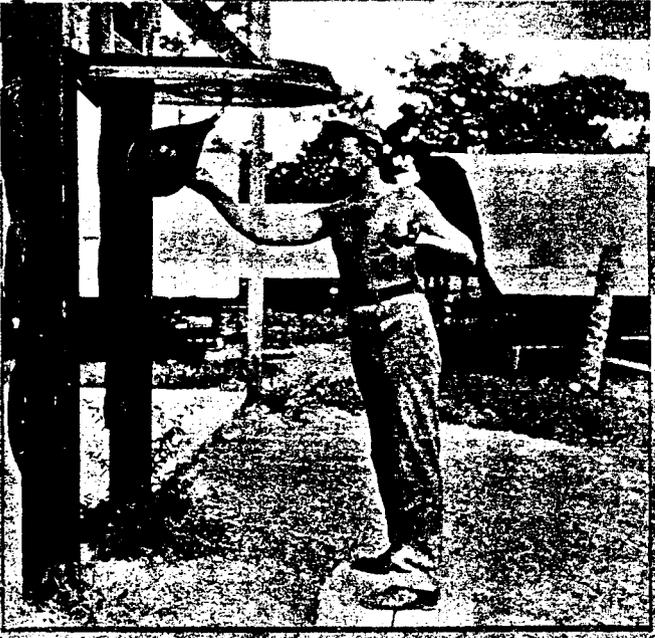
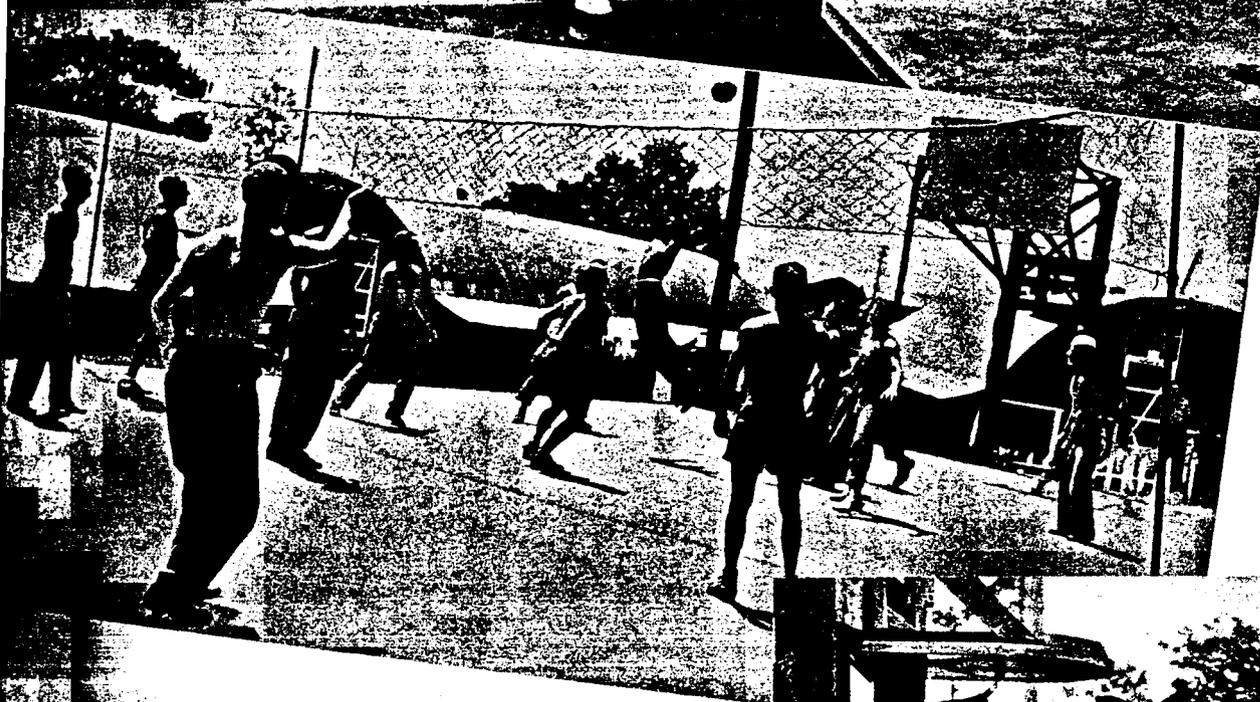


that "Typhoon Condition One" was passed. All hands were alerted, the planes were immediately turned into the wind, and tied down. At 1300 the following day, 9 October, the typhoon really hit. The planes were manned completely with crews and pilots who watched with awe as the 90-knot wind began to take NATS buildings with it. During the afternoon peak of the storm, when the wind was registering 100-120 knots, the engines of the JMs were kept turned up for 5½ hours and frequent readjustment of the wing-folded TBMs was neces-

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sary, since wind direction shifted as much as 15 degrees in one hour. Fair weather on the 10th found neither planes damaged nor personnel injured, and the Detachment believed itself, alone, to have had that good fortune. Returning to practically demolished quarters, the men searched, often in vain, for much of their own gear. Living conditions thereafter were rough; they slept in the planes and in shacks that had remained standing; and for one week, they lived on K-rations, heated over an open fire. The typhoon nullified the already meager needs.



for the Detachment's service, causing Com Utrons Fwd Areas to order it to return to the parent squadron. The men returned to Samar, happily, needless to say, on 21 October.

It was on 17 October that the Captain announced the happiest news that the Squadron had ever received: that VJ-13 was to be decommissioned in the States "perhaps soon enough for you to be able to spend Christmas at home." Not since the memorable 15th of August had there been such spontaneous back-slapping and hilarity!

During October, the most popular hangouts after work-hours were the new Athletic Field, the Rec Hall, the Ship Services "Coke Counter." At the latter place, as many as a thousand cokes a day were being dispensed by the new home-made coke machine. Several "Happy Hours," deemed the most successful the Squadron had had, were held during



the month. In these many ways, the men kept their spirits braced against the gnawing suspense of awaiting those wonderful "Stateside" Orders.

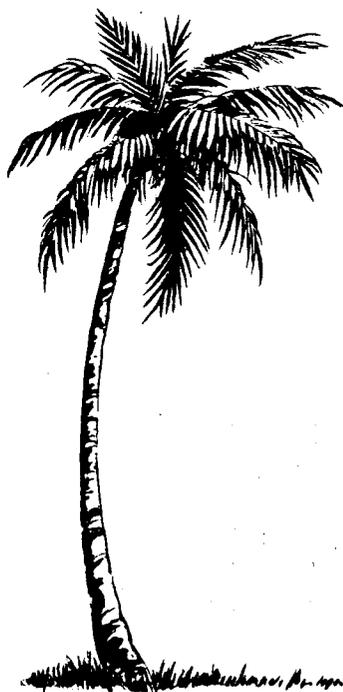
November was the month in which VJ-13 made its happiest move, the long-looked-for-to voyage home. On 2 November, ComUtronsFwdAreas arrived at Samar with orders for VJ-13's decommissioning at Moffet Field, San Jose, California. Since



the date of departure was to depend on the completion of the disposition of the Squadron's business and gear, all hands in all departments feverishly turned to to wind up their respective department's activities. All squadron gear was disposed of according to ComUtWing directives, most of it being turned over to VJ-9, the Squadron that was to remain on Samar. Also, according to disposition directives from Com UtWing, all of the TBMs, 5 66000-series JMs, 2 J2F6s, a PB4Y-1, and a JRF5 were turned into the NAB Samar pool, while a JRB4 and 4 75-000-series JMs were transferred to VJ-9.

On the morning of 6 November, only 4 days after the orders had been received, the Squadron's personnel went aboard the U.S.S. Knox, PA No. 46, and sailed at 1700 that afternoon. On its U.S.-bound voyage, the Knox followed the shortest route to the U.S.: the Great Circle Route, going north from Samar to a point several hundred miles south of the Aleutians, then following the "downhill" portion of the "circle." All in all the trip was a good one: so smooth that seasickness was negligible; chow was good; and there were no delays enroute. The first few days out, while still in the tropics, the men spent much of the time out on deck, but during the last twelve days of the Great Circle Course, while in the colder climes, the weather forced most of the passengers to spend most of their time in the crowded living compartments.

A change of the ship's port of call, and an unrelated change of VJ-13's place of decommissioning occurred enroute. Fortunately the two changes complemented each other. Due to conditions in San Francisco, the Knox's port of call had been changed to San Pedro, the port of Los Angeles. And, meanwhile, ComUtronsWestCoast's 172015 dispatch had changed VJ-13's place of decommissioning from Moffet Field to Naval Air Station, San Diego.



At 0900 on 24 November, the eager passengers of the Knox sighted San Pedro through the fog. One hour later, the squadron personnel were aboard a speedy, escorted convoy of buses headed for San Diego some 100 miles south. By dark the men had been housed in barracks at the Naval Air Station, San Diego, and had begun the process of awaiting their orders for reassignment or separation. These arrangements for VJ-13 (once it had reached the States) had been made by the Skipper, Lt. Comdr. J. D. Goodsell, who had left Samar by air on November 10th, arriving in San Francisco November 12th. A few other members of the Squadron had also flown back to the States: four pilots and six enlisted men had been flown to Guam by VJ-9 on the day the rest of the Squadron embarked on the Knox, and from there (in company with two VJ-13 pilots who had been on temporary duty on Guam) they ferried two of VJ-10's JMs to ComUtWing at Pearl. These men having flown to Pearl were sent via the USS Saratoga to the States so were already at San Diego when the Squadron arrived.

By 1 December almost all of the Squadron's personnel had been reassigned. Assignments were as follows: 4 officers and 39 enlisted men to Separation Centers for release; 75 enlisted men to their home Naval Districts for duty pending release; 10 officers and 40 enlisted men to VJ-7, Detachment Baker, at Seattle; 7 officers and 4 enlisted men to CIC, TTC, NAS, Terminal Island, California; 92 enlisted men to VJ-7 for further assignment by ComUtronsWestCoast; 2 officers to ComFairWestCoast for further assignment; 2 enlisted men to VJ-7, Detachment Able, at Moffet Field, California; Chief Gunner to VJ-7; 2 officers to VR-3; 5 officers to VJ-9, and one officer to Hedron 14-1.

The final decommissioning papers were signed by the Captain on December, 1945.