

WINDHAM BAY



VOL. I, NO. 1

3 MAY, 1944

**Commissioning
Issue**



U. S. S. WINDHAM BAY

CVE-92



Captain Charles W. Oexle, U.S.N.

Our Captain

Introducing the "Skipper"

As most of the officers and men of the U.S.S. WINDHAM BAY have not had the privilege of meeting the Skipper personally, here is your opportunity to meet Captain Charles W. Oexle, U. S. Navy, a man under whom we should all be proud to serve.

Captain Oexle, formerly of Buffalo, New York, was graduated from the U. S. Naval Academy in 1924, and his first assignment was in the U.S.S. OKLAHOMA for two years. He then applied for and was sent to the Naval Air Station, Pensacola, where in 1927 he won his wings and was designated as a Naval Aviator (Heavier Than Air), to be then ordered to Torpedo Squadron Nine (S) assigned to the U.S.S. WRIGHT, for a three year tour of duty. In 1930, he returned to NAS Pensacola as an instructor and Aide to the Commandant for three years. Upon leaving Pensacola, he served two years in Fighting

Squadron One on board the U.S.S. SARATOGA, later being transferred to a fighting squadron in the U.S.S. LANGLEY, where he remained for another year. Then followed two years at the Naval Air Station, Norfolk, Virginia, in the Assembly and Repair Unit. In 1938 he commenced a three year tour of duty with Patrol Squadron Twelve, the last year (1940-41) of which he was Commanding Officer. On to Patrol Squadron Thirteen as Commanding Officer, from where he went to Transition Training Squadron, Pacific.

The year of 1943 saw him ordered to the Naval Air Station, Trinidad, British West Indies, as the Commanding Officer, from which station he reported for duty as Prospective Commanding Officer of the U.S.S. WINDHAM BAY.

ENSIGN RUSSELL S. SPENCER.

A Personal Note from the Captain

As I take Command of the U.S.S. WINDHAM BAY, it is my deepest wish that the ship be a happy billet for all attached, and I see no reason why it should not be.

The commissioning of other CVE's has gone by and they are making history now. Let us make the U.S.S. WINDHAM BAY show up large in that history. We are all going aboard as one, a fighting unit that will see many changes in our lives. Some of us have never been to sea, others are veterans, we must stand together always, no matter what the cause. You men who are new, should rely upon the wisdom of your senior officers and petty officers to see you through your difficulties. They are here to counsel you, direct and guide you. Never be bashful—always be eager to learn more and never hesitate to ask questions, no matter how trivial they seem to you.

Like a successful team we must always be alert and on the offensive. To be that, we must practice continuously and make every minute count. From the time the commissioning pennant is hoisted, it is your signal to surge forward in a ceaseless effort to bring all pride and glory to our ship, the U.S.S. WINDHAM BAY. It will be your ship then and you are part of it. Remember always, ashore or afloat, your actions reflect the character of the ship.

In closing I want to express my profound satisfaction in being your Commanding Officer, and I look forward to the full coordination of all hands. We are setting our course with all guns and minds primed for action and to fulfill every wish of our loved ones at home.

C. W. OEXLE.

The Commissioning Prayer

Almighty and Everlasting God, to whom we turn with humble supplications. We would ask Thee to look with Divine Favor upon the Commissioning Exercises of this ship.

We thank Thee for the heritage that we inherit. We accept the responsibility that is ours. We would ask Thee to bless and protect, the Captain, the officers and men of this our ship. Through Jesus Christ, Thy Son, our Lord.

Bless us all in the tasks that we will perform; Bless us in our living together and Protect our families. We

ask all this in the name of Thy Son who livest and reignest with Thee and the Holy Ghost, ever one God World Without End.

As we take our place among the ships of the fleet, Almighty Father, we would ask not only for successful cruises but also for important conquests so that each of us in our worlds might contribute much to the winning of this war and the assurance of peace, through Jesus Christ, Thy Son, our Lord.

May the Peace of God that Passeth all human understanding keep our hearts and minds in His Name. Amen.

Commissioning Program

Assembly of Crew

Music by band

The Commanding Officer, Naval Station, Astoria, is received at Gangway

Prayer by Chaplain W. L. Wolf, U.S.N.R.

Commissioning Orders and remarks by Captain J. D. Barner, U.S.N.

Commissioning of Ship by Captain Barner, U.S.N.

The National Anthem

The Colors are Hoisted for the First Time

The Command is Transferred to Captain C. W. Oexle, U.S.N.

Orders to Command and Remarks by Captain C. W. Oexle, U.S.N.

The watch is posted by Commander G. F. Rice, U.S.N., Executive Officer

The Sounding of Retreat

Refreshments for Guests will be Served

TO ALL SAILORS AND AVIATORS
WHEREVER YE MAY BE
GREETINGS, — KNOW YE BY
THESE PRESENTS THAT —

_____ WAS A MEMBER OF THE ORIGINAL CREW WHICH
COMMISSIONED THE U.S.S. WINDHAM BAY AND IS
THEREFORE ENTITLED TO ALL THE RIGHTS AND
PRIVILEGES OF A PLANK OWNER ON SAID SHIP
INCLUDING A CLEAR AND UNENCUMBERED
TITLE TO ONE PLANK IN THE FLIGHT DECK

DATE OF COMMISSIONING _____

_____ CAPTAIN U.S. NAVY COMMANDING

U.S.S. Windham Bay

The following piece of Ship's History has been changed to fit our Newsletter

KAISER COMPANY, INC.
VANCOVER, WA.
PROCEDURE FOR CONDUCTING TRIALS
M.C.E. No. 1129 U.S.N. No. 92 YARD No. 338
AUXILIARY AIRCRAFT CARRIER

U.S.S. WINDHAM BAY

MAY 2, 1944

The U.S.S. Windham Bay CVE - 92 Built for U.S. Maritime Commission Keel Laid January 5, 1944
Launched March 29, 1944 - Keel Laying to Launching = 84 Days - At Outfitting Dock = 34 Days
Keel Laying to Trials = 118 Days

WINDHAM BAY is a narrow Bay on the mainland of southeastern Alaska just off Stephen's Passage. The entrance, which is one and one-half miles wide, is dotted with small wooded islets. From the entrance the Bay narrows rapidly to a neck one-eighth mile wide which connects with an inner basin four and one-half miles long. The Bay was named by Capt. Vancouver for the town of WINDHAM, England.

PREPARATORY REQUIREMENTS

BEFORE AND AT DEPARTURE of U.S.S. WINDHAM BAY for TRIALS

1. Check and test all navigation equipment - Do not test steering gear until clearance is given by Engine Room.
2. Set all clocks to Pacific War Time. Give recorders and Engine Room correct Time.
3. Draft of vessel to be approximately Fwd. - 17' 06" Aft. - 20'
4. 0800 Three blast from ship's whistle will be given as a signal for "All Hands Aboard." Stop engines. Single up mooring lines.
5. 0815 One blast from ship's whistle will be given as a signal for all workmen other than trial crew to leave vessel. Stand by gangway.
6. 0830 Unship gangway - cast off lines - leave berth for trials.

Shekel beginning at 0815 Hours Tuesday, May 2, 1944 and ending at 1430 Hours Tuesday, - May 2, 1944.

ESTIMATED PACIFIC

WAR TIME

- 0815 All Hands must be aboard (specific instructions to crew and recorders contained on sheets attached).
- 0830 Leave K.C.I.V., Berth # 6.
- 0910 Through Railroad Bridge.
- 0930 Start Two Hour Normal Power Run - 9000 IHP - 160 RPM.
- 1040 Off Kalama. Discontinue Normal Power Run.
- 1125 Resume Normal Power Run.
- 1135 Steering Gear Test - Fisher Island.
- 1235 Finish Normal Power Run.
- 1245 Start One Hour Maximum Design Power Run, 11,200 IHP - 170 RPM.
- 1345 Tongue Point Abeam - Finish Maximum Design Power Run. Resume Normal Power.
- 1350 Emergency Astern and Astern Steering - off Tongue Point.
- 1415 Anchor Test - off U.S. Navy Base, Astoria.
- 1430 Finish Anchor Test - Berth Vessel during favorable Tide.

DUTIES of DECK PERSONNEL under SUPERVISION of the CAPTAIN

The Captain will instruct the Chief Officer in the various duties of officers and seamen for the safe and efficient operation of Vessel throughout trials. The duties of the Deck Officers will consist of:

- A. Keep a log of all activities on deck and record engine room bells.

B. Mooring and unmooring Vessel :

Chief Officer Fwd., 1st. Officer Aft., 2nd. -
Officer on Bridge, 3rd. Officer on Bridge

C. General Bridge Duties While under Way :

1. Stand by engine room Telegraph.
2. Record all Bells.
3. See that Helmsman understands and Repeats all Helm Orders.

D. When Vessel is at Anchor, Deck Officer will stand his watch on Bridge, check anchor bearings for possible drift of Vessel, get hourly Report from Deck Watchman that a thorough Inspection of Vessel has been made, and get Report from Watchman when boats or suspicious objects are near by.

E. Read and Observe Captain's night orders.

Seamen will be divided into three watches (four hours on and eight hours off) with four men to a watch (one helmsman, two lookouts, one standby).

Boatswain will have direct charge of seamen and will receive his orders from Chief Officer. Four seamen will be assigned to day work.

Seamen's duties :

- a. Mooring and unmooring Vessel
- b. Steering - Lookout
- c. General Seaman's duties about decks
- d. Stand - by man, messenger for Officer in charge of watch.
- e. One seaman will be assigned to anchor windless.
- f. While at anchor seaman will see that anchor lights are burning brightly, make an hourly inspection of Vessel and report same to Officer on Bridge, report to Officer on Bridge when boats or suspicious objects are near by.

The duties of the Guards will be :

- a. Patrol decks and be on the alert for fire hazards and any subverse activities.
- b. Keep all Persons out of gun mounts except Maritime, Navy, and Yard Inspectors.
- c. Prohibit Gambling.
- d. Prohibit Drinking of Alcoholic Beverages.

A Doctor and Nurse will be stationed in the dispensary office and will render First Aid to anyone requiring attention.

The Photographer will take pictures as directed by those in Authority.

The Yard Steward will have direct charge of food and service requirements, berthing of the crew and guest, supervision of sanitation of all occupied quarters, washrooms, and passageways.

CVE - 92 PRE - COMMISSIONING DETAIL NAVAL STATION - ASTORIA, OREGON

U.S. NAVAL TRIAL BOARD : Comdr. William B. Whaley, Lt. Comdr. Clarion H. Stevens, Lt. D. S. Schroeder, Lt. Jg. E.E. Disbrow OFFICERS : Capt. C.W. Oexle, Lt. Comdr. O.J. - Helwig, Lt. B.G. Mercer, Lt. G.F. Yates (Comm.Off.), Lt. W. Walkinshaw, Ens. J.V. Hanford Jr. Mach. C.F. Bynum, Elec. C.A. Hickman, Bos'n. L. Blottin, Carpt. C. West, Lt. E.V. Ellefrit, Lt. Jg. M.C. Price, Lt. Jg. T.F. Clark, Ensign J.M. Stingle, Ensign L.E. Adwell, Gunner Edward J. Matensak CHIEF PETTY OFFICERS : E.H. Rachel (CBM), R.J. Brown (CSF), W.F. Trudell - (CMM), A.C. White (CWT), M.C. Setter (CEM), N.L. Pontiff (CSM), C.G. Conner (CSK), J. Adams (CSM), O. Chestnut (CSF), J.H. Lee (CMM), J.L. Kasper (CEM), C.R. Scott (CWT) ENLISTED PERSONNEL : R.W. Hill (RM1c), A.L. Hinker (SK1c), D.D. Carpenter (RM2c), K.E. Harms (SK2c), F.M. Connelly (TM1c)

KAISER COMPANY, INC.

VANCOUVER, WN.

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VANCOUVER, WN.

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KALISER COMPANY, INC.

VANCOUVER, W.N.

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2nd Officer on Bridge
3rd Officer on Bridge
- c. General Bridge Duties while under way:
(1) Stand by engine room telegraph
(2) Record all bells
(3) See that helmsman understands and repeats all helm orders
- d. When vessel is at anchor, Deck Officer will stand his watch on Bridge, check anchor bearings for possible drift of vessel, get hourly report from Deck Watchman that a thorough inspection of vessel has been made, and get report from watchman when boats or suspicious objects are near by.
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