

SHORT HISTORY OF THE NOA  
(From memory and substantiated scuttlebutt)

The Noa is named after a midshipman who was killed while leading a landing party against some head-hunters in the Philippines. The Noa (Ex DD343) is famous amongst the old-timers in the Navy as being the savior of a white colony far up the Yangtze River. Some Chinese bandits were on the loose and Captain Simes of the Noa (Son of the admiral), on his own responsibility, opened fire on them and held them off until he got all of the white settlement on board, then made his way down the river.

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The Captain feared this would cause an International incident and that he would get a general court martial out of it. It preyed on his mind so he finally committed suicide. Later he was awarded the Navy Cross posthumously. This was in the 1920's I believe.

The Noa also went aground in the Yangtze River and was pulled off by the same Commander Genereaux who pulled us off in Houma.

Also while on the Asiatic Station some "doughhead" snipe" turned the wrong valve in a rapidly whirling generator turbine and the whole business exploded, killing and wounding several innocent bystanders. Presumably this was before they had safety valves on generator turbines and may have been one of the reasons for installing such.

The Noa is also one of three "pig iron" boats, meaning the Noa and two other twelve-hundred tonners, unlike all the rest, have ungalvanized deck plates. There are two stories on this; which is correct, not known to the writer. One is that the deck had to be renewed in China and they didn't have any galvanized plate there. The other, that the Noa, being one of the last of the World War I ships to be built (Commissioned 1921); "scraps" were used in her construction. She was built in the Norfolk Navy Yard and there are men there still who built her.

The Noa was decommissioned about 1934 in the Philadelphia Navy Yard. She lay in "red lead row" for years and finally was recommissioned on 1 April 1940 (April Fool's Day). Lieutenant (jg) "Dutch" Schwaner was the officer who was largely responsible for putting her together again. He figured he was going to be Engineering Officer and concentrated on the department, but when she was recommissioned, he was made First Lieutenant and Gunnery Officer. The so called "plank owners" who are still on board are McDaniels, W.E., 01c (then 11c); Richards, J.H., 11c (then 1T2c) and Josephi R., 301c (then 31c).

The Hoia had some indeterminate duty at the mouth of the Delaware River at first -- probably largely a sort of shake-down.

She was on "Neutrality Patrol" for a while and had her introduction to Key West, Florida.

An airplane was put aboard for experimental purposes and the Hoia was fitted with a cruiser type mainmast for a kingpost and a heavy boom with outriggers and winches for handling the plane. Our first plane sunk and the captain reported aboard in a seaman's uniform. A method was developed whereby we could lower the plane into the water and launch it at fifteen knots. We picked the plane up usually at a somewhat slower speed. From constant practice we became very adept at this, but in any kind of rough water it was not practicable. For one thing, our ship was too small to make any kind of slick for the plane to land in. As a result of these experiments, largely conducted inside the Chesapeake Bay, several twenty-one hundred ton destroyers were fitted with catapults and planes in place of the #4 turret. The ship designers came aboard the Hoia for advice. We were known then as "The Flying Tin Can", the only plane carrying destroyer in the world and received correspondence as an "aircraft carrier".

We were then assigned to New York and operated out of Tompkinville, Staten Island, on Submarine hunts and rescue missions. Our first job was to search for survivors of the S.S. Carolyn, which had gone down in flames three days out on her first cruise. The Carolyn was the sister ship to the Evelyn on which our same Lieutenant Schwaner is now stationed.

Our scene of operations shifted to Norfolk and we worked with the U.S.S. Herbert, now APD-22, in submarine hunting between the Delaware River and Cape Hatteras. At this time submarine activity in this area was at its peak. "Floaters", dead bodies floating around in the water, were a common sight and seldom were we out of sight of a burning tanker. One area off Cape Hatteras was a regular grave yard of sunken ships. We called this "torpedo junction" long before the name was given to any other area and I doubt that there is anywhere else such a concentration of torpedoed ships. It was in this vicinity, more specifically near Wimble Shoals Buoy, that the Noa and Herbert made their first kill. Between us we dropped one hundred depth charges on our contact and watched air bubbles rising to the surface on the spot for two days thereafter. The Navy Department later sent out salvage tug to investigate but due to heavy weather they were unable to send down a diver. It was during this period we made our first contact with the Manley APD-1. She picked up over a hundred survivors from a torpedoed ship in the vicinity. One tanker burned violently for at least eight days before sinking. The Herbert and the Noa were the first ships to escort coastal convoys on the East Coast. At first we had to make up our own convoys. We were then sent to Key West, Florida and attached to the Fleet Sound School there. By this time German submarine activity had spread to this area and we spent the better part of the next few months operating off the North Coast of Cuba on submarine hunts. North of Miami there is another ship grave yard. One night we sighted a submarine on the surface and the activity on the Noa immediately subsequent to this sighting is a story in itself. Suffice it to say here that the submarine crash dived and got away with only slight damage.

We were extremely "trigger happy" immediately thereafter and so far as to attempt to open fire on a patrol vessel which came between us and our convoy. Fortunately the first 4" shell used was a dud and by the time we replaced it we recognized the craft as friendly. Enroute to rendezvous with one convoy McGuire, T.W., PC2c accidentally fired one of our torpedoes while testing the circuit! Fortunately nothing was in the way. Another time an Army Bomber mistook us for a German submarine and dropped depth bombs close aboard our fantail, covering the after part of the ship with water. One German submarine surfaced in broad daylight within fifty miles of Key West and fired over sixty-five large caliber shells into a Honduran fruit ship leaving it abandoned and in flames. The reason they could do this was that we had negligible plane coverage of the sea frontiers at that time. The Noa in company with the PC-451 and two PBV's obtained her second kill at this time. This was in the vicinity of Rebecca Shoals, west of Key West. The PC-451 obtained one of the first direct hits with the then new anti-submarine contact bombs.

On one occasion the Noa was responsible for the salvage of a very large and valuable oil tanker. She had been torpedoed, abandoned and left burning. She had been reported unsalvageable by investigating planes and ships but the Noa happened by the following day and seeing that the fire seemed confined to one section, radioed in that she could be salvaged and she was. We had much fun thereafter figuring out how many millions of dollars would have been our "cut" under similar circumstances in peacetime - for we would have been entitled to half the value of the ship and cargo.

We carried twenty-one million pesos (value over twenty-one million dollars) from Miami to Havana. This consisted of over two hundred registered mail bags full of money which we stored in our forward fireroom. As one sailor put it, "I never realized handling money could be such hard work." Our one night in Havana was probably the high sport of our entire stay in that area.

The Noa was stationed at the Naval Academy, Annapolis, Maryland for practically all of the year 1941. Our primary mission while there was to take the midshipmen out on three or four hour cruises and give them practical instruction. We always launched and picked up the plane as a demonstration. We also took out the officers attending the Office of Naval Intelligence School at Washington, D.C. Many of those officers were exnewspapermen, etc., who never had been on a man-of-war before they came on the Noa. One of the difficulties at being stationed at Annapolis was that hundreds of visitors to the Naval Academy would look us over every week and we had to keep a very pretty ship -- by order of the Admiral, the Superintendent of the Naval Academy. However, there was running fresh water on the dock, telephone service, and electric connections. We seldom got underway before 0900 nor came in later than 1700. About once every two weeks we would go up to Baltimore to fuel.

In the Spring of 1941 the Noa had an overhaul at the Baltimore Dry Dock Company a private shipyard. This accounts for many of the non-standard alterations that may be found about the ship. Mr. Brandt came aboard while she was at the Baltimore Dry Dock Company. Your present Skipper came aboard in July of 1941, when she was at Annapolis.

The Skipper at that time was Lieutenant Commander Rae E. Arison, and exsubmariner and, incidentally a math instructor of mine at the Naval Academy. He was navigator of the San Francisco when she tangled with the Jap battleships off Guadalcanal and in the same explosion that killed Admiral Callaghan and Captain Cassin Young he was blown from the bridge and wrapped around #1 five-inch gun. Lieutenant Commander Bruce McCandless took over-- actually our "Captain", Arison was the senior "surviving member-- but of course, he was in no shape to do anything for a long time thereafter.

During our stay at Annapolis we were sent to the Norfolk Navy Yard to have the first underwater streamline sound dome in the U.S. Navy put on. (Cost \$60000). In order to have our bow in the correct position they had to back us into the dry dock. After this we made a trip to New London, Conn. for sound experiments in company with other experimental sound ships. As a result of those experiments it was determined that the Noa's gear was the best. On our return to Annapolis we made the passage on the inland waterway from the mouth of the Delaware to the head of the Chesapeake Bay. On this route we had the unusual experience of traveling at ten knots with land close aboard on each side of us higher than our mast.

Subsequent to this we escorted the Carrier Hornet on her builder's trial. An unusual occurrence on these trial happened when the Noa was making flank speed trying to catch up with the Hornet. Just as we came abeam of the Hornet she backed down full and was making well over twenty-five knots in the opposite direction in an exceedingly short period of time. The Noa had over shot by about five miles before we could get turned around to resume the chase.

The Noa was in Annapolis long enough for all hands to get well "situated" and there was much moaning and gnashing of teeth when we pulled away from the Santee Dock to go to Boston for an overhaul. Lieutenant Commander Bosquet N. Wev had taken over, having previously been Officer in Charge of the Officers' Club at Annapolis.

We went to Boston through the Cape Cod Canal and while at the Boston Navy Yard our after searchlight was taken off and some fifty caliber machine guns added.

Upon leaving Boston our anti-aircraft armament consisted of about four 50 caliber machine guns and we had no K-guns. We were in Boston Navy Yard at the time war was declared. On December 9, 1941 there was an air alert throughout the East Coast. The Noa's plane, a scout observation bi-plane with one fixed and one "free" 30 caliber machine gun, was the only armed plane in the air to protect Boston. Shortly thereafter we left Boston for Norfolk.



Outside Boston we picked up our plane in a driving snow storm. The night of December 12, 1941 off Block Island the Noa, with a total depth charge armament of two short racks, made the first anti-submarine attack on the East Coast subsequent to the declaration of war. Captain Nev claimed to have seen a torpedo wake. A merchant ship in the vicinity reported being chased by a submarine. We believe we drew a little oil.

On our arrival in Norfolk we were greeted by a group of officials inquiring about this first anti-submarine attack. We then took the Hornet out on her post-repair trials. The second day out we obtained a sound contact on what we later believe was a sand bank. By this time we were circling to make our second run, the Hornet was disappearing over the horizon. About ten o'clock that night we came across her again safely anchored about half way up the Chesapeake, off Wolftrap Light.

The day before Christmas of '41 the Noa took aboard a large group of twenty boats, amongst whom are Baily, M.C.; Silc, Goodwin, T.R., Silc, Hilburn, T.E., BM2c and Cleveland, C.J., GM2c.

The day after Christmas we went out as part of the screen on the shake down cruises of the Hornet, the Washington, and the North Carolina. It is interesting to note that at this time the Commanding officer of the Hornet was the same Captain Lischer who is at present Commander Task Force 58, the Task Force which recently turned back the Jap Fleet.

The Noa with her plane handling gear was specifically assigned to screen and act as plane guard for the Hornet. There were no other screening vessels. Throughout January we steamed in the Gulf of Mexico occasionally making fast trips in to Key West, Florida for fuel. Once we went into Pensacola and twice we fueled from the Hornet. On one occasion we were overtaken by the North Carolina in the middle of the night and had the uncomfortable experience of steaming along in the gleam of her powerful searchlights with her guns trained on us. We were also privileged to witness the first long range gunnery exercises held between the North Carolina and the Washington.

At the conclusion of the shake down the Task Force headed North around the end of Florida at high speeds. Due to heavy weather the Noa's bridge was bashed in and at one time there was four feet of solid water in the Pilot House, throwing the helmsman on top of Captain Nev. The Noa had to pull out of the formation and made her way at slower speed to Charleston for emergency repairs.

While at Charleston the U.S.S. McKean (PD-5) came alongside us. Upon leaving Charleston we escorted a transport to Bermuda, the U.S.S. Dahlgren assisted us. Off of Bermuda we were detached and proceeded directly to Boston. Enroute in passing from the Gulf stream to the Labrador Current, the sea water temperature dropped forty degrees in about two minutes.

While at Boston Navy Yard our plane was removed, K-guns, bases for 22mm guns, new generators, permanent degaussing, fibre glass, and inclose bridge were installed.

We left Boston as escort to a light ship enroute to Casco Bay, Maine. The first night, due to having to close the light ship for megaphone communication and the heavy weather, we collided and both returned to Boston. At this time the Noa obtained a new bow.

We also were docked in the largest drydock in the U.S. to obtain new experiment tilting head sound gear. This dock had taken the Queen Elizabeth and could have easily taken ten of the Noa. We were a mere speck down at one end of the dock.

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On a trip we made to the Todd Johnson Ship Yards in New Orleans we made a half hearted submarine attack on a mediocre sound contact and two months later discovered that we had seriously damaged a U-boat as evidenced by his surfacing two successive night thereafter and broadcasting to Berlin a list of his damages and the fact that he was forced to return to his base. We had been the only ones to drop depth charges in that area that afternoon. That's how the Office of Naval Intelligence figured it was us. While lying to off the mouth of the Mississippi to pick up a pilot, we noticed two large explosions on the jetty at the mouth of the river. Upon our arrival at New Orleans that afternoon the Army Engineers accused us of having fired torpedoes at their jetties. We realized that, unbeknown to us, we must have been a sitting target for an adventurous enemy submarine. Our three nights in New Orleans were a pleasant change. Enroute down the river at night a heavy squall set in and we were forced to anchor in the middle of the river when we could see neither bank.

The Overton, Roper, and Dickerson, all now APD's, frequently came into Key West at this time. On one of our trips a transport loaded with troops broke down a few miles from where a submarine had been sighted. On another, tankers were sunk just ahead and just behind the eleven that the Noa alone was escorting. At this time Key West had a large convoy anchorage accommodating hundreds of merchant ships. The Sturtevant, a twelve-hundred ton destroyer operating out of Key West, was sunk by an "underwater explosion" while making a submarine attack. The Executive Officer had the presence of mind to set all depth charges on "safe" and when he stepped into the whaleboat alongside he was already knee deep in water on the main deck.

We began to get patrol plane coverage thereafter and submarine activity decreased considerably, nevertheless the Noa would frequently get called out on hurry calls during the middle of the night to chase down a submarine off Bahia Honda, Cuba, the Yucatan Peninsula, Mexico, Cabo San Antonio off the Western end of Cuba, Cay Sal Bank in the Western Bahamas, Nicholas Channel off Northeast Coast of Cuba, and the Florida Straits. We were within sight of the luma of Havana many times.

The submarine R-12 sank mysteriously off Key West at this time, the Noa assisting in her location. The Noa was frequently the target for the Sound School Submarines in their weekly torpedo practices and obtained much valuable experience in detecting submarines at periscope depth and in avoiding torpedoes. On one occasion we fired a torpedo in a practice with the U.S.S. Dahlgren and the torpedo swerved and chased a PC boat for several miles, finally passing it close aboard.

"Captain Allen and "Captain" McGrath were skippers at this time and the following officers reported aboard during our stay at Key West: Ensigns Polansky, Robinson, Young, and Williams.

In July '43 we left Key West for the last time and went to the Norfolk Navy Yard to be converted to an APD. While there practically everyone on oboard obtained some leave, the first and last for a considerable time. The main features of the conversion were removal of two boilers and the addition of troop facilities, boats and radar gear. While there Ensign Hargrave and the boat crews reported on board.

We had a ten day shake down in the Chesapeake involving a trip to Annapolis where we tied up alongside our old familiar Santee Dock and anchored several times off Solomon, Maryland.

October 18, 1944 we left Norfolk enroute to Pearl Harbor, T.H. in company with the U.S.S. Sumter. We had one night in Christobal, C.Z.; three nights in San Diego; three nights in Pearl Harbor. We were routed quickly onward; had a few hours in Pago Pago, Tutuila, American Samoa; one night in Espiritu Santo, New Hebrides; one night in Milne Bay, New Guinea; two days thereafter we were patrolling in company with DD Bagley off Finschafen: from Norfolk, Virginia to our furthest line of advance in the Pacific, direct, in fifty days no more.

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polywogs.

The day after Christmas we took part in the landing at Cape Gloucester, New Britain. Our first landing started out rather inauspiciously in that we were required to tow a YMS most of the way and also about three hours prior to H Hour the Noa's Charlie Nobbs caught fire, giving forth a monstrous glow against the black night for many minutes. The landing came off well enough though one of our boats was hung up for several hours and we had to leave it there. The boat and boat crew arrived several days later on a returning LST. We also made a second echelon trip to Cape Gloucester. The day after New Year's we took part in the landing at Saidor, New Guinea. On our return from this landing Transport Division of which we were a part, was told to make preparation for a trip to Sidney, Australia for rest and recreation. At the last minute the Noa was eliminated and instead we got to go to Noumea, New Caledonia.

While at Noumea we were blown aground by a tropical hurricane. Incident to this grounding a PC Boat was blown broadside across our sharp bow and we nearly cut it in two. Due to this unfortunate circumstance our rest in Noumea was somewhat curtailed.

The first of February '44 we reported in to Guadalcanal and Purvis Bay, Florida Island, near Tulagi. We picked up some New Zealanders at Vella La Vella, having escorted some LST's to Munda, New Georgia, enroute. Then we took part in the landings at Green Islands. We got underway for this trip on St. Valentine's Day. We were besieged by Jap snoopers on the way up, our first close contact with Jap planes. At the landing itself we under-went our first air attack though the APD's were not molested and we did not get to do any shooting.

We returned to Hathorne Sound, between Kolombangara Island and Rice Anchorage which are on the Kula Gulf. We picked up more New Zealanders at Vella and proceeded to Green Islands and made a second echelon landing. After that we made a short escort trip to the Russel Islands anchoring for two nights in Tillotson Cove, Renard Sound. On St. Patrick's Day we got underway to make a landing on Emirau Island a few miles North of Kaviang. This was our first landing in which we were covered by carrier plane, nearby Kaviang at the same time being bombarded by battleships and the entire procedure went off without incident. We were then ordered to proceed to Milne Bay taking as passengers a group of about forty mixed natives (men, women and children) who proved to be better behaved than any other passengers we have had.

We had a rehearsal on the Lae Landing Beaches then proceeded in company with the largest force we had ever been with around the Admiralty Islands to the landings at Aitape, Hollandia, and Tanah Merah Bay. The group split up into three parts and made simultaneous landings at Aitape, Hollandia, and Tanah Merah Bay. Our group went to Aitape and the Noa was assigned an off lying island, named Ali, as a bombardment target. This was our first experience of this sort and we plastered it to the best of our ability.

The following day we returned to the same area and made a landing on Seleo Island. ~~We bombarded Seleo also and in connection with this had some more unusual experiences.~~ We had commenced our bombardment of Seleo when we were told that we were in the line of fire of a destroyer bombarding a near by target and ordered to move on. This involved our passage between the off lying reefs of Seleo and Ali Islands and at one time we had breakers curling over the reefs edges a hundred yards on each side of us. A cruiser managed to drop a bombardment shell a few hundred yards from our port quarter and a dive bomber dropped a bomb a few hundred yards on our port bow. Fortunately "cease firing" was ordered and the assault waves went in shortly thereafter. We were fairly close to and off to one side of our boats as they hit the beach and thus able to get, for the first time, a really good view of assault troops hitting the beach.

Subsequently we picked up troops at Saidor and were able to witness the development of an area we had helped to occupy.

We were ordered back to Pearl Harbor which trip we made all the way in company with the U.S.S. KANE, stopping by Funa Futi, enroute we almost ran aground on a "floating" sandbag. A few days at Pearl Harbor and we picked up marines at Hapuna Bay on the Island of Hawaii and proceeded to a landing at Saipan, Marianas Islands. It was decided not to land our troops as originally scheduled and they were taken to an already secured beach on D plus one Day.

In screening the U.S.S. LOUISVILLE at Magicienne Bay, Saipan we unconsciously had been close to danger from three directions. First, shortly after we left the LOUISVILLE she underwent a bombing attack, second, she also discovered a floating mine there and third, several days later we learned that the Japs still had shore defense guns in the caves along the coast near which we had curiously passed.

The first week or so after the landing at Saipan there were evening air raids though none of the Nip planes came close to the Noa.

On the night of 5-6 July 1944 the Noa, while carrying out a harrassing mission on Tinian Town and Harbor, underwent her first test of fire. While steaming at slow speed less than two miles off the coast we suddenly had shells whistling overhead and splashes with detonations in the water all about us. The usual confusion ensued but we quickly speeded up and opened the range and for the remainder of the night, though Jap fire from the shore continued, it never again came close. It is believed there were from two to four shore guns firing from three to five inch shells at us. There was also considerable smaller caliber fire but we were well out of range of that. We set fire to two cane fields with our star shells and believe some of our high capacity definitely harrassed them. However, we were harassed also. No casualties suffered on the Noa other than bruised knees, elbows and noses when certain of our "Quick Reactors" hit the deck at the first Jap salvo.



**U. S. S. GENERAL W. F. HASE (AP-146)**

Two nights later we had an air raid which kept the crew at General Quarters until 0015 and after securing for a half an hour we were again at General Quarters until 0130. During this time the Noa was required to make a smoke screen and had difficulty in doing so. In order to make a good smoke screen the speed had to be 20 knots and the Noa had to do it at 15 knots which caused flames to raise 20 feet above the stack. It lit up the Noa like a circus at night. Enemy planes were about 7000 yards away at the time. The closes any enemy plane came that night was a thousand yards and one was sighted by many members of the crew on the port bow. Obvious the Japs were trying to get on the northern tip of Saipan to get some high officials off.

We returned to Eniwetok escorting nine transports. Incidentally the screen consisted of the Noa, the Hogan, the Stansbury, and a few other destroyers of which the former operated together three years ago when the Hornet was having her shakedown cruise in the Carribean.

After Saipan invasion we returned to Eniwetok for a few days upkeep and then proceeded on the Guam invasion. The Noa had very little to do on this invasion except to screen for the transports. One afternoon while the Noa was on her screening station at Guam the crew spotted twin five inch guns on the northern tip of Guam and was ordered to go in and draw fire from these guns. The Noa did so but with no success. This was the first invasion where U.S. forces recaptured their own territory.

At Eniwetok Lieutenant Brandt was detached from the Noa, having served three and one half years aboard her. Mr Hargrave (Lt.(jg) took over his duties as navigator and executive officer and held down the job exceptionally well and was well liked by everyone.

From Eniwetok we proceeded to Espiritu Santo, New Hebrides escorting nine transports. On the way the Noa had trouble with the fuel oil service pumps and one day during the voyage she lost suction three times in almost every hour and was on the verge of being towed into port.

At Espiritu Santo the Noa got a seven day upkeep which was badly needed since February. Here the crew got a little recreation although it did not fulfill their desires. At this time the Noa received a new camouflage job which was much different from the rest she had.

The next destination for the Noa was Guadalcanal and she escorted the same transports which she brought from Eniwetok. The transports stayed at Guadalcanal and the Noa proceeded to Purvis Bay, Florida Island. The next day we escorted the transports to the Russell Islands and then returned to Purvis Bay. On the way to the Russells Ensign Herndon and Ensign Francis reported aboard for duty and we also received sixty-eight bags of mail, consisting largely of last Christmas mail. Some of the mail was dated back as far as November '43. We stayed at Purvis Bay almost three weeks and at this port there were a few fortunate members of the crew who were able to get their belly full of beer (at \$1 a bottle).

While at Purvis Bay the Noa received on board a underwater demolition team Able for her next operation. This was something new for the Noa which meant the Noa would be in on operation that was going to come off before "D" day. The demolition team brought aboard 50 tons of TNT which meant that the Noa had to get rid of some of her own ammunition to make room for the TNT.



~~U.S.S. GENERAL W. F. HASE (AP-146)~~

He left Purvis Bay on September 6, 1944 for the last time and was enroute for Peleliu Island, Palau Islands, in the Caroline Group. The Noa was in Task Group 32.5 which consisted of the Maryland, Tennessee, Idaho, Pennsylvania, Minneapolis, Portland, Louisville, Honolulu, Columbia, Denver and many other destroyers and escort carriers all of which make up the bombardment task group of Peleliu Island. This force was to go in "D" minus three day and bombard the island. "D" minus two day the Noa was to send in her demolition team to clear out the reefs on the landing beaches. Other APD's present were the Clemson, Stringham, Rathburn, and the Badger. This force was the largest "heavy" force that the Noa ever operated with.

On "D" minus three day the Noa unexpectedly was rammed by a twenty-one hundred destroyer at 0445 when the task force was reorienting the screen. All hands not on watch were sleeping at the time of the collision and I believe everybody awakened at the time of the collision. The destroyer that hit us was the U.S.S. Fullam (DD474). She hit us on the starboard quarter, puncturing the fuel tanks and the after engine room and taking with her the screw and forty feet of shaft, which caused the after living spaces and after engine room to fill up in a very short time (6 or 7 minutes). The word prepare to "abandon ship" was passed first and five minutes later they passed the word "abandon ship". The most outstanding thing about the sinking was that none of the crew were panicky or excited and carried out their orders as if it had been a drill. I think this is one of the reasons why the Noa did not have any casualties. The ship was abandoned at 0458 and the "skipper" was the last one to leave the ship. The Fullam was also the rescue ship and all hands were mustered there and no one was missing. A salvage party was organized and sent back to try salvaging the Noa but the damage she received was fatal to her. Somethings were saved such as radar equipment, radio gear, confidential papers etc. The ship was again abandoned and she made her final plunge at 1034, (September 12, 1944), stern down, bow right straight up. The Noa sunk in Lat 07° - 01'N Long. 134° - 04'E in a thousand fathoms of water, thirteen miles off Peleliu, 8 miles off Angor Island in the Caroline Group.