

## **William Donald Casady**

**Born May 3, 1918**

**My Graduation Class before going into the US Navy. I had already made up my mind to go into the Navy.**



**WILLIAM D. CASADY**

**"Bill"**

*"All bashful men have navy  
minds."*

Football 3, 4; Track 1, 2, 3;  
Glee Club 4; Operetta 4; F.F.A.  
4; "B" Club 4.

**This was found in his year book.**

**I went to sign up for joining the Navy and passed everything with the exception of being 3/4" short. At that time you had to be a certain height. My stepfather went to Tacoma, Washington to Senator Bone's office and requested a waiver for the height missing. It took some time but I received the waiver and entered into the US Navy February 16, 1937 where I was sent to San Diego, California for his boot training.**

## **THE BEGINNING OF WILLIAM D CASADY'S CARREER IN THE UNITED STATES NAVY**

**I wanted to go into the Navy after I graduated from Buckley High School in the state of Washington in June 1936.**

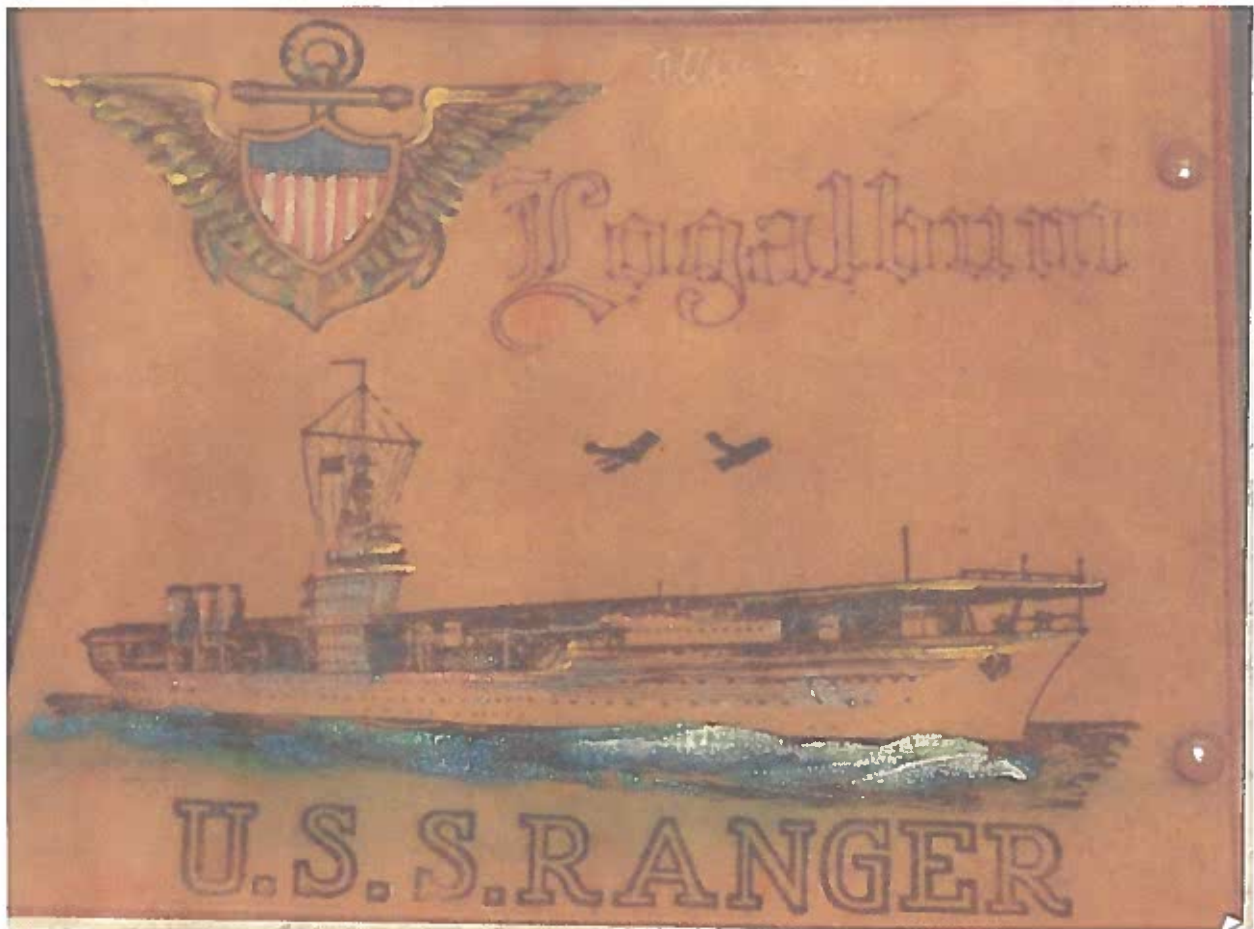
**In a few months I went to the Navy recruiting station in Tacoma, Washington and took the test to be able to enter the Navy, I passed all the tests, but I was  $\frac{3}{4}$  of an inch too short. The minimum was 5 feet 4 inches tall and I was only 5 feet 3 and  $\frac{1}{4}$  inches tall.**

**The chief petty officer at the recruiting station told me that it might be a good idea if I would go see the United States Senator with my stepfather and ask him if I could get a waiver of my height, being that I had passed all the other requirements. Later on we went to see Senator Bone, who approved sending for a waiver to Washington DC, a letter came accepting me to be sworn into the Navy in Seattle, Washington on February 16, 1937.**

**After being sworn in; I was put on a train with other recruits, headed for San Diego, Cal for three months boot training at the U S Naval Training Station.**

**When we arrived in San Diego, Cal US Naval Training Station we were taken to the South fenced in unit quarantine part of the training station. There we spent one month drilling on the grinder, rolling our clothing, so they would fit in a sea bag, and sleeping in a hammock. We also washed our own clothes and showered every day; they called us seaman Recruits. When the one month in the South unit was complete, we were moved to the North unit where we marched on the grinder, they had several companies in training. We had competition between companies every week during our two months training in the North Unit. We were able to get liberty sometimes; during this time of the Training. We still slept in hammocks**

**When I completed my three months training I was transferred to the USS Ranger CV4;**



I was attached to the 4<sup>th</sup> Division because I was Seaman 2<sup>nd</sup> Class. I did not like this assignment, as all I did was work on the ship scrubbing paint work, shining bright work, holy stoning wooden decks, and manning a 20mm gun station. I heard that I could study and stand watch on the generators and distribution control boards, and take the exam for EM3c. So I did all this on my own time, became qualified June 10, 1938 to take the exam. Later in June 1938 I was sent to the rifle range to qualify for gunnery for a week training when I was coming back to the ship. I met the Chief Master arms of the ship, (he was a Chief Electricians Mate), he told me I had missed taking the exam for EM3c and said for me to come to the ships electrical office Monday I could take the exam for EM3c. I went to the electrical office, took the exam; passed it, and then I was transferred to the E Division to start my Electrical Career June 22, 1942.

The first ship that was built from the keel up in Newport News, VA was an aircraft carrier. The USS Wright was converted from another type ship. Also the USS Lexington and the USS Saratoga was converted from battle cruises.



N. Nav. 84  
(Repl., 1929)

**The United States of America**

**Navy Department      †      Bureau of Navigation**

**Navy Training Course Certificate**

WILLIAM D. CASADY, SEAMAN SECOND CLASS, U.S. NAVY (385-71-95)  
having completed the Navy Training Course

ELECTRICIAN'T MATE THIRD CLASS

with a mark of 3.568, is awarded this certificate this 10th  
day of JUNE, 1958. Notation to this effect has been made in  
his service record.

<p><i>J. E. Wyatt</i> _____ J. E. WYATT, Lieutenant,      <b>U. S. Navy,</b> Division Officer.</p>	<p><i>A. B. Montgomery</i> _____ A. B. MONTGOMERY, Commander,      <b>U. S. Navy,</b> Commanding <b>U. S. S. RANGER</b></p>
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U. S. GOVERNMENT PRINTING OFFICE      6-7104

**FIRST CRUISE WAS IN PERU,  
SOUTH AMERICA**

**On September 3<sup>rd</sup>, 1937 my first cruise was to Peru in South America. On the 12<sup>th</sup> of September we crossed the equator. A lot of the crew on the ship was pollywogs and due for an initiation when crossing the equator for the first time. The shellbacks were the ones that initiated the Pollywogs. I hadn't been across the equator, so I was one to be initiated. The initiation consisted of a tank of water set on the elevator and a chair that they could flip backward to drop a pollywog into the water with men in the water to duck you. Then they would throw you out the other side to a runway laid along the steel deck of the hanger deck; this was lined on both sides of the mat with shellbacks and they had canvas filled clubs to paddle you as you ran by. There was a large net at the end to stop you. After this, all pollywogs were shellbacks.**



**We traveled to Peru, had a good time and cruised back to San Diego.**

**We stayed in San Diego after the trip to Peru only going to sea for training exercise. In January 1938 we went to Hawaii for Maneuvers with the fleet. We also had shore leave, while I was in Honolulu.**

**I visited the pineapple cannery; they had a juice fountain there and I drank so much juice I got real sick. I went swimming on Waikiki Beach, there was so much coral on the bottom when you went in the water it hurt your feet. The beach was above the tide level and was white sand. We got to skylarking and I had a pair of navy swim trunks and one of my buddies grabbed the back of my swim suit and they ripped. Well, our clothes were at the war Memorial pool away from where we were swimming. I found a towel lying on the beach which was a memorial pool towel, and wrapped around myself until I could go get my clothes on. Then we went back to the ship.**



**I was transferred to E division after being promoted to EM3C. I was assigned to the battery locker as my work station.**

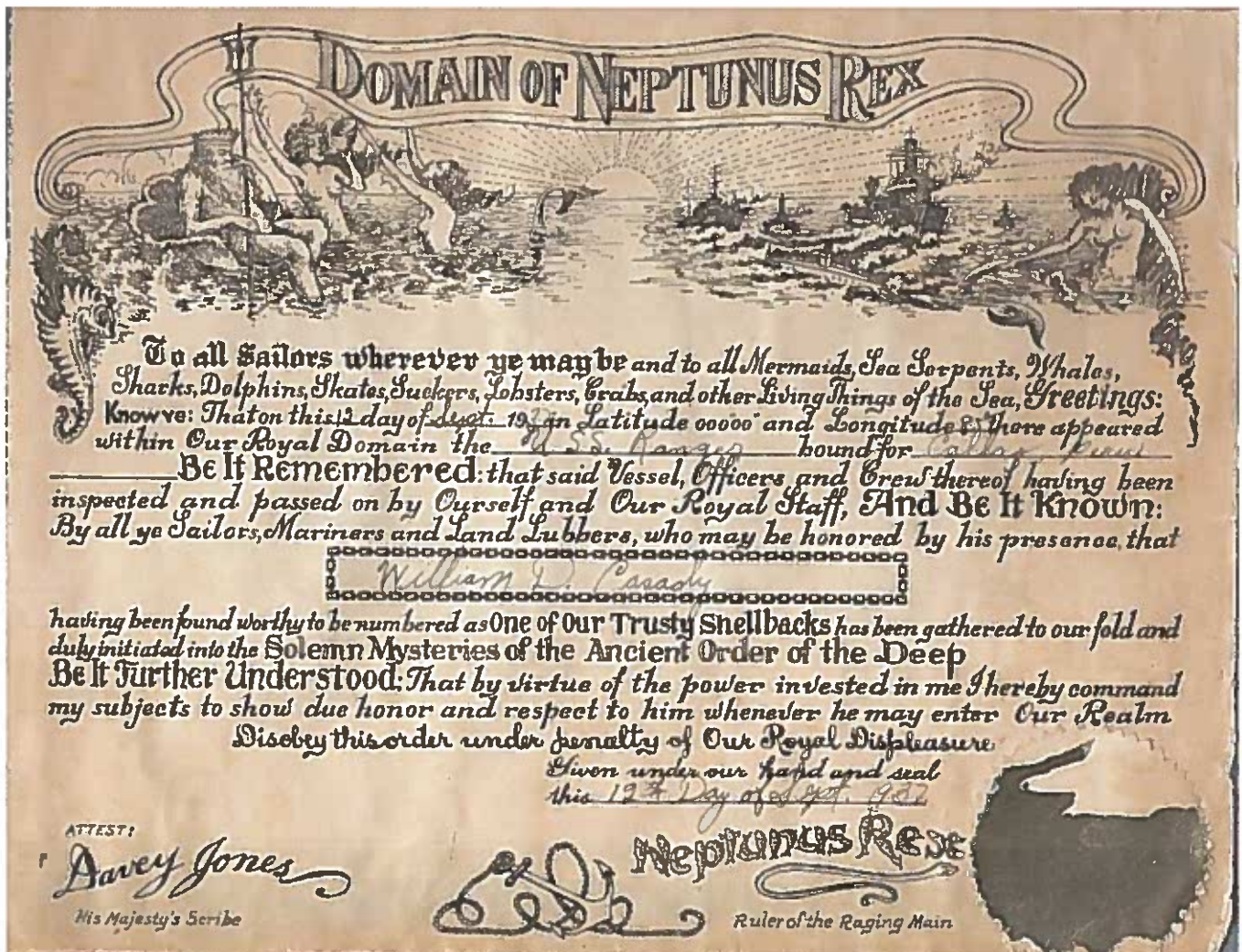
**The batteries were used; when the generators that supplies electricity to the ship, when the Generators tripped off the line, or ceased to supply electricity to the electrical components of the ship.**



**CROSSING THE EQUATOR**

*William says that about one day after they left Can Diego, California the men that were already sellbacks started initiating the pollywog's. Since I was a mess cook they waited until they were crossing the equator on the USS Ranger in Callao, Peru.*

*They had a pool on the ship about 10 by 10' and about 4" deep on the elevator. They dumped me for awhile and because the deck was metal, they had put a mat down that looked like rope and then my butt as I went down the roped mat; at the end there was a cargo net that caught me. This all happened the day of September 1937. As stated on my certificate below.*



## PANAMA CANAL

The next cruise later in 1939 the USS Ranger went through the Panama Canal for maneuvers in the Caribbean on the east coast. We had maneuvers in the Caribbean sea with the East Coast Fleet. I worked at my assigned station and stood watches on the ships electrical generators and electrical switch boards, which was four hours on watch and eight hours off of watch.

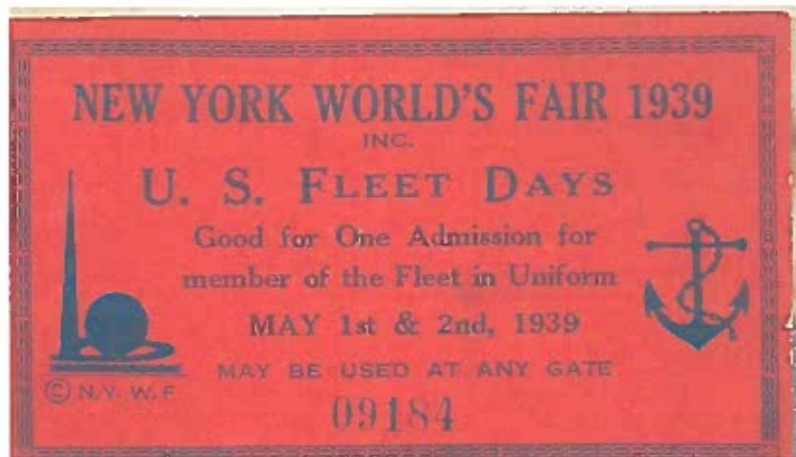
The ships were hot when we were out to sea because we did not have air condition. Most of the crew took their mattress topside to sleep, because the bunk compartments were too hot for sleeping.

After about a month or so we sailed to Norfolk, VA

We were supposed to go back through the Panama Canal to the Pacific Ocean and go to Bremerton, Washington navy yard for work to the ship but the rest of the fleet went to the Pacific and we stayed on the east coast and went to New York to the 1939 World's Fair. They changed our home port from San Diego, Cal to Norfolk, VA.

While at the fair we also were treated royally during our visit. They took us to the West

Point Army academy on a bus trip, we ate lunch at a restaurant on the Hudson River, all this was free. I visited the USO while I was there. They had free dances at the different YMCA's most of them had two bands playing the big bands songs, so you could pick the type of music you wanted to dance to, they also invited a lot of girls so that we had a large choice of dance partners. Most of the girls wanted to get married to sailors to be able to get away from NY City.





We stayed in New York City for about a week and thirty seven of the guys married the girl friend they had met while they were there. We left after our visit and came back to Norfolk to the Norfolk Naval Ship Yard in Portsmouth, Virginia for our regular ship work that we were supposed to get in Bremerton, Washington.

I did not like going in the ship yard because the ship became dirty, due to the work they did tearing everything apart, pulling out asbestos sheets and the dust flying around in the ship, also it seems that they would take things apart and they *didn't have* enough time to finish the job, and we had to finish a lot of work after we left the Navy Yard and went to sea for trial runs.

After we finished with the trial runs, when we came out of the Navy Yard, we went to Guantanamo Cuba to train with the group stationed there to check all personnel, on the ships and how efficiently we performed our duties on different operations of the ship.

While we were in Gitmo; I made a trip on our escort Destroyer to Santiago Cuba for a day's visit, this was a small town all we did we walked around the town to see the sights and take pictures.

The ship cruised to Haiti for two days and nights. I went ashore in Porte Prince, walked around and saw the sights and saw the big luxurious hotels where the celebrities from Hollywood stayed when they vacationed there. My thoughts of Haiti, was not good so I went back to the ship as soon as possible.

After Haiti we went back to Gitmo for more Training.

Shortly after finishing our Training we sailed back to Norfolk, Virginia

I had been studying for EM2C when I had some time, got qualified and took the exam October 1939. Passed the exam and was promoted to EM2, my pay was \$72.00 a month.

When I was promoted to Em2c, I was transferred to the ships lighting shop. The ship didn't stay in Norfolk long, we went to sea and patrolled the coast and, sailed to Newfoundland, anchored there for a short time, some of the crew went fishing while we were there, they brought back to the ship a lot of beautiful fish and they cooked them and we had a big fish dinner. One evening we got an emergency order to get underway to leave there immediately. We had the ships leaving in two hours. We sailed to Quonset Point Naval Air Station in Rhode Island, to load the ship with a bunch of P40 army planes to be taken to the gold coast of western Africa.

They had tried to transport this type airplanes on merchant ships and they were sunk by German Submarines before they we able to get them to Africa,


so the Ranger with two destroyers was selected to take these airplanes to help the allies fight the Germans in the North African Campaigns.

The ship sailed south to Trinidad and anchored there for a day or so then headed across the Atlantic ocean, when we got near Africa they flew the planes to land, from there to where they needed them. The ship made six more trips where airplanes to Africa were needed.

**William was qualified and promoted as  
Electrician's Mate Second Class  
This certificate dated 10th June 1938  
Pay Check rose again to \$72.00 month**

N. Nav. 84  
(Sept., 1929)

**The United States of America**  
Navy Department & Bureau of Navigation



**Navy Training Course Certificate**

CASADY, William D., E15c, U.S.N.,  
having completed the Navy Training Course  
Electrician's Mate Second Class

with a mark of 5.34, is awarded this certificate this FOURTEENTH  
day of SEPTEMBER, 1939. Notation to this effect has been made in  
his service record.

*J. E. Agatt*  
Lieutenant, U. S. Navy,  
Division Officer.

*H. C. ...*  
Commander, U. S. Navy,  
Commanding  
U. S. S. RANGER.

U. S. GOVERNMENT PRINTING OFFICE 4-7104

The ship patrolled the Atlantic looking for German submarines. I did a lot of studying the next year while we sailed the seas. I took the test for EM1C November 10, 1940 and passed it but there were not enough rates that came in and I could not get the promotion.

The German submarines were sinking a lot of merchant ships, so we spent the next year patrolling along the Atlantic Ocean. Our planes did a lot of flying; we always had two Destroyers with their sonar equipment that helped to protect the Ranger while we *were at sea*. Our planes sunk quite a number of subs that were near the Coast of the United States. We anchored in Bermuda quite a bit and operated from there most of the next year. We were able to go ashore while anchored in the bay. Bermuda at this time had no cars; they had a railroad with small rails. They also had beautiful beaches that we could go to swim. They had no buses, only horses and hansom for transportation. One night I had Shore Patrol duty at a dance just outside Georgetown, Bermuda.

When we were out patrolling no lights were showing from the ships at night, and also while we were anchored in Bermuda we installed three sets of recognition lights on the ships' mast; with a control panel for the signal lights on the signal deck. This was done so if we came upon another ship we could signal them that we were a United States Navy ship.

We sailed to Norfolk Several times while patrolling for submarines in the western Atlantic Ocean. The ship was in the Navy yard in Portsmouth, VA twice during one of the times we came back from Bermuda. We stayed in the navy yard to get work done about a month, then we went back to sea to patrol for submarines and return to Bermuda. We did not stay in Bermuda long; we were underway at sea most of the time, during most of the year of 1941; again I took the test and was qualified for EM1c November 10, 1941 and passed. I was promoted to EM1c; which gave me more responsibility. I was then in charge of maintenance and repair of the motors, with me as supervisor of a crew of men doing the work.

N. Nav. 84  
(Sept., 1922)

# The United States of America

Navy Department



Bureau of Navigation



## Navy Training Course Certificate

CASADY, William D., EM2c, #385-71-92, USN,  
having completed the Navy Training Course

Electrician's Mate First Class

with a mark of 3.37, is awarded this certificate this 4th  
day of November, 1940. Notation to this effect has been made in  
his service record.

*A. H. Soucek*  
A. H. SOUCEK,

Lieut (jg), U. S. Navy,  
Division Officer.

*T. S. Strague*  
T. S. STRAGUE, 17

Commander, U. S. Navy,  
Commanding  
U. S. S. RANGER.

U. S. GOVERNMENT PRINTING OFFICE

4-7104

I then received another raise and now making \$84.00 per month.



## **World War II began December 7, 1941**

**We continued to patrol out of Bermuda. The latter part of 1941, we sailed back to Norfolk, on the way at night we passed a German Submarine on top of the water charging their batteries. We kept going toward Norfolk, on December 7, 1941 we were one day out of Norfolk we got a report that the Japanese had bombed Pearl Harbor, and that was the start of World War II, because we were already in a war with Germany and Italy. We did not stay long in Norfolk.**

**I had been dating Alma Ballance for a year so when we came back to Norfolk, VA from Bermuda on December 10, 1941, we went to South Mills, North Carolina on December 11, 1941 and was married by a justice of the Peace. Then I left her on December 12, 1941 as the ship left to return to Bermuda and we did not have a honeymoon.**

**We arrived in Bermuda, we did not stay but a couple days when we left and sailed east to the middle of the Atlantic Ocean. The first night we had no external lights showing. The next night the ship arrived at a certain place they turned all external lights on. The ship sailed east for a few more days then they turned the ship around and headed back west toward Bermuda.**

**At night all lights were on until we reached the place where they turned the lights on; turned the external light off again at night until it was daylight.**

**We sailed west until we got back to Bermuda. We stayed there a few more days, and then we went out on Patrol looking for German Submarines until March 15, 1941.**

**The ship came back to Norfolk, VA. I got a short leave and found out that Alma's divorce was not final and could not be married until March 22, 1942. She did not file divorce for unfaithfulness and had to wait for 3 months before it was final. We decided to go back to South Mills, North Carolina to the same man that had married us the first time; now it was a legal marriage and we had our honeymoon.**

**After returning to the ship, I found that as EM1c I had to attend either gyro school or IC "B" school to be qualified for Chief Electrician Mate.**




**I was transferred from The Ranger to IC"B" school in Washington, DC on June 22 1942. I reported to the school July 22, 1942; I had 26 weeks, I really worked and studied real hard to make this school a success. I had to go to the Bethesda Naval hospital for surgery, August 31, 1942 until October 6, 1942,**

**When I came back to school, they put me in a class that was where I could continue where I had left off and I graduated on March 22, 1943 with a grade of 80.4. I had also passed my training course; I was promoted to Chief Electricians Mate (AA).**



NAVY DEPARTMENT, BUREAU OF NAVAL PERSONNEL

SERVICE  SCHOOLS

UNITED STATES OF AMERICA

*This certifies that*


CASADY, William Donald · 385 71 95, EMLc.

*has satisfactorily completed the prescribed course of study at the*  
 Electrical Interior Communication School

With a final mark of 80.04

*this* Twenty-second day of March <sup>1943</sup>

*Downer B. Packwood*  
 Downer B. Packwood  
 Lieutenant, USNR. U. S. Navy



BNP 674  
 (Revised October 1942)

U. S. GOVERNMENT PRINTING OFFICE 16-20500-1

**A Great Bill pay raise; now up to \$98.00 a month**

## USS IOWA BB61



After I graduated from IC “B” school, I was transferred to the USS Iowa BB61 on March 22, 1943 which was still in the Brooklyn Navy Yard when I went on board the USS Iowa (BB61) I became a plank owner as I was the only Chief Interior Communication Electrician that had been assigned to the ships company while it was in the Brooklyn Navy yard before we left to sail on trial runs. I was Chief in charge of all operation, maintenance, and repairs of all “I.C.”, circuits and machinery that were on the ship.

While the ship was in Brooklyn, I took some leave time; Alma (my wife) and I rented an apartment in Brooklyn, New York. We bought round trip tickets on the bus to Greenwood Lake, New York; made reservations to stay in Sterling Lodge, where we rented an upstairs room.

They had a row boat on the lake, so we put our swim suites on and went to the lake where they had the boat. I jumped into the water to swim a little, and then we went back to the lodge. Two people were playing cards at the table on the porch, one of them ask me how the

water was and I said it was warm, we went up the stairs, halfway up we stopped; faced each other and said with surprise that was BABE RUTH!



We showered and dressed, and came down to visit with them on the porch. Babe took my wife and me under his wings just like we were his children. He was much older than we were, he was retired from baseball. He played badminton with me, he took us bowling; there was a bunch of people in front of the bowling alley to get his autograph. I was standing near him and a little old lady asked me for my autograph. Alma and I had quite a laugh on that one. We guessed that being with Babe I had been a celebrity also.

Babe went to a butcher shop and bought thick steaks, we barbecued them on the grill in the backyard and the chef cooked vegetables and we had a good meal in the kitchen. This was done because you had to have food stamps in order to buy meat, but at that time Babe could get by with this.

Babe told me about Tommy Manville who offered him \$5000.00 to take a picture with him, but Babe said he would not take any pictures with him at all, because he (Tommy) was in all the papers because he went with those young girls and had a bad reputation. So I was kind of afraid to ask him to take pictures with my wife and me, he said he would be glad to take pictures with Alma and me., so we went out in the yard and took pictures with Babe Ruth.

He also autographed a Post card for us and gave us two big pictures of which he autographed, his name and he also said to my friends Mickey and Alma. That picture is now in a safety deposit box, which I gave to our nephew.



“Babe Ruth and William (Mickey) Casady in his chief's uniform”

Babe ask me when I was going back to the city, I told him Friday, he said he was going back Friday and I could ride with him. So Friday we started back together.

On the trip back to New York City we stopped in Tuxedo Park where only the rich lived because he wanted to take us for a boat ride. Babe said there was a man that had a boat rental on a lake. When we got to the boat rental place it was closed because the man that ran the rental had been drafted so we left and continued on to New York City where he let us off. We thanked him and left, took the subway to our apartment in Brooklyn, where the USS Iowa had been put in commission in the Brooklyn Navy Yard.

**I went back to the ship and shortly left the Navy Yard and sailed out to sea on trial runs to test all components of the ship and correct anything that needed fixing, when we came in port we anchored near the statue of Liberty in New York harbor. The ship sailed to Norfolk, VA. We arrived there on Friday, and the skipper of the ship would not give us liberty until the weekend, we were really unhappy because we wanted time with our family as soon as we arrived in Norfolk, we also had the same thing happen when we anchored in New York, we had only a weekend liberty. The USS IOWA BB61 sailed out to sea several times on trial runs.**

**The ship visited Portland, Maine when we were going into Portland the ship got off course in the entrance channel; they tore a big gash in the hull on the Port side of the ship about 200 ft. long. We had to go to Boston Massachusetts to the big dry dock to repair the damage.**

**I was transferred from the USS Iowa in August 1943 to the turbo electric school at the General Electric plant in Syracuse, New York for instruction on all engineering plant equipment for turbo electric DDE Vessels. I completed the course and graduated in September 1943.**

**I was transferred to Miami, Florida to the Submarine chaser training station in September 1943.**

**I was made an instructor for basic math electrical machinery, pertaining to Turbo Electric vessel and Interior Communication equipment.**

**In July 1944, I was transferred to Mobile, Alabama to the USS Basilan (AG68) I helped put in commission.**

Photo No. 19-N-75123 USS Basilan (AG-69) on 10 October 1944



**USS Basilan (AG68)**

**After the USS Basilan was commissioned we sailed through the Panama Canal to San Francisco, California. We had three generators on this ship to be used as electric power supply alongside of a dry dock for ships that were in this floating dry dock out in the Pacific in any of the island or where ever they needed it.**

## USS Hopewell DD681



**We left San Francisco to go to the western Pacific where I was transferred to the Destroyer, USS Hopewell DD681 off of the Philippines because they had no chief electricians mate on board. Shortly after I got on board a mine sweeper was sweeping mines near Corregidor where they had a five inch mount firing it and sunk it, we tried to pick up survivors and they were firing at us. They hit us three times, killed three men on our ship and we left there went to Pearl Harbor and then to Vallejo, California to get the ship repaired.**

**They took all the crew off the ship while they repaired it, when they had finished repairs, the crew went back aboard the ship and the ship went down passed the Golden Gate bridge on trial runs to see if everything was working like it was supposed to work.**


**We then sailed to Pearl Harbor, and then to Guam. We were headed for Japan when they dropped a bomb on Hiroshima and later Nagasaki and later Japan gave up and surrendered.**

**This was September 1945 the end of World War II. *We sailed into Saga Mo Bay in Japan and anchored. While we were anchored; a Japanese climbed the anchor chain, when he got aboard they captured him and he did not hurt anyone.***

While we were there we were in two typhoons, we had our motor whale boats tied up to the ship and we had to renew the batteries and repair the whole boat, and work on the engines so they could operate. They had an order that anyone that had sixty days leave coming and could be taken back to the United States by transport ship, I went back to the states in the USS Gerard to Portland, Oregon. Then I went to South Prairie, Washington for my sixty day leave.

62035700 Series C

# Honorably Discharged



from the  
**United States Navy**

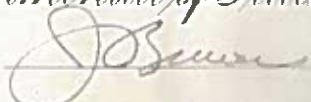
*This is to certify that*

WILLIAM DONALD CASADY *A* CHIEF ELECTRICIAN'S MATE, USN,

*is Honorably Discharged from the* USN RECEIVING STATION, NAVAL STATION,  
SAN DIEGO, CALIFORNIA *and from the Naval Service of the United States*

*This* 11-th *day of* FEBRUARY 1947.

*This certificate is awarded as a Testimonial of Fidelity and Obedience.*

  
J. T. BREWER, CAPTAIN, USN  
COMMANDING OFFICER

NAVPERs. 660 (REVISED AUGUST 1945)



The back of this certificate are the name of all the ships I was on.

Authority for discharge Art. D-9104(4) BuPers Man.

Following data transcribed from NavPers-553, Notice of Separation

Serial or file number 385 71 95

Date and place of birth 5/3/18 Buckey, Pierce, Washington  
 (Date) (Place)

Date of entry into active service 2/16/43

Highest rank or rating held CEM (CR to CEM 3/25/44)

Service (vessels and stations served on) USS ROCK BRIDGE

USS RANGER

USS BASILAN

USS IOWA

USS HOPEWELL

USS LSM(B) 401

NTS, MIAMI, FLORIDA

USS APPALACHAN

Remarks Expiration of Enlistment

American Defense Medal

American Area Campaign Medal

Asiatic-Pacific Campaign Medal

European-African-Middle-Eastern Campaign Medal

Good Conduct Medal

World War II Victory Medal

NavCruit Sta, Richmond, Va. 218/47:  
 Reenlisted this date for four (4)  
 years as CEM, USN in accordance with  
 SOL 1-47.  
*A. S. Kellum Jr.*  
 A. S. Kellum Jr.  
 Lieutenant, USNR.

W. H. BROOKS, JPC, JSM

17 MAR 1948

*[Signature]*  
 V. D. DUKE, LT. COMMANDER, U.S.N.C.

Other entries previously made hereon now covered by NavPers-553, Notice of Separation

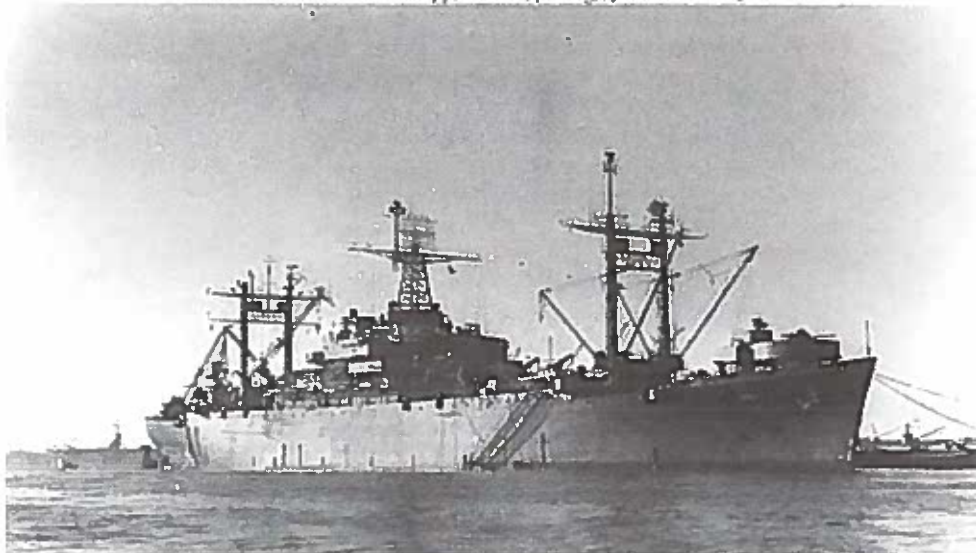
**I reported in after my leave in Bremerton receiving station and was transferred to the USS Rockbridge (APA 228) February 1, 1946 to February 27, 1946,**



**USS Rockbridge (APA 228)**

**then I was transferred to the USS Appalachian (AGC1) April 19, 1946 to August 16, 1946.**

Photo # NII 94692 USS Appalachian, photographed circa 1945-46



**USS Appalachian (AIGC1)**

**I was in operation crossroads "A" bomb test in Bikini June 1946 two test one bomb dropped by plane. The USS Appalachian went to Pearl Harbor after the first test was dropped from an airplane.**

**When we came back for the second test they had rigged a bomb hanging in a cofferdam in an LST. After this we sailed to San Diego, California and I was transferred to the LSMR401 in Coronado, California to finish my enlistment. I only had a couple months left before I got out of the navy, I had 11 years in the regular Navy.**



**William while serving on the USS Appalachian (AIGC1)**

**I was placed in the Naval Reserve, I went home to South Prairie, Washington, I stayed there and visited my family; and then I traveled across country to Norfolk, VA, where I went to Richmond at the Navy Recruiting office to re-enlist.**

**I went back to Norfolk, VA after re-enlisting in regular Navy and reported to the receiving station at Norfolk, VA Naval base on May 20, 1947.**

**I was then transferred to the USS Fargo (CL106) on May 27, 1947. We sailed to the Mediterranean Sea as soon as I got aboard the ship.**

Photo # NH 98918 USS Fargo at sea, 8 May 1946



**USS Fargo (CL106)**

The ship visited France, Italy, and Algeria in North Africa. I took some pictures, bought some perfume in France and things from Italy; also I bought some untaxed stuff from Tangiers that I brought back to the United States for gifts. I had been married to a wonderful woman, (Alma) since December 11, 1941 and brought the gifts back to her.

She was waiting for me whenever I came in Port. When I was in the States she followed me or we traveled together.

I was transferred to US Naval training station in Great Lakes, Illinois February 16, 1948. My wife and I got housing on the Naval Base, February 27, 1948. I was an instructor at the EM "A" school. I went thru the instructor training course March 26, 1948. While I was stationed in Great Lakes in May 20, 1949 I had my rate changed from CEM to ICC (PA) because I had graduated from IC "B" school.

While I was stationed in Great Lakes We moved the IC"A" part of the course to a new building separate from the EM"A" school and set up all of IC"A" equipment. I was transferred to the USS Valley Forge (CVA45) in 1952 during the Korean conflict, my wife and I bought a house trailer, 32 foot long and 8 ft. wide in Cedar Rapids, Iowa; pulled it to San Diego California; found a real nice trailer park, they set it up for us and I reported aboard the Valley Forge and I soon crossed the Pacific ocean to Japan.

I was transferred from the USS Fargo (CL106) February 27, 1948 to Great Lakes, Illinois and was put in an instructor training school. I graduated with grade of 85 March 6, 1948 to be an instructor at the E and ICA" school. I stayed there as an Instructor until October 1952.

I was then transferred to the USS Valley Forge (CVA45) that was in San Diego Cal.

Photo # USN 1046225 USS Valley Forge circa the later 1940s



**Before the USS Valley Forge left San Diego my wife had transfer papers for her to go to work at the North Island Naval Air Station, and worked the whole time I was gone to Japan and the ship was engaged in the Korean conflict, our planes dropped a lot of bombs. We spent one month patrolling off the coast of Korea, and one week in Japan then back to Korea alternating this way until the ship came back to the United States.**

**I was then transferred from the ship to Washington, DC to "ICB" school on June 21, 1954, for a second time, because the school was longer, they had added more to the school to make it 42 weeks. I made 90.44 this time through school .**

**I graduated April 27, 1955**

**Picture was taken in San Diego, Cal when I was attached to the USS Valley Forge**





DEPARTMENT OF THE NAVY, BUREAU OF NAVAL PERSONNEL  
SERVICE SCHOOLS

UNITED STATES OF AMERICA

*This certifies that*  
 William D. CASADY, ICC, USN  
 has satisfactorily completed the prescribed course of study at the  
 U.S.NavScol, I.C.Electricians, Cl"B", NavRecSta, Washington 25, D.C.  
 42 week I.C. Course, with a final average mark of 90.44.  
 this 22nd day of April, 1955  
 F. W. DAWSON  
 Officer in Charge

NAVFORM 074  
(Revised 2-49)

U. S. GOVERNMENT PRINTING OFFICE 16-50500-3



**This is while I was on the Valley Forge ship.**

**When I graduated from (ICB) the second time, I was transferred from the school to the receiving station at the Norfolk Naval Station, I had not turned myself in the receiving station because I was on leave.**

**I was in the Navy exchange one day and who do you think I met, no other than the CWO on the USS Ranger, CV4. He said I should come back on the Ranger, I said no I wanted something else, we parted but in May 1955 I ended up going back on the Ranger.**

**I put in a request to go on shore duty and put in to go to Sanford, Florida but October 1956 I was transferred to Charleston, South Carolina to the reserve fleet.**

**I stayed there and worked maintenance and overhaul dehumidifying machines and recording devices aboard naval ships in the reserve fleet in Charleston South Carolina.**

**In November 1958, I was chief in charge of maintenance and over haul of interior communication equipment aboard Naval vessels in the reserve fleet in Charleston, South Carolina May 1, 1959. I was transferred to the Fleet Reserve with Naval Service from February 16, 1937 to May 1, 1959.**

**This was the last picture taken before retiring from Active Duty.**

**Now let's see what happens after retirement.**

## **In Fleet Reserve between jobs**

**After being placed in the fleet reserve as of May 1, 1959, my wife and I bought a trailer and headed north from Charleston, SC. Our first stop was Norfolk, VA to visit with our family. While we were there my brother in law painted our trailer the color to match our car. Then we headed west on our trip to Washington State. We stopped in Waukegan, ILL for a few days to visit Joe and Gladys Sapienza; friends when we were there at Great Lakes Naval Training Station. We traveled through several states until with no problem and stopping at night sleeping in our trailer. We arrived in Enumclaw, Washington, parked our trailer in my Mother's yard.**

**We stayed in Enumclaw for several months and decided to go back to Norfolk, VA; went south to Salem, Oregon, stopped to visit my brother and his wife for a few days, then we went to eastern, Oregon, then went south to Pasadena, California where we turned east to Arizona, North Texas and in Texarkana. We had a flat tire on our trailer when we stopped alongside of the road where there was a nest of fire ants and they got all over my arms and bit me. We got the tire fixed then continued east and had no more trouble on the way to Norfolk, VA**

**I invested in a used car dealership and was co-owner for about a year; then I sold my portion. I applied for a job with Sears Roebuck and was hired as an appliance service man. I repaired large appliances, such as washing machines, clothes dryers, air conditioners, furnaces. They furnished me a truck to go to customers' homes to hook up or repair these appliances. I worked about a year and a half, and then I resigned and got a temporary job at the Norfolk Navy Shipyard in Portsmouth, VA. I worked there for a about a month during this time, I took a days' leave without pay because I hadn't enough time to accumulate leave time to get paid leave time. I went to the Norfolk Naval Station and took the examination for apprentice electrician; the exam was eight hours long. I passed the exam and was called to the Naval Air Station to start my apprenticeship, which required four years. During my apprentice training I worked on all types of Navy airplanes and worked in all the repair shops to learn what the aircraft electrician needed to do to repair all electrical equipment.**

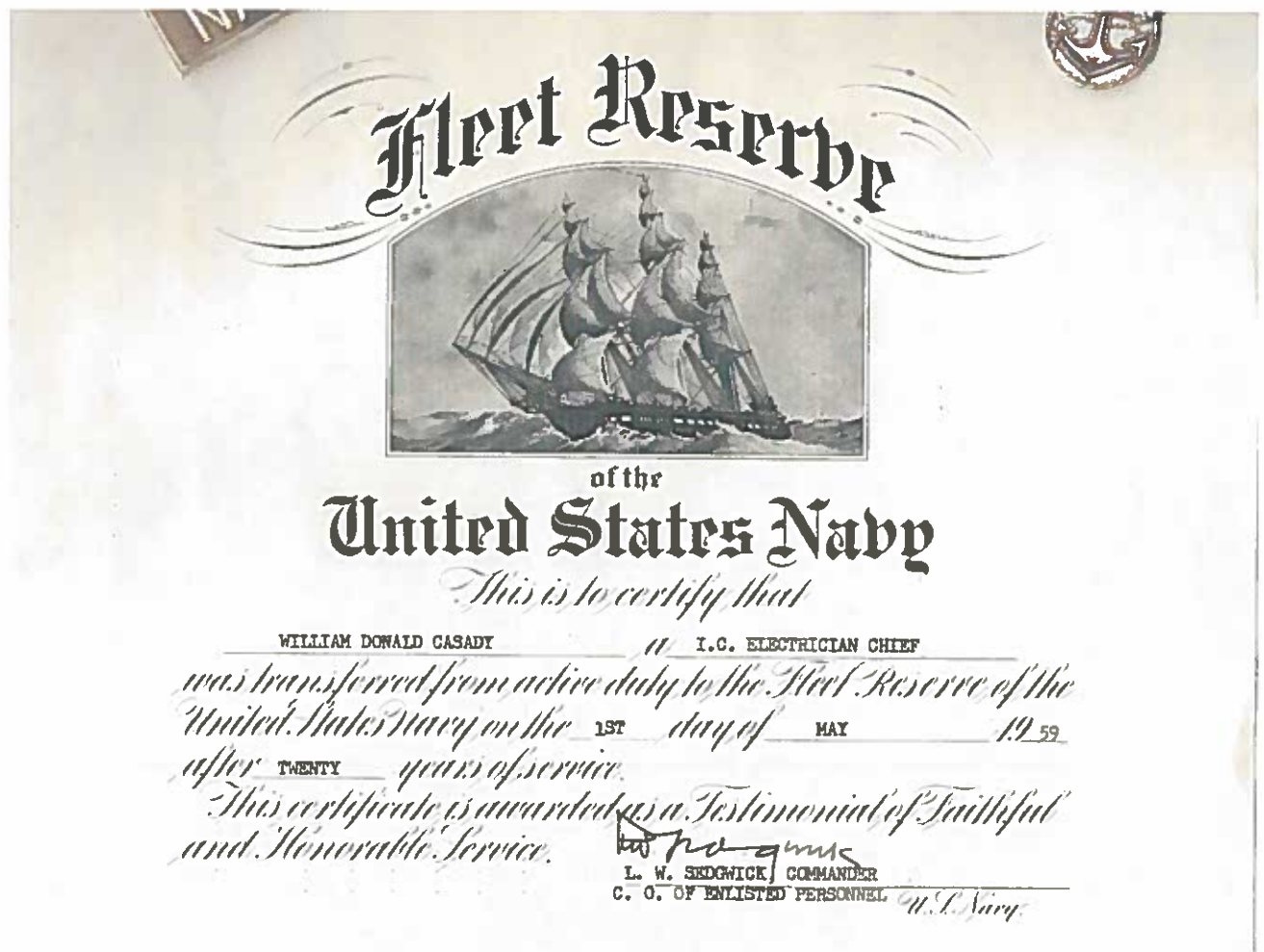
**Once a month I had academics such as Math, Physics, English and couple other subjects that I don't remember, this was a week long and I had a written exam on each subject at the end of the week, I had a spelling test every morning during the week of our English class; during the time the instructor was out they picked a man out of each class to teach. I was the man picked to teach my class. The regular instructor was a college**

graduate. When each instructor was out, I got to teach, the math class, English class, physics class at different times. These classes were taught usually by different instructors who were permanently civil servants.

After four years as an apprentice I graduated and was promoted to aircraft electrician.

I worked a couple years as a mechanic, then they called me in the office, asked me if I would want to be an instructor, I said yes and I was promoted to instructor aircraft electrician.

I worked at the Norfolk aircraft facility for thirteen years and then I retired with thirty five years of federal service on October 25, 1975.



USS RANGER CV-4 REUNION GROUP



'FIRST FROM THE KEEL UP'

KNOW ALL MEN BY THESE PRESENTS THAT

William B. Cassidy

having presented satisfactory evidence of service aboard the USS RANGER (CV-4)  
is hereby declared a full member of the USS RANGER (CV-4) REUNION GROUP  
with all the rights and privileges attending thereto.

Issued at

*Norfolk, Virginia*

this

*19* day of

*August* 19*69*

*Richard S. Smithwick*

Secretary

Attest:

*Ralph Butler*

President

*John F. Abbott, Jr.*





## USS IOWA BB61



**Skipping many years.**

**In 2012, one day I was reading my newspaper and saw a write up of the USS IOWA BB61 was not only having a reunion but this great ship was being moved to San Pedro, California for its final move and to be made into a museum. As being a plank owner on this original ship I really felt like I wanted to be a part of this; so my wife (Shirley) this time and our friend Nell Turner made arrangements to take this wonderful trip.**

**We arrived July 2, 2012**

**Out of approximately 800 retired World War II, veterans; I was the oldest (94 Years old)**

**I was interviewed by a number of people and on ABC and CBS news July 4, 2012. One of our neighbors saw my picture.**

**I had the honor of being asked to cut the first piece of cake at our banquet the following evening.**

**It was a great ceremony and I was very proud to be a part of it.**

**What a treat to have President Roosevelt's granddaughter to lead the Pledge of Allegiance to the Flag of our great country.**



**JULIANNA ROOSEVELT**

FDR's Great Granddaughter

# USS IOWA



## LOS ANGELES

Thursday, July 5, 2012



*The Pacific Battleship Center  
requests the honor of your presence at the  
Commissioning Ceremony for the Battleship USS IOWA  
as a Memorial and an Educational Museum*

*Wednesday, July 11th, 2012  
12:00 noon*

*Port of Los Angeles, Berth 87  
250 South Harbor Blvd., San Pedro, C.A., 90731*

*doors open at 10:30am for the outdoor event and parking is limited at Berth 87  
Civilian and Military attire*

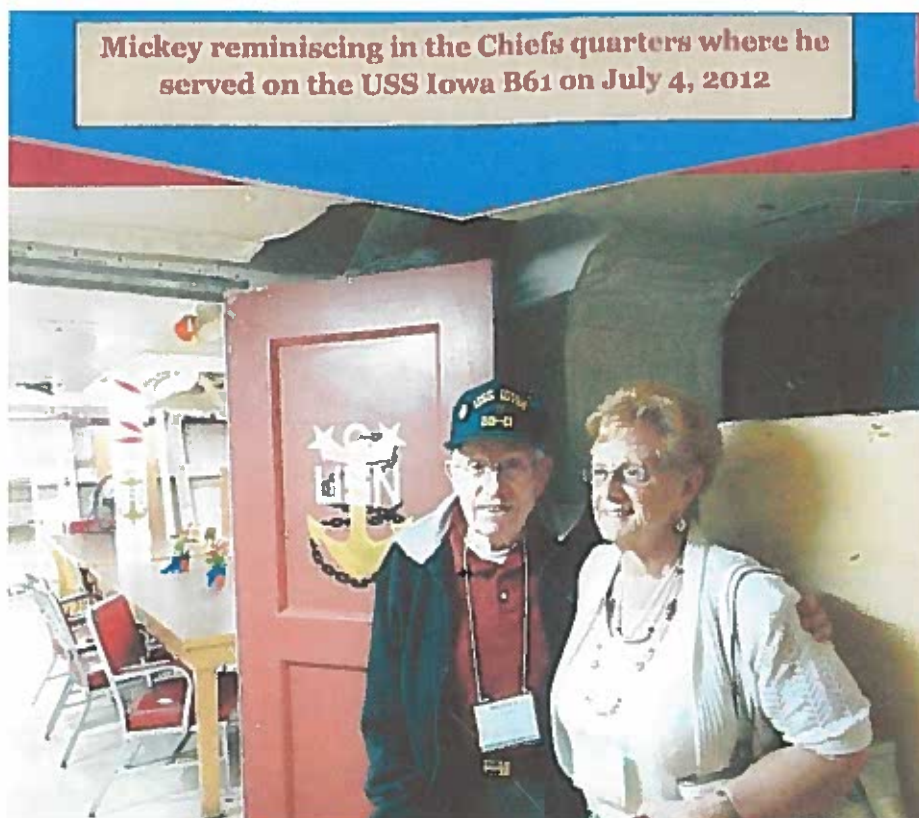
*Kindly RSVP to [july4evp@labattleship.com](mailto:july4evp@labattleship.com) by June 20th  
or call Fresh Place at 877-116-9267 ext. 710*

*Invitation is for one person and one guest,  
please bring this invitation for admittance.*





Picture of me being able to see my old quarters of which I use to be in, the bunk I slept in, the peg I hung my cap on and the old mess hall. The person who was with me asked (I bet this was not here when you were aboard this ship) he said an air conditioner. I said no It sure wasn't.





**William Casady Shirley Casady and Nell Turner**





**William Casady In wheel chair with red tie.**



**This was a huge cake celebrating the USS IOWA BB61**

William Casady being the oldest veteran there, was asked by the delegates to come forward and cut the first piece of cake.

This was quite an honor for me.



After the cake cutting, we had our banquet. Everything was great.



**We are on our way home**



After returning home our local newspaper picked up the story and interviewed me about this event.

In about three weeks our local section of the paper called "Clipper" had a whole front page and another one along with the editor's commit written about me.

## VISITING BATTLESHIP IOWA MUSEUM

# WWII vet, 94, enjoyed return aboard Iowa

*Chesapeake resident's trip to L.A. recalls his insistence on service*

By Katie Moritz | *The Virginian-Pilot*

### GREAT BRIDGE

**W**ILLIAM "MICKEY" CASADY doesn't have to guess how long he was in the service. "Twenty-two years, two months and 10 days," he rattled off. Not bad for someone who claims his 94-year-old memory "isn't like it used to be."

Part of his time in the service was spent aboard the battleship Iowa. Casady and his wife, Shirley, Chesapeake residents, traveled to Los Angeles for Independence Day to celebrate the ship's new life as a permanent military museum. Casady was lowered into the ship in a wheelchair, where he found his bunk, his locker and the mess hall where he had eaten his meals. It was his first time aboard the

ship since he inspected its electrical equipment as a plank owner in 1943.

The only change that stood out to him? "It was air conditioned," he said, laughing from his armchair.

At a World War II veterans reunion during the same visit to California, Casady was chosen to cut the cake because he was the oldest of the 600 veterans

See WWII VET, Page 8



Above William "Mickey" Casady and his wife, Shirley, pose outside the mess hall where Mickey ate his meals aboard the Iowa.

Left Casady holds 1943 photograph of himself. A senator had to get him an exemption to the Navy's enlistment requirement of 5 feet 4 inches tall.

SEAN PROCTOR | THE VIRGINIAN-PILOT



from the editor | *This little enlisted man made a big impact in Navy*

DEVON HUSBAR-D'GORLJE, 222-5202, devon.sorlie@pitonline.com

**T**HERE'S SOMETHING SPECIAL about the first one. And for retired chief electrician's mate William Casady, that was the battleship Iowa.

As a plank owner back in 1943, Casady made sure the battleship was operating smoothly for its trial runs. He ate at its mess halls and slept in its racks.

Casady moved on in his career after six months, leaving the Iowa behind. As

reporter Katie Mortiz's Page 1 story outlines, Casady would serve on a number of ships over his 22-year career. But none like the Iowa.

Now nearly 70 years later, Iowa has found a permanent home as a museum in Los Angeles, not unlike our own Wisconsin. And Casaday, at 94, was the oldest in attendance to celebrate the ship's new purpose.

It sure beats the sad end to the aircraft carrier America, which after decades of service was

used as a target for testing new ship weaponry and is now providing the infrastructure for a coral reef.

On Page 6, *Random Rambles* columnist Tom Stein opines about the chicks for Chesapeake group seeking permission to have cooped he in subdivision backyards. And, naturally, he couldn't resist a few fresh takes on that classic "why did the chicken cross the road" jokes. Always - agree or not - he's worth the read.

**Within the next couple of weeks, the local paper "Beacon" of the Virginia Beach, VA picked up this story as their front page news**



# WWII VET

*Emotional trip to insistence on service*

By Katie Moritz | The Virginian-Pilot

CHESAPEAKE

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The only change that stood out to him? "It was air conditioned," he said, laughing from his armchair.

At a World War II veterans reunion during the same visit to California, Casady was chosen to cut the cake because he was the oldest of the 600 veterans there. Although he's "a private person," Casady enjoyed reminiscing.

"Once he got started talking, he could not stop," Shirley Casady said.

Casady began his Navy career in 1937, eventually working as an electrician and an instructor across the country and at sea. During his more than 22 years in the service, he served on 10 vessels.

Casady grew up in Washington state and joined the Navy because "several of the people in my little town had joined,"

# WWII VET

Continued from Page 1

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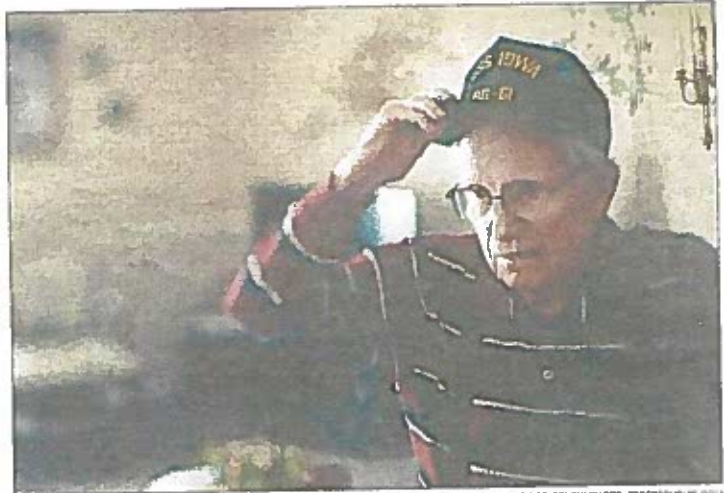
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Casady grew up in Washington state and joined the Navy because "several of the people in my little town had joined," he said. But enlisting wasn't as easy as he thought it would be. Casady had to petition a senator to let him join up because he had been turned away by his local enlisting office.

"I was rejected on the count of three-fourths inches too short," Casady said of the Navy's height requirement of 5 feet, 4 inches.

The obliging senator gave Casady a waiver, and he boarded his first ship, the



ABOVE PHOTO: SEAN PROCTOR | THE VIRGINIAN-PILOT; BELOW PHOTO: FREEMERPHOTO.COM



"God kept me happy; he kept me not wanting to die. And I guess he got me to 94," said Mickey Casady, upon returning from his tour of the new-museum battleship Iowa.

Ranger, one of only three U.S. aircraft carriers to survive WWII. While he was at sea, he got a notification from the draft board.

"I was in the middle of the ocean, and the draft board drafted me," he said, smiling.

Casady served on the Ranger for six years before attending internal communications school through the service. He was assigned his role on the Iowa upon his graduation and a promotion to chief electrician's mate. He said the toughest thing about Navy life was being away from his family on the West Coast. Casady said he still has many of his mother's frequent letters, which were "filled with love." Teaching newer sailors was Casady's favorite assignment in the service. He taught IC classes in several cities, including Washington, D.C., and Miami.

"The students tore the instruments apart, and I had to tell them how to do it," Casady said.

Shirley Casady said her husband rose up the ranks quickly, praising his electrical skills. "I have a very bright man right here," she said.

In 1959, at 41, Casady retired from the Navy, but began working as a mechanic at local Navy shipyards soon after.

"I felt like I needed another job," he said. He held various jobs in civil service for 13 years, eventually working

as an aircraft electrician mechanic instructor, until he retired in 1975.

In 1992, his first wife of 52 years, Alma, died. Two years later, he met Shirley at church. Shirley Casady said her husband looked older when she met him than he does now.

"He was grieving himself to death," she said.

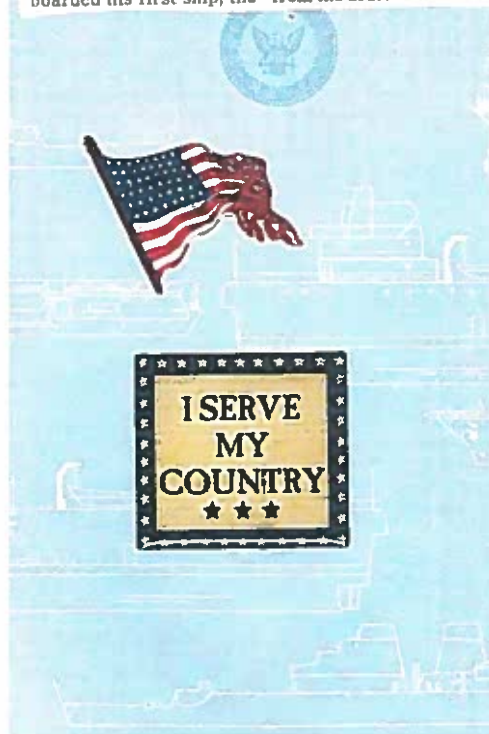
Casady said his two years as a widower had been "rough" – it was important for his well-being to have someone to love.

William and Shirley married in 1995, exactly one year after their first date. They've been married 16 years and have never had a fight, Shirley said.

Despite his rewarding career – and even a night spent with Babe Ruth at a New York club (a photo of the two hangs on his wall) – Casady said the happiness he has found, as well as his good health, has been his proudest achievement.

"Happiness means a lot," he said. "God kept me happy; he kept me not wanting to die. And I guess he got me to 94."

Katie Moritz, 757-222-5217, katherine.moritz@pilotonline.com  
Twitter: KMoritz\_reports



**I am again proud to have been upon the USS IOWA BB61 as well as all of the government association I have had the privilege to serve.**



**USS  
Arizona**



**Ship's  
Seal**

**Certificate of Flag Presentation  
To**

***CPOCT William D. Casady, USN***

***16 February 1937 - 25 October 1975***

*In tribute to the American fighting men killed during the attack on Pearl Harbor, the national ensign flies continuously from a flagpole mounted to the battleship USS Arizona (BB39). During hours of darkness, the flag is illuminated.*

*The battleship, resting in 38 feet of water, is no longer in commission. It was stricken from the active list in 1942.*

*Special permission was granted by the Secretary of the Navy to fly the United States Flag over the ship in memory of the brave men killed during the attack on the morning of December 7, 1941.*

*The United States Flag accompanying this certificate was raised and lowered on the Arizona Memorial on September 11, 2012 at 1022  
*America Remembers 9/11**

*Signed and authenticated this date, April 29, 2013*

**Paul DePrey**  
*Superintendent  
WWII Valor in the Pacific  
National Monument*

**F. L. Ponds**  
*Rear Admiral, U.S. Navy  
Commander  
Navy Region Hawaii*