coastal shipping at that time. All hands were awarded the American Area Service Ribbon for this tour of Atlantic duty.

In March of 1943 the CACHE began her last voyage in Atlantic waters, sailing from Norfolk to Baytown, Texas, where she picked up a full cargo load of fuel before proceeding to Panama. Prior to her departure from Norfolk on this voyage, the ship took aboard for transportation to the South Pacific area part of a Motor Torpedo Boat Squadron, complete with PT boats, trucks, base supplies and personnel.

The CACHE concluded her Atlantic tour of duty

in April, passing through the Panama Canal on the 5th of that month and laying her course southwest to Noumea, New Caledonia. It was on this voyage, only 3 days out of Balboa, Canal Zone,

The First Pacific Voyage

The CACHE made her first Pacific landfall at Borabora Island in the Society group, where all hands went ashore to inspect the primitive native villages, gather coconuts and see at first hand the quaint customs of the islanders. From Borabora she continued on a course which took her close aboard the fabled South Sea island of Tahiti en route to Noumea, where she anchored on May 1st. A week after her arrival in Noumea the CACHE had unloaded her cargo and was underway again on the return leg of her first Pacific voyage. She was bound for San Pedro, California, which was to be her home port for the next 30 months.

that King Neptune held his first court aboard the ship, initiating her crew into the Royal Order of the Deep as she crossed the Equator for the first time.

After a month's layover in San Pedro for alterations and repairs, the ship again sailed for Noumea, embarking on a 7-month tour of duty that ended abruptly when a Jap submarine fired a torpedo into her port side early in 1944.

Although she was specially equipped for fueling at sea, the CACHE had few opportunities to display her skill at this operation during her maiden voyage in the South Pacific. For the most part, she pumped her desperately-needed cargoes to fleet units while anchored in port or discharged fuel direct to storage tanks on the beach.



Efate, Espiritu Santo and Guadalcanal

From July through to the end of 1943 the CACHE spent fully three-quarters of her time as a station tanker in the combat area, serving first at Efate Island in the New Hebrides and later at nearby Espiritu Santo. She made five trips to Guadalcanal during this period, discharging her fuel to the beach on a pump-and-run schedule, since observation by Jap reconnaissance planes was an ever-present danger. Slow-moving auxiliaries like the CACHE were prime targets for enemy air attacks at that time.

In between trips to Guadalcanal in the summer of 1943 the CACHE fueled major units of the Third Fleet bombardment and fire support groups that participated in the Rendova-New Georgia operations. Later in the year the same units were fueled

by the CACHE just prior to their participation in the Bougainville landings.

On the 25th of October the commanding officer, now Commander Andersen, was relieved by Commander Marion C. Thompson, a veteran of the regular Navy who had previously served aboard the U.S.S. WHITNEY, a destroyer tender.

The CACHE received her first important fueling-at-sea assignment late in December of 1943 when she serviced Task Force 37 off San Cristobal during the Kavieng strikes, earning her first battle star for participation in this important operation.

Admiral Halsey himself commended the CACHE for her part in the strikes, stating in a message to the ship, "As joint hosts in the Yuletide eggnog

parties staged for the Nips at Kavieng, you may all take pride in knowing that we have left them with a hangover. A 'well done' to you all for so ably supporting the brilliant performance of Task Group 37.2."

First Contact with the Enemy

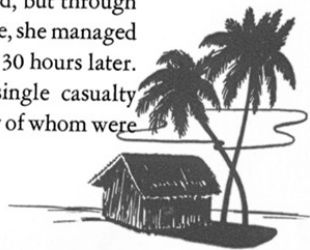
On Saturday, January 22, 1944, the CACHE was steaming from Florida Island in the Solomons group to Espiritu Santo when a Jap sub, avoiding detection by an escorting destroyer, fired a spread of 4 torpedoes at the slow-moving tanker.

One of the torpedoes struck squarely amidships on the port side, tearing open a gaping 80-foot hole in her plates and puncturing 12 of her fuel oil tanks. A second torpedo passed harmlessly 50 yards under the stern while the remaining pair surfaced some 200 yards off the port beam and

By the end of 1943 the CACHE had earned a reputation as a "lucky ship," coming through the year without experiencing a single attack by the enemy. The opening month of 1944, however, saw an abrupt change in her fortunes.

then disappeared, their power apparently spent. The ship immediately took a 23-degree list to port and began to settle gradually in the water. Prompt damage control work by her crew, however, restored her to an even keel 35 minutes later although she continued to take water in all of her ruptured tanks.

The CACHE was seriously damaged, but through the tireless efforts of the ships' force, she managed to limp into port at Espiritu Santo 30 hours later. Miraculously, there was not a single casualty among her crew, the great majority of whom were



aft in the mess hall having noon chow at the time of the explosion. Two passengers, however, were blown over the side by the force of the blast, and only one of them was rescued.

For the next month the CACHE was drydocked in Espiritu undergoing emergency repairs to her battered hull. Remembered by the crew as the Battle of Pallikulo Bay, that 30-day period was one of painful suspense for all hands as they anxiously

awaited sailing orders for the States. The good news finally came through and on the 22nd of February the ship was underway again, bound for San Pedro, California, and home.

The CACHE was completely out of the war for the next 90 days. She arrived at San Pedro on the 8th of March and immediately drydocked at the Terminal Island Naval Base, where she underwent extensive repairs and alterations until late in May.

Stateside Duty in San Pedro

The crew was able to take full advantage of this welcome respite from wartime duty, and all hands got home for a 23-day leave. The many liberties in nearby Los Angeles and Hollywood were fondly remembered during the difficult months that followed, providing material for bull sessions all the way from Manus to Tokyo Bay.

The holiday finally ended in June when the ship again headed west for the combat area and the final phase of the war against Japan.

On the 3rd day of June, the day before the CACHE sailed for Pearl Harbor, T. H., Commander Thompson was relieved as commanding officer by Lt. Comdr. Coleman R. Cosgrove, USNR, who

had served under him as executive officer. Captain Cosgrove had reported aboard the CACHE as first lieutenant with the rank of Lt. (jg) in November of 1942 and had made a rapid rise through the positions of navigator and executive officer before assuming command.

The CACHE lay over in Pearl Harbor for only a day before weighing anchor again and setting her

course westward toward Eniwetok Atoll in the Marshall group, where she anchored on the 21st of June.

Upon reporting for duty there to the Commander of the Fifth Fleet, the ship fueled units of the carrier group engaged in the first air strikes of the Marianas Campaign, and then returned to Pearl Harbor for another load of fuel.

Eniwetok and the Marianas Campaign

Back again at Eniwetok in mid-July, the CACHE was assigned to fuel the fast carrier task force and the bombardment group that were supporting the landings on Saipan. It was during this operation that her crew got its first glimpse of land fighting. Cruising only a few miles off shore, the ship had an excellent vantage point from which to watch

the artillery action on the beach, the flash of the Marine batteries being plainly visible from the bridge.

The ship was based at Eniwetok during the balance of the Marianas campaign which ended in mid-August, earning her second engagement star for her part in the operation.



On the 20th of August she sortied from Eniwetok for the last time and sailed for Manus Island in the Admiralty group, coming under the operational control of the Commander of the Third Fleet.

September saw the ship participating in the Western Caroline Islands operation that terminated in the capture of Angaur and Pellelieu in the Southern Palaus. During this period she fueled Task Force 38, the fast carrier group then launching the initial air strikes on the Philippines. This

mission won for her crew a third battle star on the yellow Asiatic-Pacific area service ribbon.

October was a busy and eventful time for the CACHE. Operating from Manus early in the month, she rendezvoused off the coast of Luzon with Task Force 38, fueling the powerful Third Fleet battlewagons and carriers during the strikes against Northern Luzon and Formosa. She retired from the forward area briefly to replenish at Kosol roads in the Palau Islands but returned in time to play an important role in the Second Battle of the Philippine Sea.

The Philippine Campaign

While steaming from the forward area to the Caroline Islands late in the month, the tanker group with which the CACHE was operating received urgent orders to reverse course and fuel a

Third Fleet carrier force off the coast of Southern Luzon.

On the memorable morning of October 25th, the tanker group met and fueled the waiting warships

in record time, remaining in the dangerous forward area long enough to see the carriers launch the planes that crippled the Jap fleet later the same day. At one time that morning the CACHE was in close proximity to a heavy Jap fleet concentration speeding south from the home island to take part in the decisive battle off Leyte. This hazardous assignment won a fourth engagement star for the crew.

On the 29th of October the CACHE anchored for the first time in the lagoon of Ulithi Atoll in the

Caroline Islands, a newly-established fleet anchorage that was to be her home base for the next ten months.

The ship was back in Philippine waters again during the first two weeks of November, fueling Task Force 38 while her planes were continuing the air strikes on Formosa, Luzon and the Vasaya area. In this and later phases of the Philippine campaign, the CACHE operated well within range of enemy land-based aircraft, but fortunately escaped attack.

The Sinking of the Mississinewa

The ship had one of her narrowest escapes of the war when she returned to Ulithi in mid-November. On the 20th of that month a group of midget subs sneaked through the nets into Ulithi lagoon

and torpedoed the U.S.S. MISSISSINEWA, a newly commissioned tanker anchored only 500 yards from the CACHE.

Within five minutes, a volunteer rescue party



from the ship had manned her three small boats and was at the scene of the disaster, running close alongside through burning oil and gasoline to pick up survivors. The MISSISSINEWA's captain, two officers and thirty-eight enlisted men were rescued by the CACHE's boat crews that morning before the last explosion shook the stricken ship and she sank from sight.

For their efficient rescue work in the face of great danger, the senior men in each of the CACHE's three boats were awarded the Navy-Marine Corps Medal, and the boat crews received the Navy Commendation Ribbon.

During the remaining weeks of 1944 the ship sortied twice from Ulithi to fuel Task Force 38 off the Luzon coast, weathering the disastrous December typhoon that sank three destroyers and caused serious damage to other Third Fleet units. The CACHE lost one man over the side during the

height of the storm when a 130-knot gale lashed the sea into mountainous waves that swept as high as the navigating bridge.

Nineteen forty-five was a year of unceasing hard work for the crew of the CACHE. From the first of the year until the day of final victory, she was at sea 80 per cent of the time, operating under constant pressure as the sea battle moved nearer and nearer to the Jap home islands.

The ship sortied from Ulithi only six times during the period, averaging 30 days per voyage and spending 57 of the last 59 days of the war either under way or anchored in the dangerous waters off Okinawa.

The CACHE spent the month of January cruising off the northern tip of Luzon fueling the Third Fleet's fast carrier groups during the final air strikes on Luzon and Formosa and the opening attacks on the Nansei Shoto. For supporting the

Third Fleet during the long Philippine campaign the ship was awarded the Philippine Liberation Ribbon with one star. Two additional bronze stars for participation in the Leyte and Luzon phases of the operation were also authorized on the Asiatic-Pacific ribbon.

February provided the only let-up of the year for the crew as the ship swung on her anchor chain in Ulithi lagoon for three welcome weeks while the

Fleet prepared for the Iwo Jima campaign.

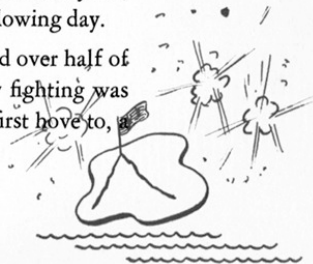
Ulithi will long be remembered by the crew as the hottest and most desolate spot of land in the Pacific Ocean. Mail from home and nightly movies on the cargo deck were about the only attractions when in port, since liberty on the crowded recreation beach at Mog Mog Island involved a tedious 4-hour trip in the motor launch across the choppy waters of the lagoon.

Excitement at Iwo Jima

The CACHE went back into action on the 23rd of February, sailing from Ulithi to join the train at a rendezvous off the northern tip of the Marianas. The ship fueled units of both the carrier and bombardment groups supporting the bloody Iwo Jima landing during the latter part of February and the opening days of March, at one time taking aboard

5 Japanese prisoners for further transfer at sea. On the 4th of March the ship was detached from the main tanker group and headed for Iwo Jima, where she reported for duty the following day.

Although the Marines had captured over half of the tiny island at that time, heavy fighting was still in progress when the CACHE first hove to,



few thousand yards off Mt. Suribachi. During the ensuing 10 days the ship was almost within shouting distance of the battlefield as she fueled the bombardment group just off shore and pumped to all types of ships and small craft while at anchor within a mile of the beach.

From their ringside seats, the crew saw the Jap battle lines waver and break under the pressure of Marine assaults backed up by heavy fire support from the bombardment fleet laying just off shore. In the closing phase of the battle when the Japs resorted to desperate suicide tactics, the CACHE armed her security patrol with Tommy guns and had them circle the ship every night in a small boat as protection against possible attacks by Jap suicide swimmers. Destroyers and rocket ships anchored to seaward of the CACHE fired directly over the ship for hours every night, and on three occasions all hands were at General Quarters dur-

ing enemy air raids. For their part in the Iwo Jima operation all hands were awarded a seventh engagement star.

The ship left Iwo Jima on the 16th of March, the day the island was secured, and proceeded to a rendezvous with the main tanker group to the southwest. There she met and fueled the main body of the Third Fleet on its way to support the Okinawa landings which were then in progress.

After 33 days at sea during which she participated in two major campaigns without relief, the CACHE returned briefly to Ulithi for replenishment and supplies before again joining the Fleet at a rendezvous off Formosa. The first phase of the Okinawa campaign kept her at sea until late in April while she fueled Task Force 38 on six occasions and was twice reloaded herself by other tankers.

Okinawa in the Kamikaze Season

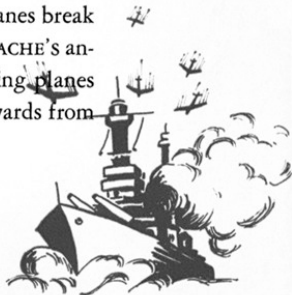
The ship had another short stay in Ulithi at the end of April and then was off again on a 37-day voyage that took her into the heart of the combat zone. Cruising off Formosa with the main tanker group for 27 days without fueling a single ship, the CACHE was finally ordered to proceed independently on a special mission to Okinawa.

She anchored off Hagushi Beach, Okinawa, on the 29th of May, arriving right in the midst of the Kamikaze season. The three days that followed were tense ones for the crew as the ship cruised between Hagushi and nearby Kerama Retto during the daylight hours, fueling destroyers just returned from radar picket duty on "Suicide Row."

There was little sleeping done on the CACHE during the long night hours of that first stay at

Okinawa. The general alarm sounded frequently every night, calling all hands to battle stations as Jap suicide planes continued to harass the ships of the Third Fleet supporting the land fighting.

The CACHE anchored for the last three nights in the picturesque harbor of Kerama Retto, a group of small islands located 25 miles to the west of the main island of Okinawa. Here she lay under a protective covering of smoke during air raids, keeping a sharp lookout for suicide boats and swimmers throughout the hours of darkness. Only once during this period did suicide planes break through the combat air patrol to the CACHE's anchorage. On that occasion the surviving planes were shot down only a few thousand yards from the ship.



All hands breathed a sigh of relief when the ship sortied from Kerama Retto on the 1st of June and headed back to Ulithi for a 17-day rest, feeling that they had well earned the operation and engagement star awarded them for their part in the Okinawa campaign.

On the 23rd of June the CACHE sortied from Ulithi to begin her longest and most difficult voyage of the war, operating at sea for two full months with only two days in port for replenishment. The ship returned to Okinawa on the 28th of that month and fueled destroyers and smaller amphibious craft there for 6 days, again anchoring under smoke at Kerama Retto during the nights as the Japs sent in the last of their suicide planes.

The ship made a flying trip back to Ulithi for fuel during the first week of July, but returned immediately to the combat zone to fuel the Fleet off the main Jap island of Honshu. For the next 40 days the ship worked without a single let-up, cruising off the Jap homeland with the largest group of tankers, ammunition ships and replacement aircraft carriers ever assembled during the war.

It was a long hard grind for all hands. On fueling days the crew were often at their stations before 5 o'clock in the morning and sometimes worked right through until dark. At one critical time in mid-July, ships of the logistic support group worked around the clock for two solid days to rearm, reprovision and refuel Task Force 38 when her units were delivering the final blows of the war against the Japs.

Beans, Bullets, and Bugjuice

In recognition of the outstanding work accomplished by ships of the train during this period, Admiral "Bull" Halsey sent another of his colorful messages to the men of the logistic support group on the 22nd of July.

In typical Halsey style the Third Fleet commander said, "Well done to all in Task Group 30.8 for tossing more beans, bullets and bugjuice than has ever been done before in the same length of time. Your untiring efforts and everything you could pitch was received with enthusiasm by Task Force 38. This big blue team could not possibly continue without your well-planned and sturdy support. Your boys have a direct hand in every bomb and bullet we are able to drop on the Nips."

The month of July dragged by at a snail's pace, but August was an entirely different story. The

atomic bomb, Russia's entry into the war and the incredible good news of Japan's surrender followed in swift and bewildering succession during the first two weeks of the month. Adding to the general excitement aboard the *CACHE* at the time was the receipt of a dispatch ordering the ship back to the States for overhaul, an event that had been the number one scuttlebutt topic aboard for many months past.

The ship was cruising east of Honshu in company with the Third Fleet when the final surrender news was received in the radio shack. The celebration aboard ship that day was a quiet one as holiday routine was declared and a special "picnic" supper was served for all hands on the cargo deck.

As a reward for her long months of service in the



Pacific, the CACHE was selected to join the fighting ships of the Third Fleet when they made their triumphal entry into Tokyo Bay the day the surrender terms were formally accepted.

A last minute assignment prevented the ship from enjoying this honor. On the 15th of August she was sent to Ulithi where she lay at anchor for 3 weeks awaiting another cargo load of fuel oil. Morale during that last stay in Ulithi hit a new low when it was learned that the ship's orders to return stateside had been cancelled.

On the 8th of September, however, new orders came through from Third Fleet headquarters, sending the ship to Tokyo Bay for a final fueling assignment there before proceeding home direct to San Francisco for decommissioning.

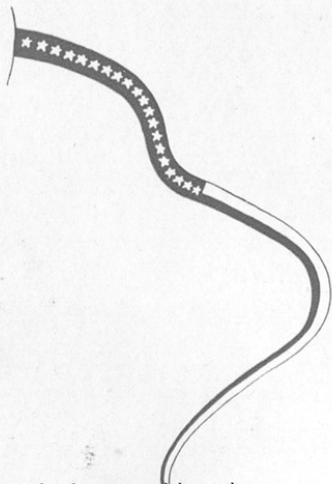
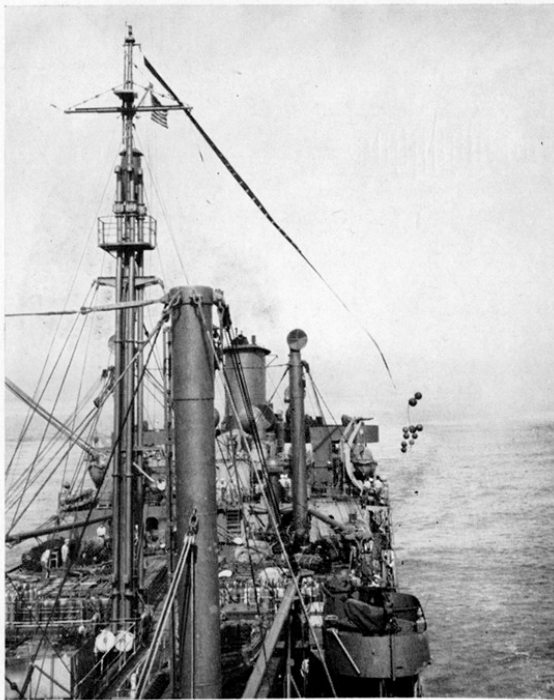
The ship stood into Tokyo Bay on the 13th of September, dropping her hook a mile or so off

Yokohama with all hands on deck to catch a long-awaited glimpse of the enemy shore line.

Every man on the ship made liberty in Yokosuka or Yokohama during the 12 days that the ship lay anchored in the Bay, and a fortunate few managed hurried trips to Tokyo. Sight-seeing was an exhausting business in the bomb-devastated cities, but all hands agreed it was worth the trouble. Few failed to return to the ship without their share of souvenirs and a half-dozen good stories about the Japs' barter system.

No one was sorry to leave, however, when the ship finally weighed anchor and stood out of Tokyo Bay on the 24th of September, heading northwest on a great circle course that took her close by the Aleutians on the way to San Francisco.

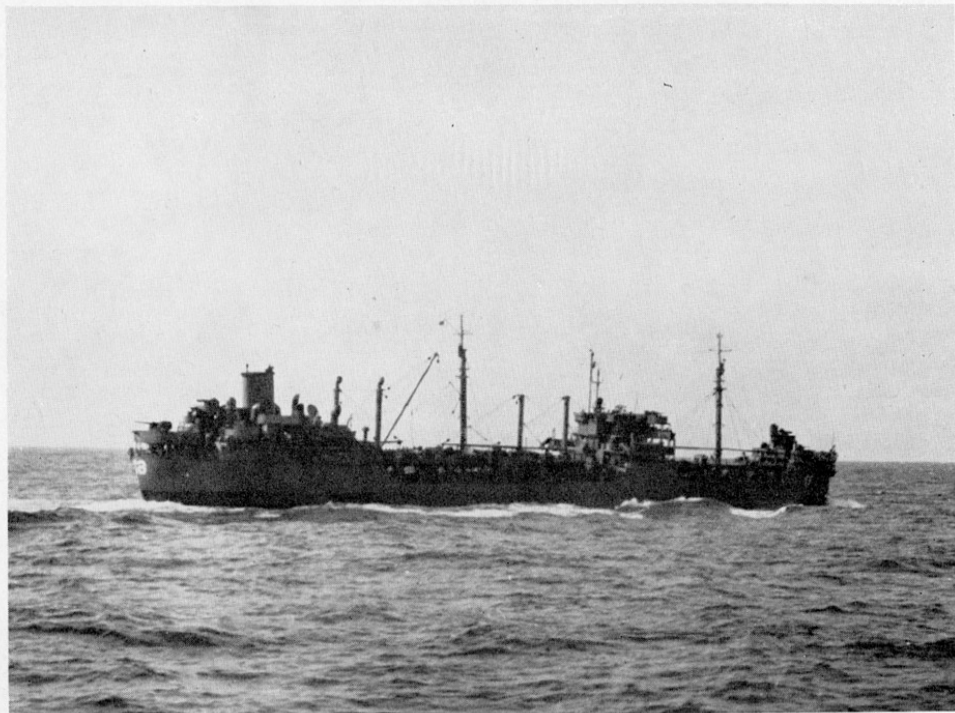
Change of orders while en route to the United



The homeward-bound pennant flying from the main truck as the ship stood out of Tokyo Bay on 24 September, 1945. The pennant was 285 feet long with one star for each officer and one foot for each member of the crew. It was flown for the second time when the ship steamed into San Francisco Bay three weeks later.



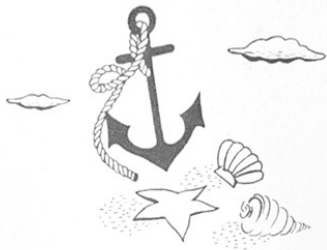
With her wartime camouflage painted over, the CACHE is photographed in the mid-Pacific just south of the Aleutian Islands on the long voyage home.



States made San Pedro the first stateside port of call, the ship anchoring there briefly on the 8th of October. A second dispatch sent the CACHE on a further detour to San Diego, but on the 12th of October the ship finally passed under the Golden Gate Bridge and dropped her hook in San Francisco Bay, arriving just four days before the main body of the Third Fleet made its triumphal return home.

After taking part in the enthusiastic homecoming ceremonies tendered the fighting ships of the Fleet, the CACHE later joined in the colorful Navy Day celebration there.

As this history goes to press, the CACHE is awaiting final disposition by the Vice-Chief of Naval Operations. Tentative orders indicate that she will be decommissioned in the San Francisco area and eventually turned over to Maritime Service.



The Roster of the U.S.S. Cache
upon her return to the United States in October, 1945

Officers

Lieut. Comdr. C. R. COSGROVE, USNR Commanding Officer	Lt. (jg) C. M. HALL, USNR Asst. Engineer Officer
Lieut. Comdr. F. E. DOWD, USN Executive Officer	Lt. (jg) R. R. GRUBBS, USNR Communication Officer
Lieut. Comdr. C. E. HAYDEN, USNR Engineer Officer	Lt. (jg) E. V. SITZMANN, USNR Second Division Officer
Lieut. W. P. BANKS, USNR Navigator	Ensign R. J. DRY, USNR Cargo Officer
Lieut. E. L. STOKES, USNR Asst. Navigator	Ensign L. B. SMITH, USNR Asst. Communication Officer
Lieut. J. E. WEAVER, USNR Supply Officer	Ensign F. R. MOULTON, USNR Asst. Cargo Officer
Lieut. H. P. HOFFMAN, USNR Medical Officer	Ensign J. J. GONDOLA, USNR "M" Division Officer
Lt. (jg) H. S. HERD, USNR Gunnery Officer	Ch. Pay Clerk R. H. GIBSON, USNR Asst. Supply Officer
Lt. (jg) P. F. FRANKLIN, USNR First Lieutenant	Ch. Bos'n W. R. HAYWOOD, USN Asst. to First Lieutenant
Lt. (jg) W. P. LAWRENCE, USNR First Division Officer	Electrician S. W. SMITH, USNR Electrician Officer
Machinist D. JOYNER, USN "B" Division Officer	

Chief Petty Officers

CARROLL, V. C., CBM, USNR	JONES, E., CSF, USNR	*GARBETT, J. A., CWT, USNR
*LOWE, C. L., CGM, USN	*GIBSON, W. A., CSK, USNR	*DeMEO, A. D., CMM, USNR
*KERNS, V. M., CQM, USNR	HEWITT, R. E., CPhM, USNR	*GRAY, M. O., CMM, USNR
REEDER, S. D., CRM, USNR	FLENER, D., CCS, USN	PRAUSE, A. G., JR., CMM, USNR
	*LENIHAN, J. A., CEM, USNR	

First Class Petty Officers

*SMITH, S. C., BM1c, USNR	FUQUA, T. W., WT1c, USNR	CABLE, J. A., MM1c, USNR
*SNYDER, C. E., BM1c, USNR	*JESSEE, R. T., SK1c, USNR	*THOMAS, G. F., MM1c, USNR
*DIXON, J. J., GM1c, USNR	KASTLER, D. R., PhM1c, USNR	*LEISHMAN, J., RM1c, USNR
*GEARHART, J. B., GM1c, USNR	*ARBERTHA, S., St1c, USN	*THOMPSON, H. L., EM1c, USN
*MORGEN, G. J., QM1c, USNR	SPENCE, J. K., RT1c, USNR	*KELLY, J. J., Y1c, USNR
*SMITH, T., SM1c, USNR	*STEVENS, C. W., RdM1c, USNR	JONES, O. M., SSML1c, USNR
HEDGEWORTH, C. W., FC1c, USN	TYLER, F. B., CM1c, USNR	*STARLIPER, D. D., Bkr1c, USNR
*CHAMBERLAIN, S. S., MM1c, USNR	*SMITH, A. R., SF1c, USNR	*ARICHETA, M. A., Ck1c, USNR
ASCHER, W. F., EM1c, USNR	*BRAMBLETT, E. R., MM1c, USNR	

Second Class Petty Officers

MARTIN, J. T., BM2c, USN
*STUCKI, E. L., BM2c, USNR
*SHOLTIS, T. B., GM2c, USN
MARTONE, R. D., RM2c, USN
DeMONT, E. L., RdM2c, USNR
BATES, J. B., SF2c, USN(SV)
CLARK, J. R., MM2c, USN
HENSHAW, H. T., MM2c, USN-I
SOLEM, L. A., MM2c, USNR
DALTON, J. L., EM2c, USNR

SWEINHART, R. M., EM2c, USNR
LESCHOWICZ, W. A., WT2c, USN
*SCARR, L. P., Y2c, USNR
TRIPLETT, P. E., SSML2c, USNR
EZELL, J. F., St2c, USN-I
*SHAFER, H. L., BM2c, USNR
SCOTT, G. W., GM2c, USN
*STEPHANOS, G. T., RM2c, USN
*STAGGS, J. E., QM2c, USNR
*SWIHART, J. H., CM2c, USNR

PODSIAD, T. J., M2c, USNR
CLONINGER, W. R., MM2c, USNR
GRABOWSKA, A. C., MM2c, USNR
GIBSON, J., EM2c, USNR
BALDRIGE, R. E., WT2c, USNR
RUSSELL, N., Y2c, USNR
BENNETT, W. N., EM2c, USNR
*POPP, J., SSMB2c, USNR
*SMITH, R. P., SC2c, USNR

Third Class Petty Officers

BRACKETT, R. A., Cox, USNR
*SLACK, G. W., Cox, USNR
*SPANHEIMER, R. H., Cox, USN
*ZIELINSKI, E. J., Cox, USNR
*SIMONE, N., GM3c, USNR
MORFORD, T. T., QM3c, USNR
KUNKLE, J. M., FCO3c, USNR
FAIRBANKS, W. M., RM3c, USNR
THOMPSON, G. D., RM3c, USN-I
BAGGETT, T., SF3c, USNR
VARGAS, J., SF3c, USN
ANDERSON, R. H., EM3c, USNR
*OWENS, L. E., MM3c, USNR
ANDERSON, J. J., MM3c, USNR
HAYSLIP, C., EM3c, USN-I
ANDERSON, T. H., WT3c, USNR

THURBER, T. A., WT3c, USNR
KELLY, E. G., Y3c, USN-I
FORTMEYER, C. H., SK3c, USNR
STARKS, J. K., PhM3c, USNR
LEATON, E. G., SC3c, USNR
PORTER, J., Bkr, USNR
*SMITH, F. E., RdM3c, USNR
PEMBERTON, C. E., RdM3c, USNR
MASTRO, A. A., RdM3c, USNR
*SETSER, W. R., Cox, USNR
*SMITH, C. H., Cox, USNR
*STROMOSKI, C. R., Cox, USNR
*SHELOR, W. A., GM3c, USNR
*STEELE, W. J., GM3c, USNR
GARETT, L. K., Sm3c, USNR
*SEEBACHER, J., FCO3c, USNR
LEMOINE, A. P., RM3c, USN-I

GOFF, H. E., CM3c, USNR
LEAVY, J. B., SF3c, USNR
ANDREWS, C. H., Jr., 1fM3c, USNR
MOORE, A. G., MM3c, USNR
PAINE, J. W., MoMM3c, USNR
GILLES, E. F., EM3c, USNR
REDGATE, T., EM3c, USNR
RABY, R. T., WT3c, USNR
MONTERO, W. T., WT3c, USNR
HARTZOG, J. N., SK3c, USNR
QUIGLEY, W. J., SK3c, USNR
HINDS, F. C., MaM3c, USNR
*STEYER, R. J., SC3c, USNR
JONES, H., Ck3c, USNR
*NICHOLS, W. C., RdM3c, USN
ARNDT, T. W., MM3c, USNR

Seamen First Class

*HILL, V. I., S1c, USNR
*STEELE, E. H., S1c, USNR
*SNOW, F. H., S1c, USNR
*TARPLEY, R. A., S1c, USNR
BATCHELOR, H. L., S1c, USNR
FOREMAN, W. F., S1c, USNR
HAYNES, R. R., S1c, USN-I
HILL, J. G., S1c, USNR
MANSELL, J. B., S1c, USNR
JONES, T. E., S1c, USNR
KICIELINSKI, M. A., S1c, USNR
LEMON, L. O., S1c, USNR
LESTER, P. J., S1c, USN-I
LEWIS, M. E., S1c, USNR
LINDSAY, J. M., S1c, USNR

MADSEN, R. M., S1c, USNR
MANN, J. W., JR., S1c, USNR
MATHEWS, D. L., S1c, USNR
PHILIPS, R. E., S1c, USNR
RIALS, A. S., S1c, USNR
SALAZAR, E. C., S1c, USNR
STONE, C., S1c, USNR
WALLACE, W., SR., S1c, USNR
*SMITH, J. F., S1c, USNR
*STEEVES, C. J., S1c, USNR
*SMITSON, R. E., S1c, USNR
*STEWART, D. L., S1c, USNR
CORWIN, C. B., S1c, USNR
HAWKES, R. G., S1c, USN
HERRERA, L. C., S1c, USNR
HOPPER, C., S1c, USNR

JUERGENSEN, C. H., S1c, USNR
KING, W. J., S1c, USNR
LEMONDS, V. L., S1c, USNR
LEVY, R. E., S1c, USN
LINCOLN, R. R., S1c, USNR
LITTLETON, C. C., S1c, USNR
LUFFMAN, C. H., S1c, USNR
MALPASS, B. A., S1c, USNR
MASON, G. L., S1c, USNR
MULLINEAUX, R. A., S1c, USN-I
RHODES, W. B., S1c, USNR
RICHARDSON, B. J., S1c, USNR
ROE, C. A., S1c, USNR
SHANON, F. C., S1c, USNR
WAITE, R. L., S1c, USNR

BEAN, L. F., F1c, USN-I
LITTLE, N. W., F1c, USNR
SMITH, W. C., F1c, USNR

Firemen First Class

ASK, C. A., F1c, USNR
MELKE, J. C., F1c, USNR
HERRINGTON, R. F. F1c, USNR
MARKESON, E. G., F1c, USNR

STILLABOWER, A. K., F1c, USNR
BRETZ, R. H., F1c, USNR
MARTIN, M. M., F1c, USNR

Steward's Mate First Class

*WILSON, C., StM1c, USN
MELTON, J. L. Jr., StM1c, USNR

WILLIAMS, R. E., StM1c, USNR

CUMMINGS, H. L., StM1c, USNR
DIXON, T. "J" "H", StM1c, USNR

Seamen Second Class

KEEN, J. B., S2c, USNR
KIRK, H. E., S2c, USNR
MARLEY, M. A., S2c, USNR
MARTIN, R. C., S2c, USNR
McCULLOUGH, C. O., S2c, USNR
McGRAW, J. P. S2c, USNR
McCUNE, J. H., S2c, USNR
McGUIRE, H. F., S2c, USNR
McIVER, T. E., S2c, USNR
REYNOLDS, W. J., S2c, USNR

RONALD, R. B., S2c, USNR
RUTHERFORD, J. D., S2c, USNR
SANDOVAL, S. E., JR., S2c, USNR
SCHLAPBACH, H. R., S2c, USNR
SHELLEY, J. W., S2c, USNR
KESTER, E. R., S2c, USNR
LAYNE, E., S2c, USNR
MARTIN, F. S., S2c, USNR
MARTINEZ, M. J., S2c, USNR
MASON, L. M., S2c, USNR

McCULLOUGH, C. W., S2c, USNR
McGUIRE, H., S2c, USNR
McINNIS, E. F., S2c, USNR
PRICE, E. J., S2c, USNR
ROBERTSON, H. J., S2c, USNR
ROWE, T. B., S2c, USN
SANDOR, C. J, JR., S2c, USNR
SCHILLING, V. D., S2c, USNR
SEILER, D. A., S2c, USNR
SHERIFF, J. B., S2c, USNR

*The following personnel finished the war aboard the CACHE but were detached prior
to the ship's return to the West Coast in October of 1945:*

Lieut. W. A. FOSTER, USNR Executive Officer Lt. (jg) A. W. BEEDON, USNR "M" Division Officer
Lieut. L. W. STYLES, USNR Engineer Officer

MANDEL, S. (n), CCS(PA), USN JOHNSTON, C. A., Wt3c(T), V-6, USNR KLEMAS, E. (n), S2c, V-6S, USNR
SEBASTIAN, R. N., S1c, V-6, USNR

*Plank owners—men who served aboard the ship continuously since commissioning.