

USS MULLIANZ

DD 528

OPEN HOUSE



SATURDAY JUNE 12, 1954

The MULLANY was commissioned 23 April 1943 at the Bethlehem Steel Company Shipyards, San Francisco, California as a unit of Destroyer Division Forty Eight, Destroyer Squadron Seventy Four. After a shakedown period, the MULLANY performed escort duties in the Aleutian area from May to December 1943.

In the early part of 1944 the MULLANY operated in the South Pacific area, performing shore bombardment duties at New Guinea and escort duties for minesweepers in the Admiralty Island area.

The spring of 1944 was taken up with various shore bombardment assignments. Some of these were Tanahmerah Bay, New Guinea, 22 April 1944; Sawaer Airdrome vicinity, 17 May 1944; Bosnik, Biak Island, Schouten Island Group, 27 May 1944.

MULLANY was under air attack on the night of 4-5 June 1944, while making the passage off Bosnik, Biak Island. Enemy planes were picked up by radar, closing the formation from the starboard beam. No bombs were dropped on the first pass, but MULLANY was subject to the shock of an underwater explosion which lifted the ship upwards, temporarily knocking out the gyro compass and other equipment. It was believed that the explosion resulted from a magnetic mine or torpedo. The planes took a position ahead of the formation and turned, commencing another run in which two planes were taken under fire by MULLANY, without observed results. A short time later a second raid was reported, and a single plane approached the ship at low altitude from the starboard beam, closing at a range of 1300 yards without being picked up visually. All guns opened fire and the shock of an underwater explosion was felt shortly after the

barrage was commenced. The plane disappeared from the screen and was not seen to pass overhead. It was believed that the plane either crashed and exploded, or dropped a torpedo which exploded.

During the summer of 1944 MULLANY participated in many more shore bombardment operations. In the fall of 1944 MULLANY had her first yard period at the Bethlehem Steel Company Shipyard, San Francisco Calif. MULLANY returned to the South Pacific in time to participate in the invasion of Iwo Jima. During the night of 16-17 February 1945 MULLANY delivered harassing fire on the Southeast Beach and Mount Suribachi.

From 1 April to 6 April 1945, MULLANY carried out various patrol assignments in the Okinawa Gunto Area, escorting a transport group during night retirement on 1-3 April. On April 6 April, while patrolling on picket station east of Chini Wan, Okinawa Shima, the ship was subject to attack by four enemy aircraft, one of which struck the ship at the after deck house between 5" mounts 3 and 4. This area is where the after 3" mount is now located. Considerable damage was done to the ships hull and superstructure, and the after main engine was put out of commission. Two planes were shot down during the attack. During the night and early morning of 7 April, the MULLANY proceeded with skeleton crew under power of one engine to Kerema Retto anchorage.

Casualties as a result of the above action were as follows: Killed in action 20 enlisted men and 1 officer, missing in action 9 enlisted men, wounded 33 enlisted men and 3 officers.

The period after this until 25 September was spent in repairs and refresher training. On 25 Sept. the MULLANY left Pearl Harbor for Charleston, South Carolina and was inactivated.

The MULLANY remained in reserve ~~condition~~ until 8 March 1951. Upon recommissioning she was assigned as a unit of Destroyer Division One-Eighty-One for duty with the Atlantic Fleet.

The MULLANY operated in the Atlantic until October 1951 at which time she entered the Boston Naval Shipyard for a routine overhaul.

After this period the MULLANY made several trips to the Mediterranean.

On 1 February 1954 the MULLANY entered the Boston Naval Shipyard for the second time.

During this period the 3"50 conversion was executed.

