

USS Charles R. Ware

DD865



Crew reunions
Official “cruise book”

USS Charles R. Ware DD865 **1945 to April 1946**

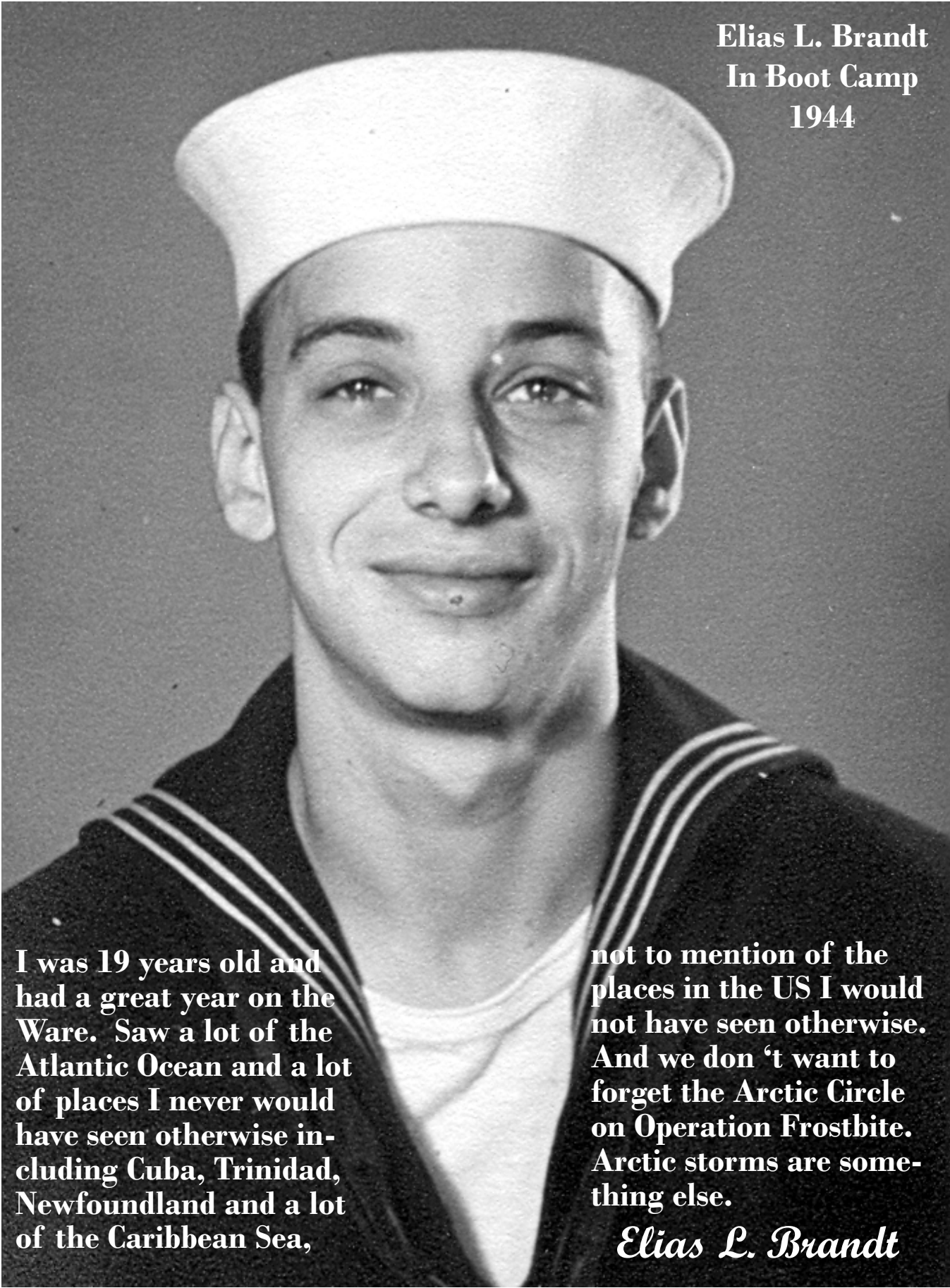
Including Operation Frostbite

Pictures by Slc(GM) Elias L. Brandt, 1945-46

Commander Henry R. Wier, 1945-46

Cruise book edited by SN Jerry Alperstein, 1966-67



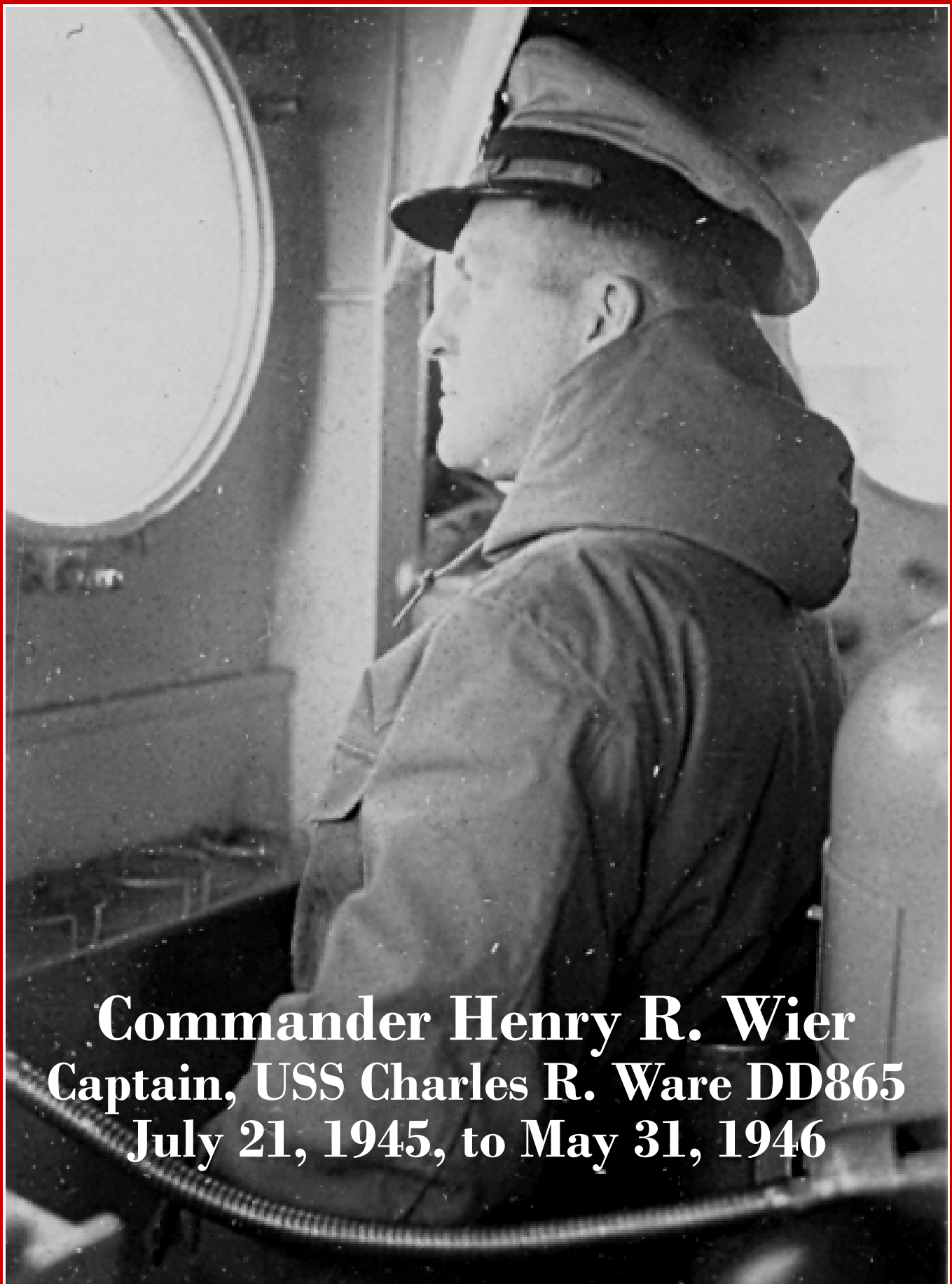


**Elias L. Brandt
In Boot Camp
1944**

I was 19 years old and had a great year on the Ware. Saw a lot of the Atlantic Ocean and a lot of places I never would have seen otherwise including Cuba, Trinidad, Newfoundland and a lot of the Caribbean Sea,

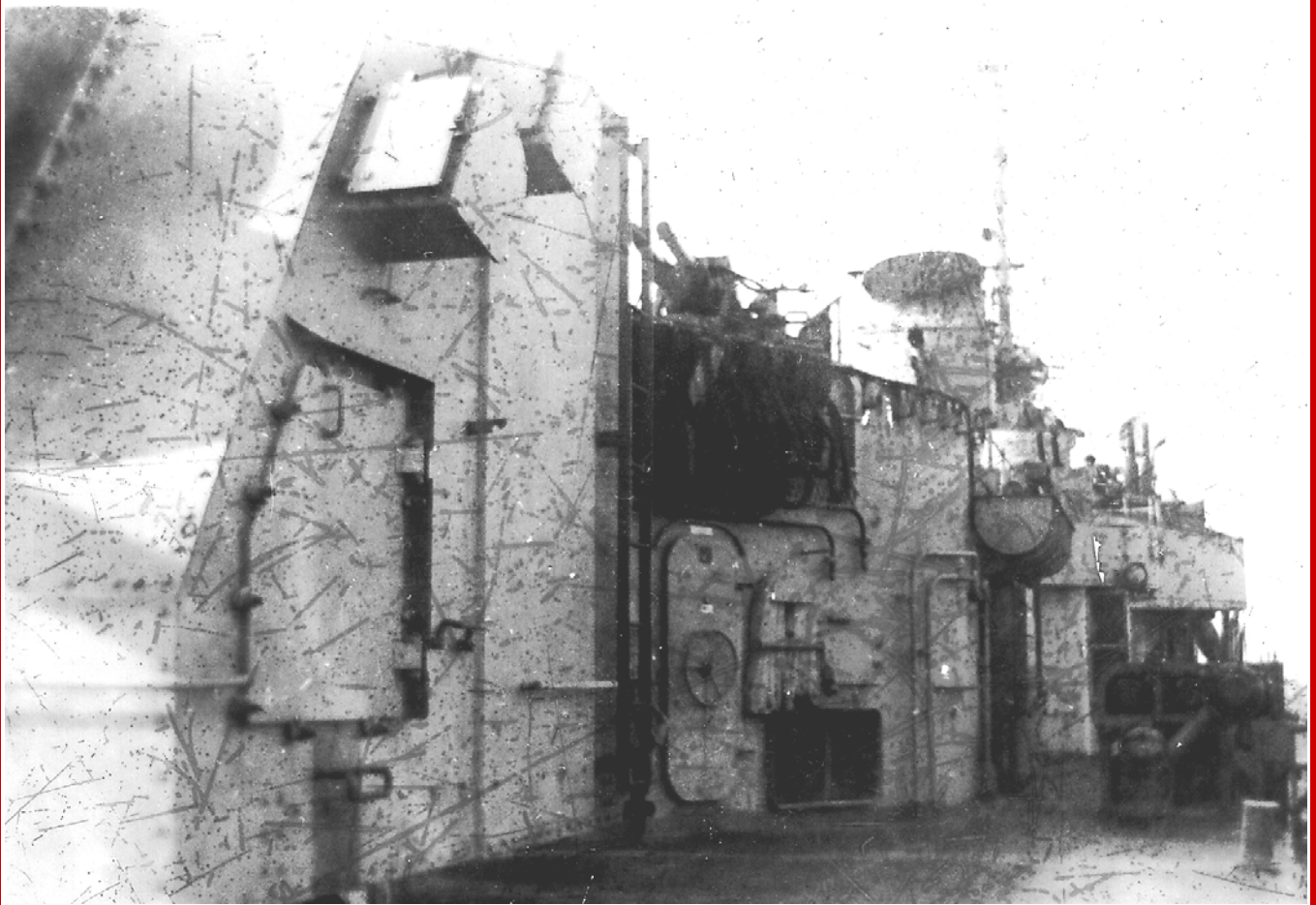
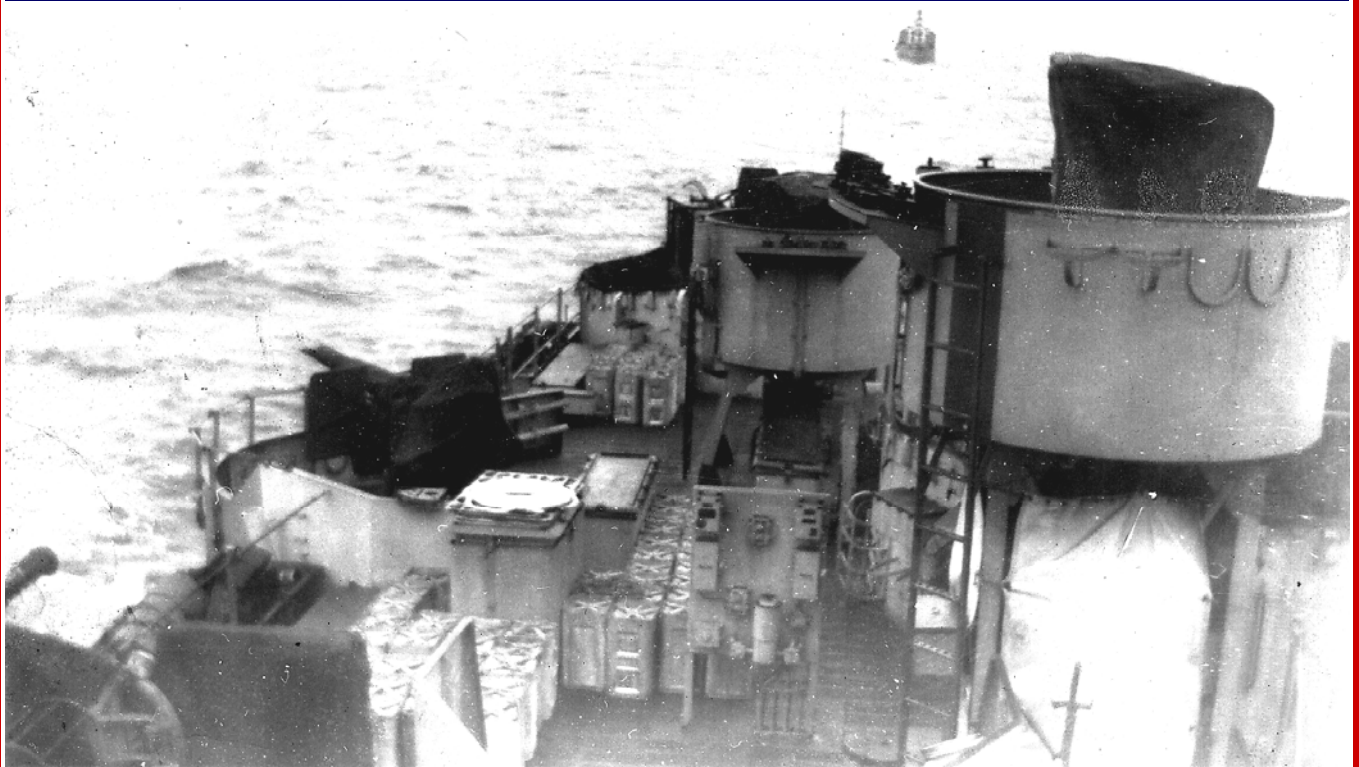
not to mention of the places in the US I would not have seen otherwise. And we don't want to forget the Arctic Circle on Operation Frostbite. Arctic storms are something else.

Elias L. Brandt



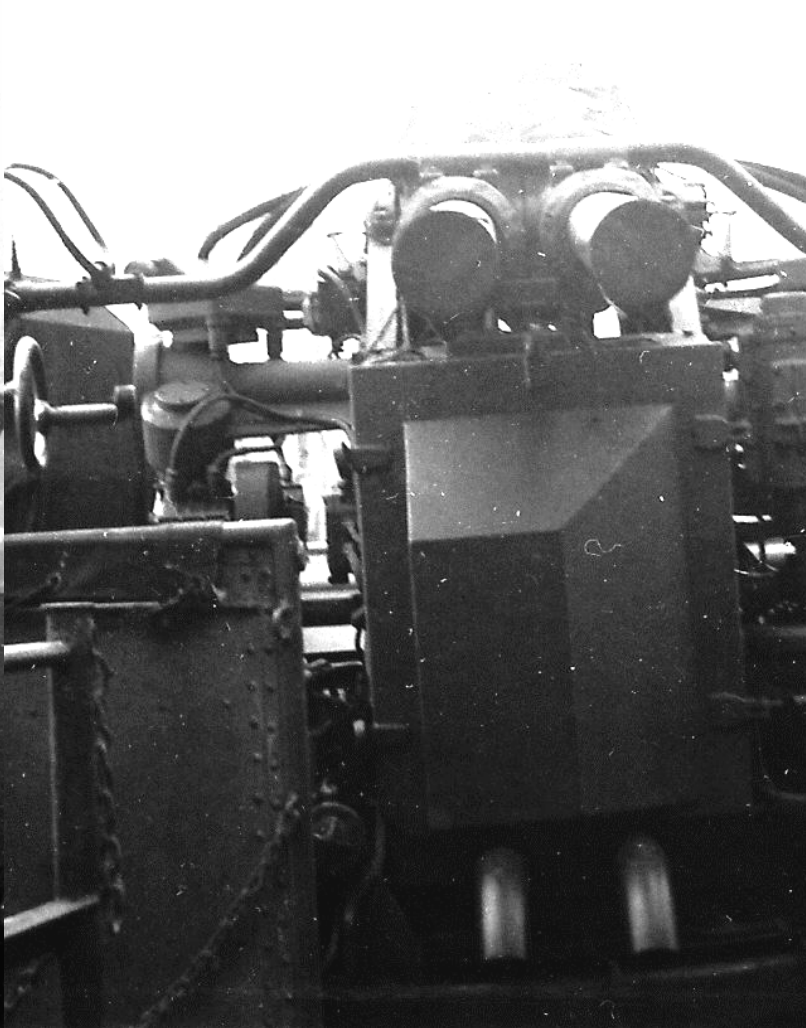
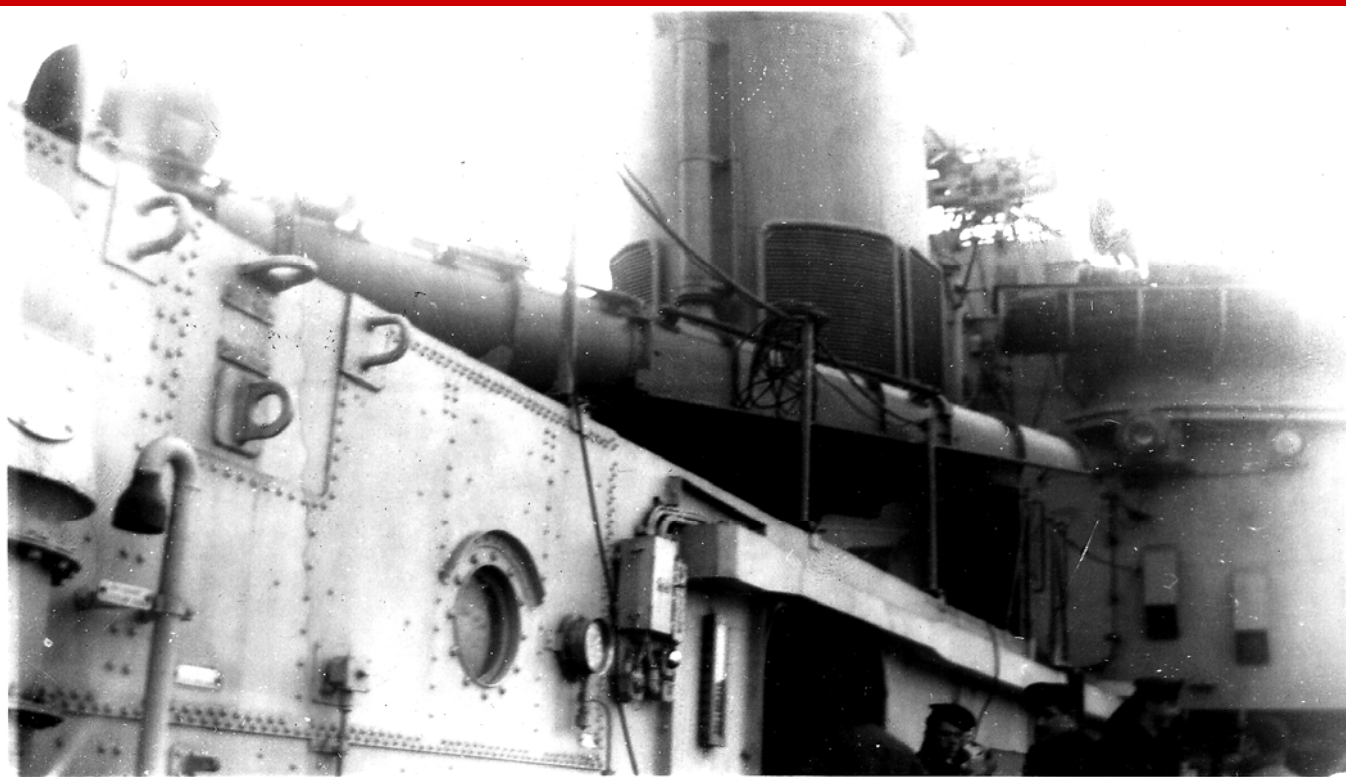
Commander Henry R. Wier
Captain, USS Charles R. Ware DD865
July 21, 1945, to May 31, 1946

USS Ware 1945 to April 1946

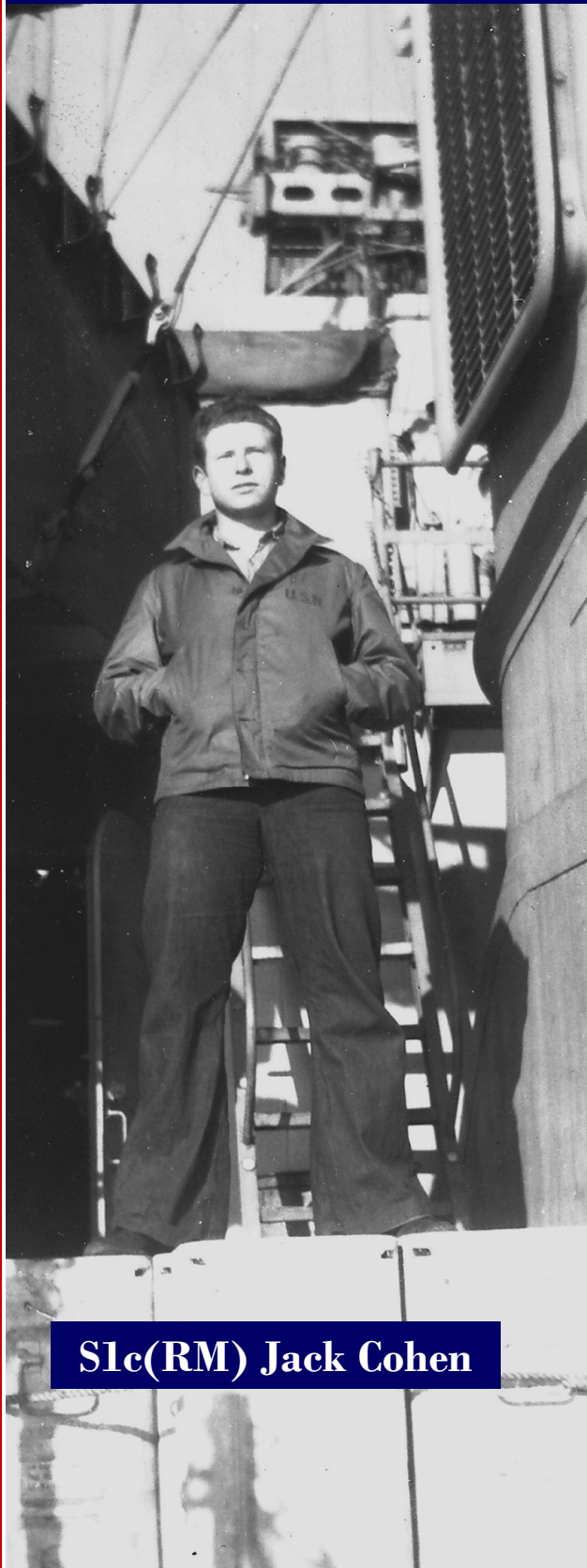








Some of the crew



Slc(RM) Jack Cohen



Slc(GM) Robert Rutland on watch



**Slc(GM) Elias Brandt
SN(GM) William Henderson**

Radiomen



S2c Paul Gilchrist



**GM2 Austin Furman
GM2 Edward Marley**



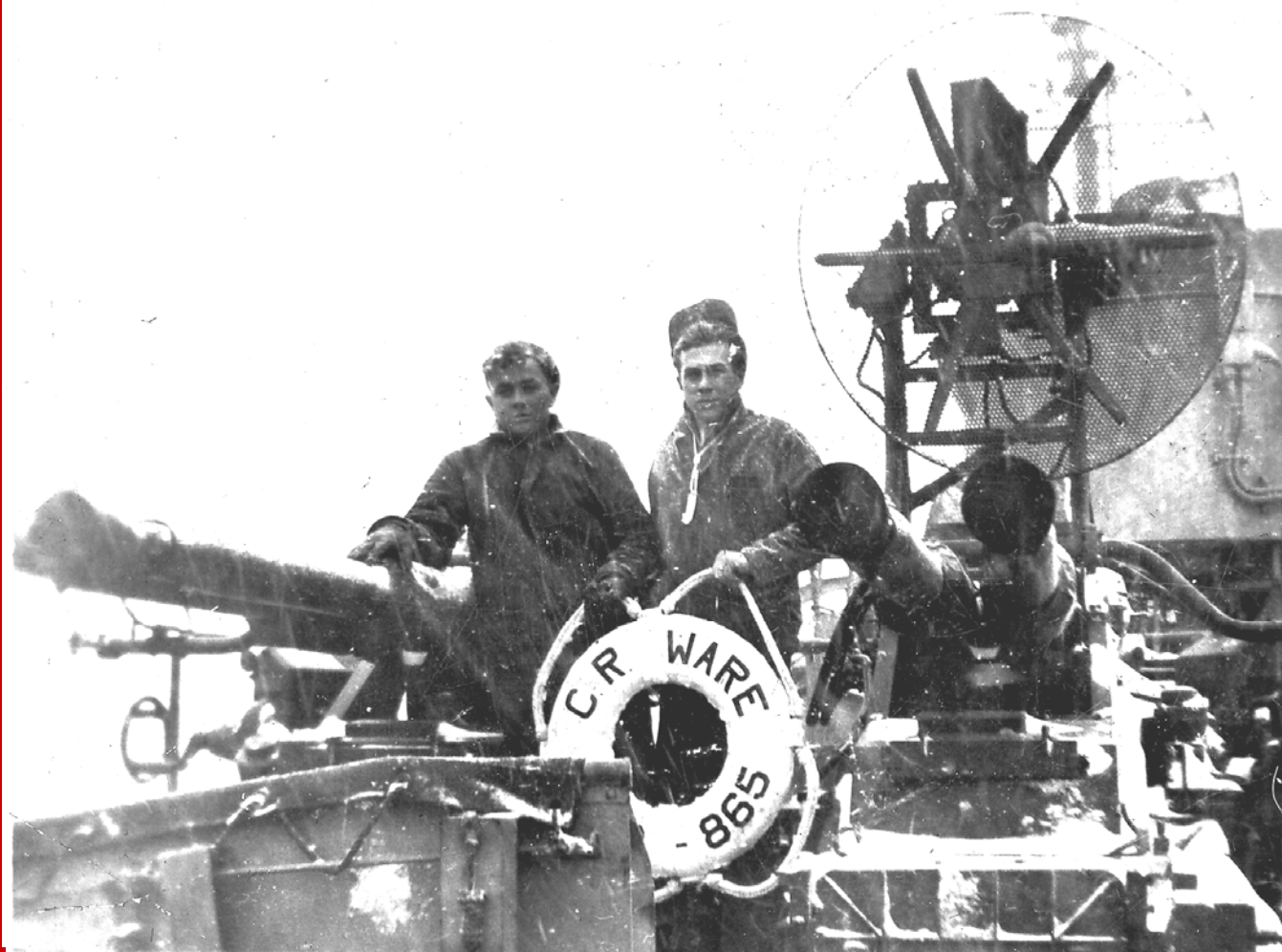
**RM3 John Dobkins
GM3 Cletus Rainey**



S2c George Pond



COX Louis Sigur



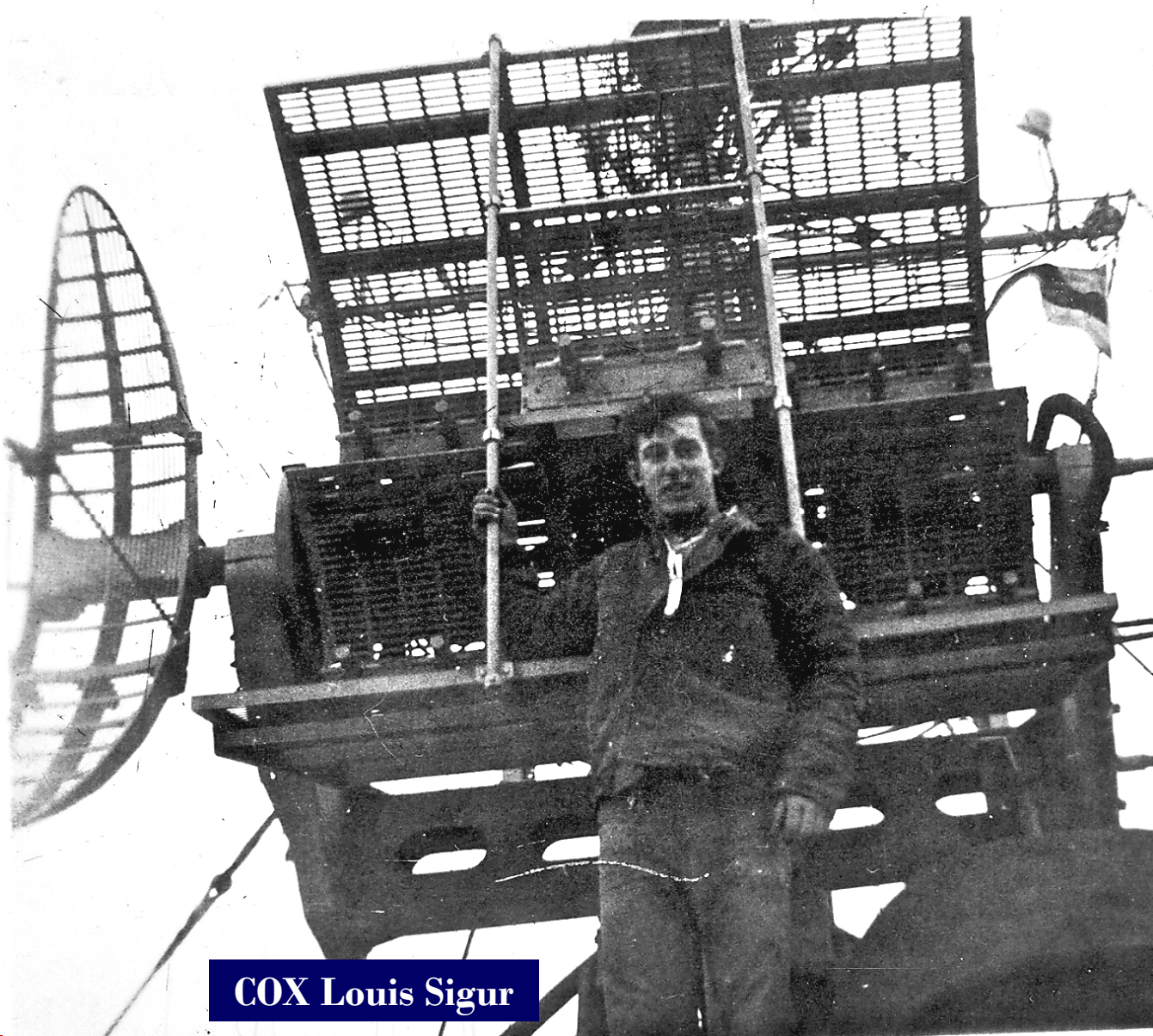




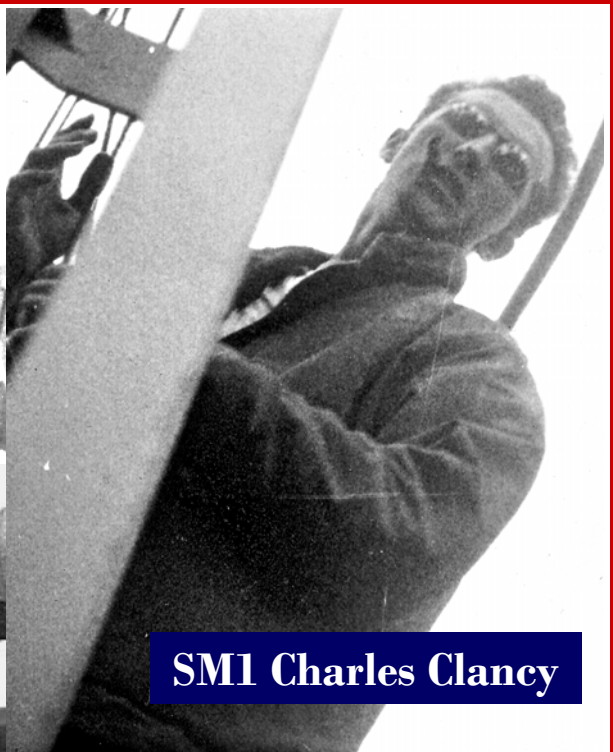
**Part of
Ordinance Division**



COX Louis Sigur



COX Louis Sigur

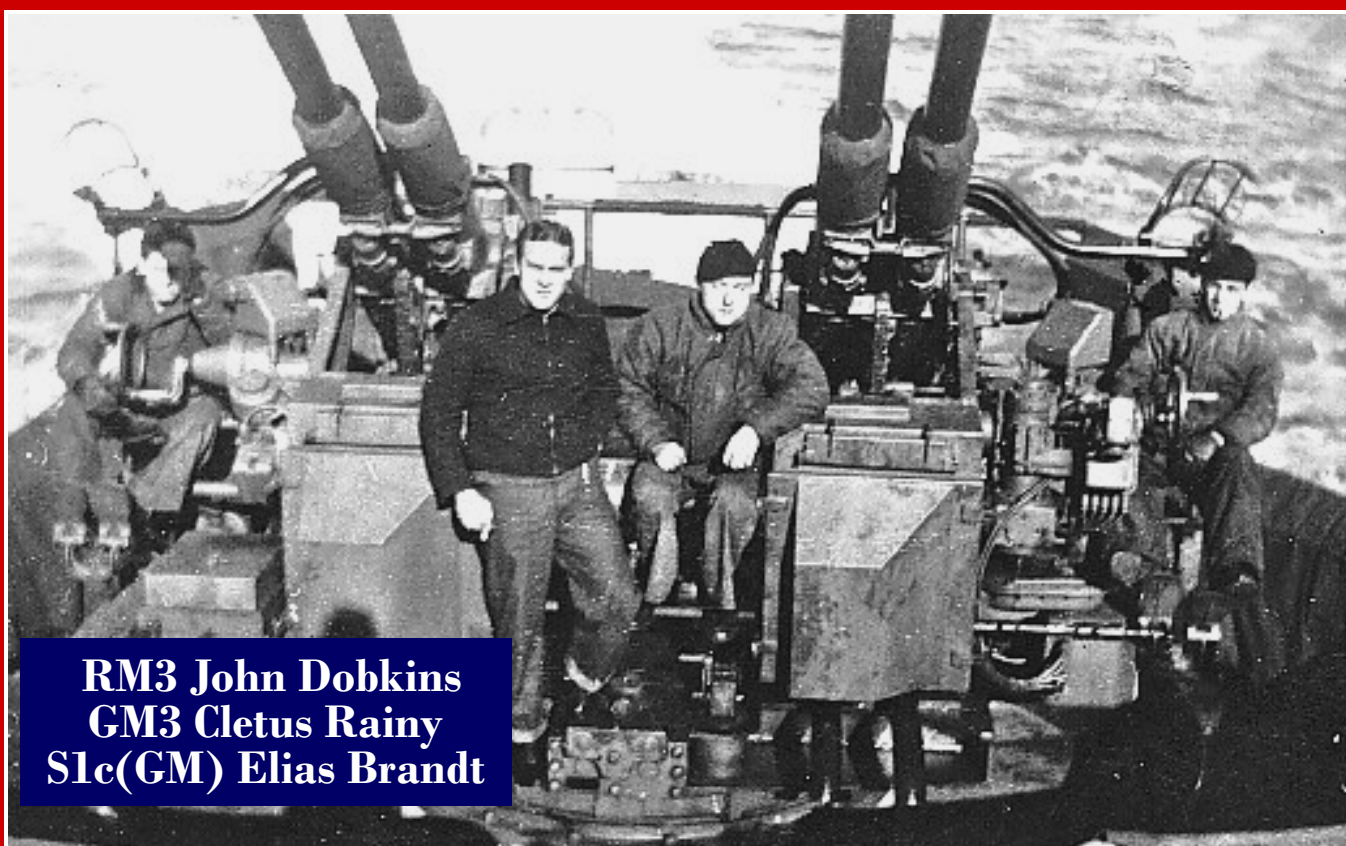


SM1 Charles Clancy

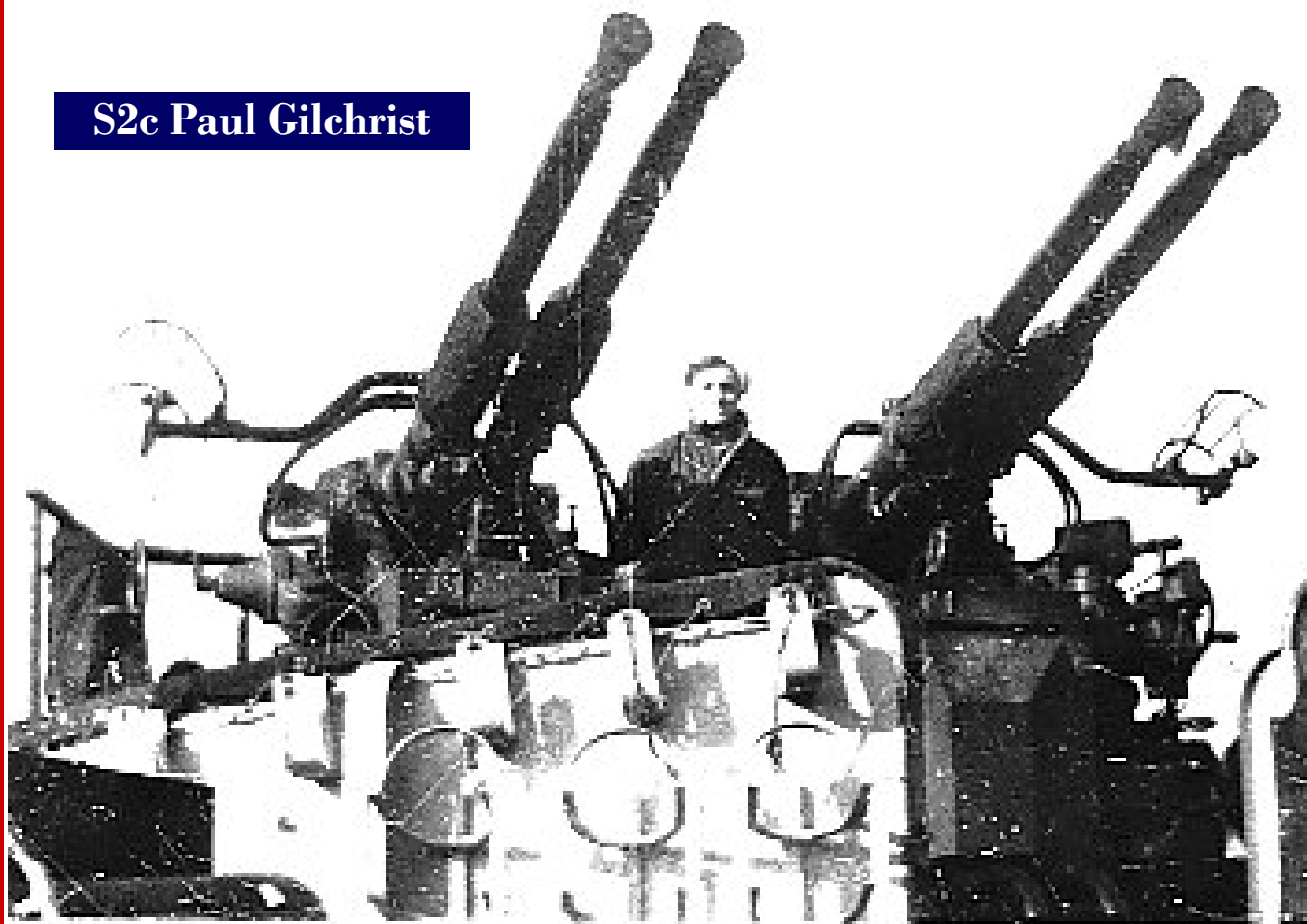


S1c Robert Rutland





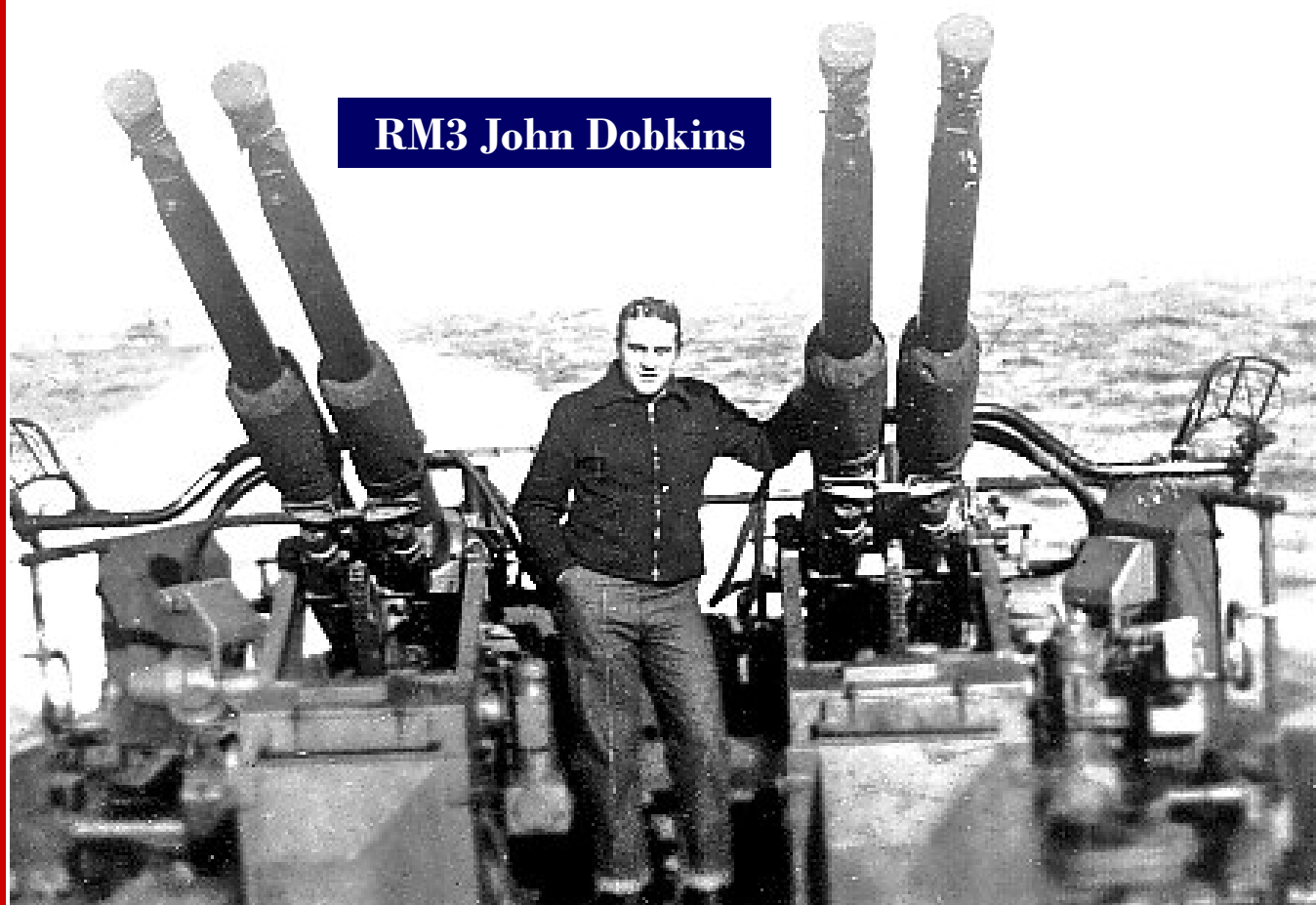
**RM3 John Dobkins
GM3 Cletus Rainy
S1c(GM) Elias Brandt**



S2c Paul Gilchrist

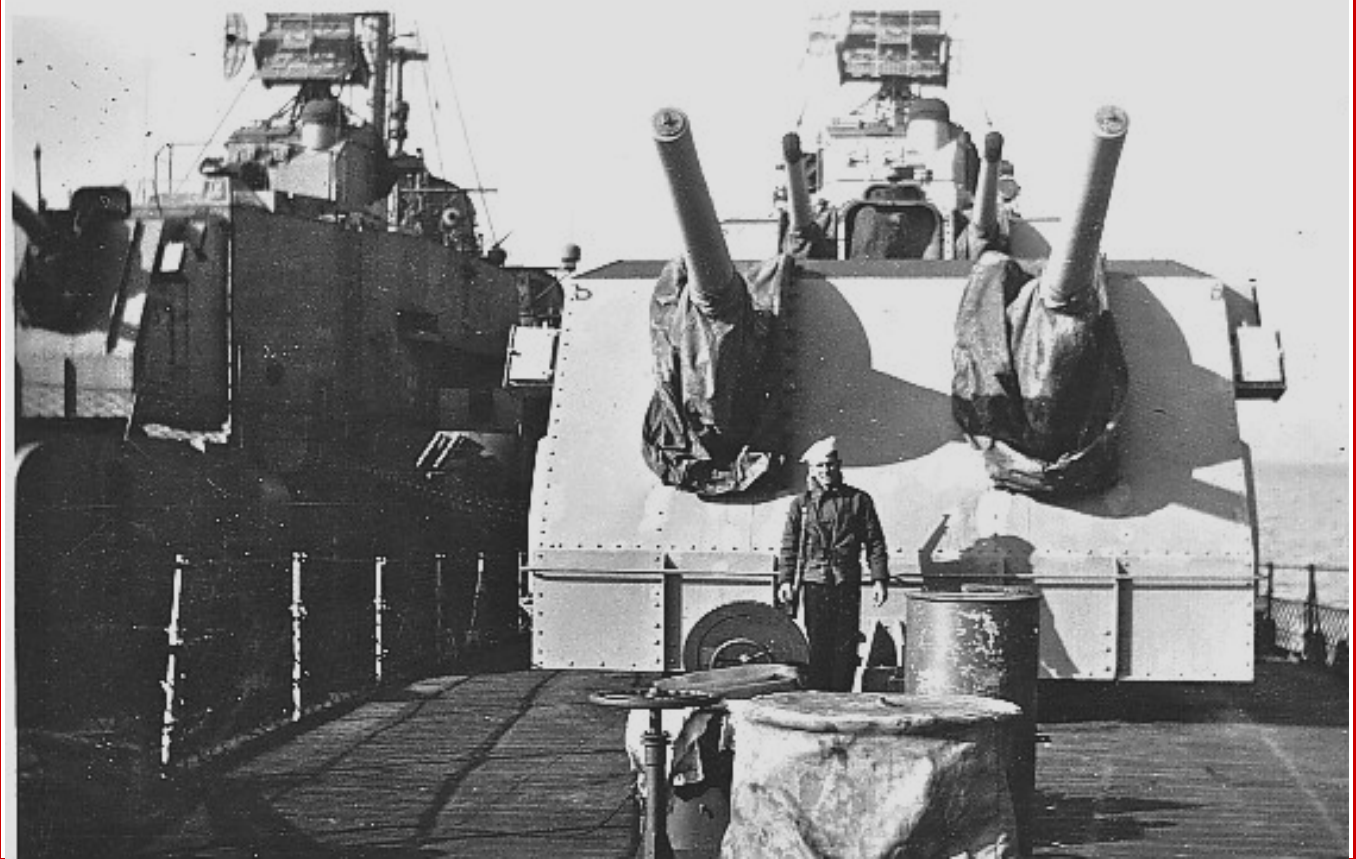


GM2 Gilbert Snieder



RM3 John Dobkins

RM3 John Dobkins

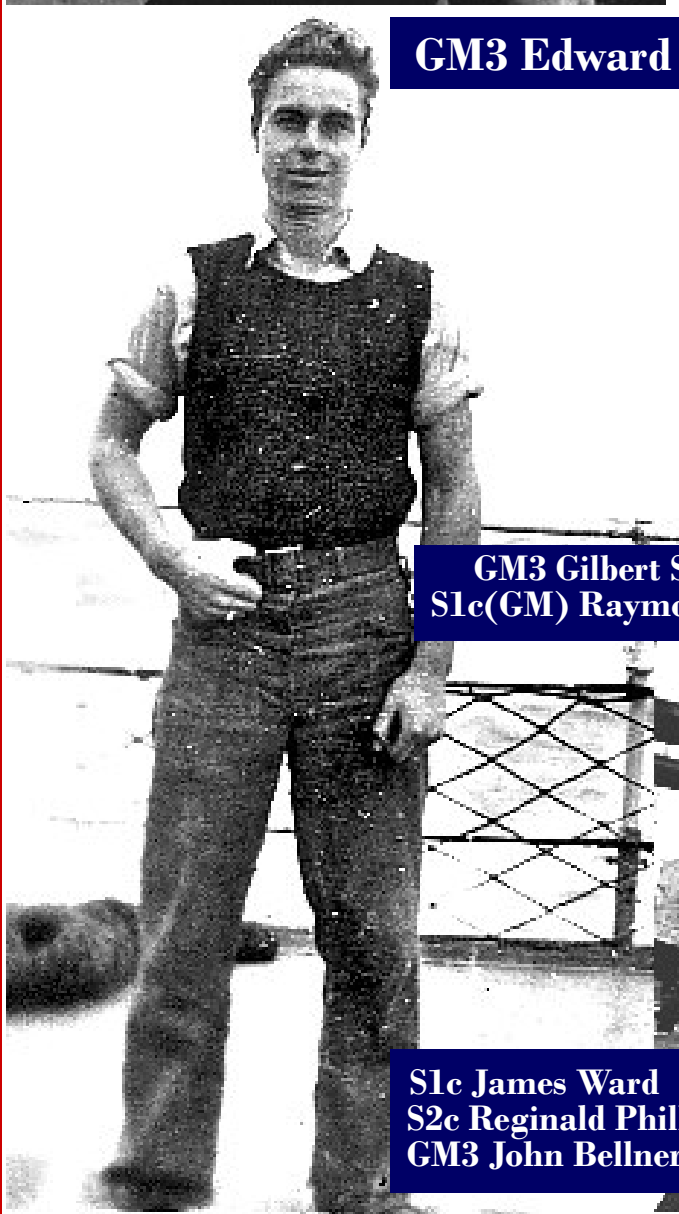




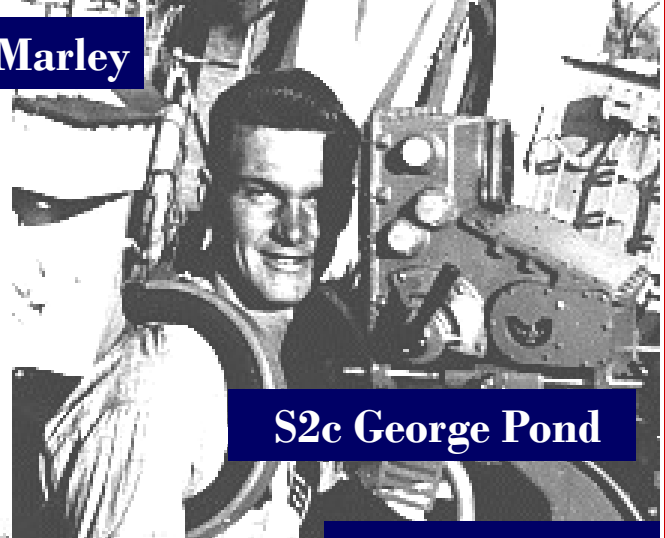
**COX Louis Sigur
S2c George Pond**



**S2c George Pond
GM3 John Bellner**



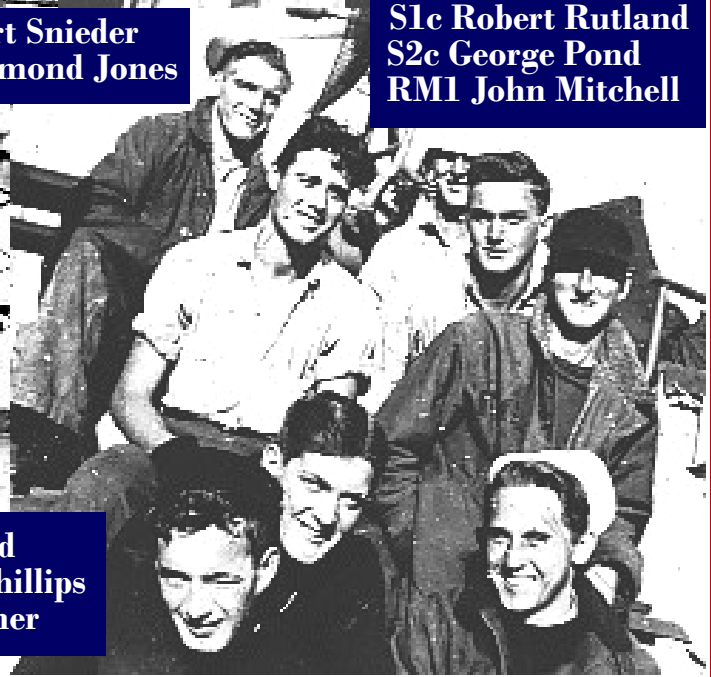
GM3 Edward Marley



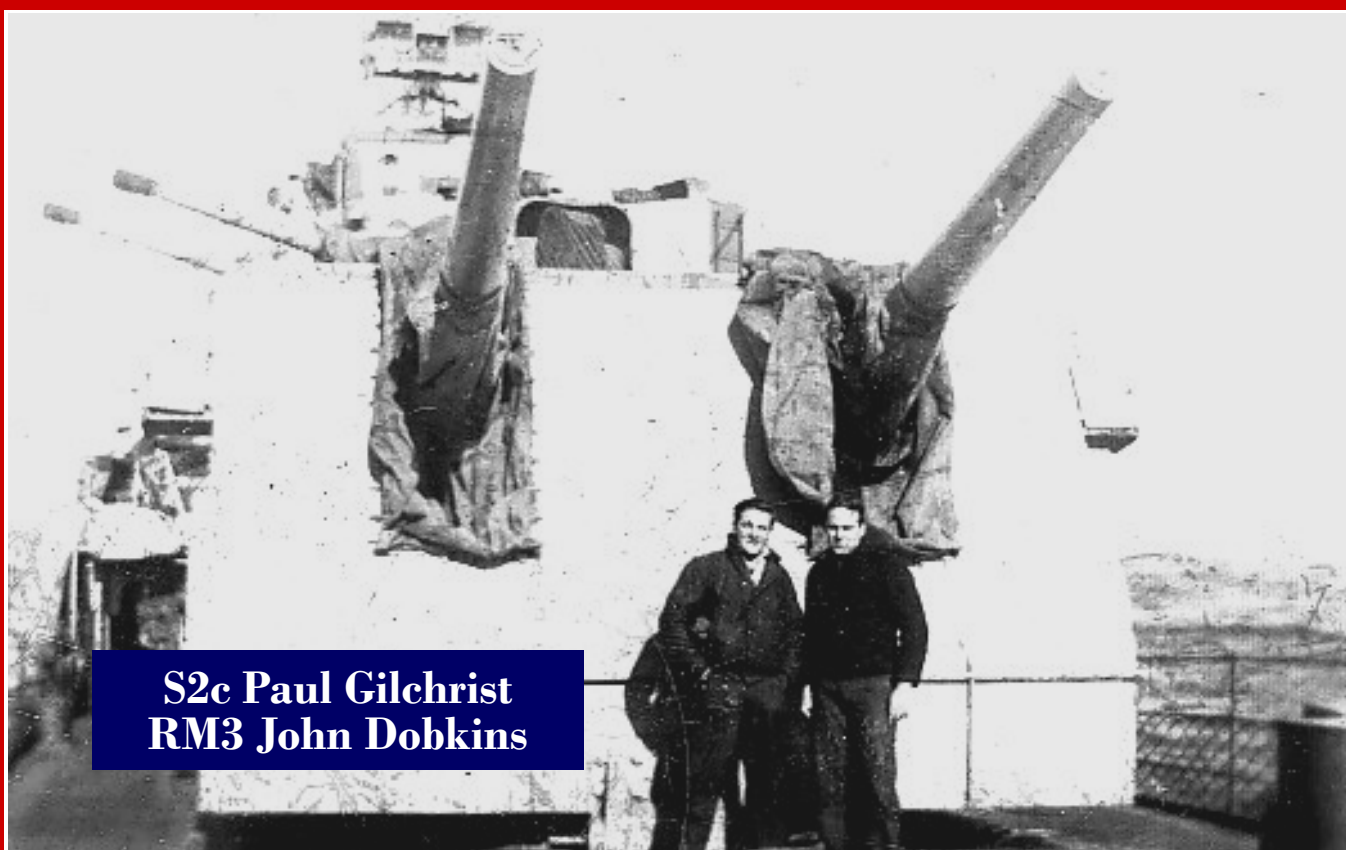
S2c George Pond

**GM3 Gilbert Snieder
S1c(GM) Raymond Jones**

**S1c Robert Rutland
S2c George Pond
RM1 John Mitchell**



**S1c James Ward
S2c Reginald Phillips
GM3 John Bellner**



**S2c Paul Gilchrist
RM3 John Dobkins**

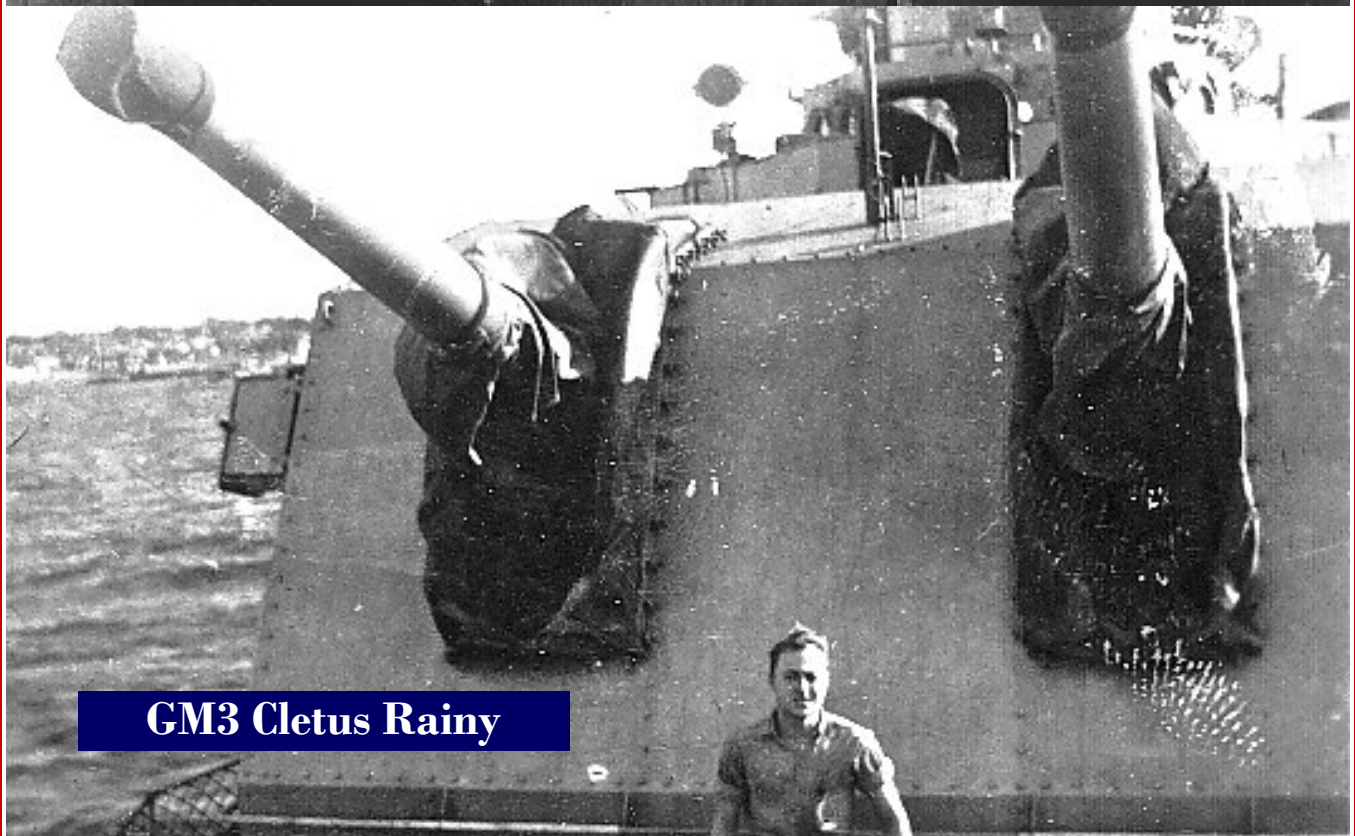


S2c Paul Gilchrist

**S2c William Reeves
S2c Paul Gilchrist**



GM3 Cletus Rainy

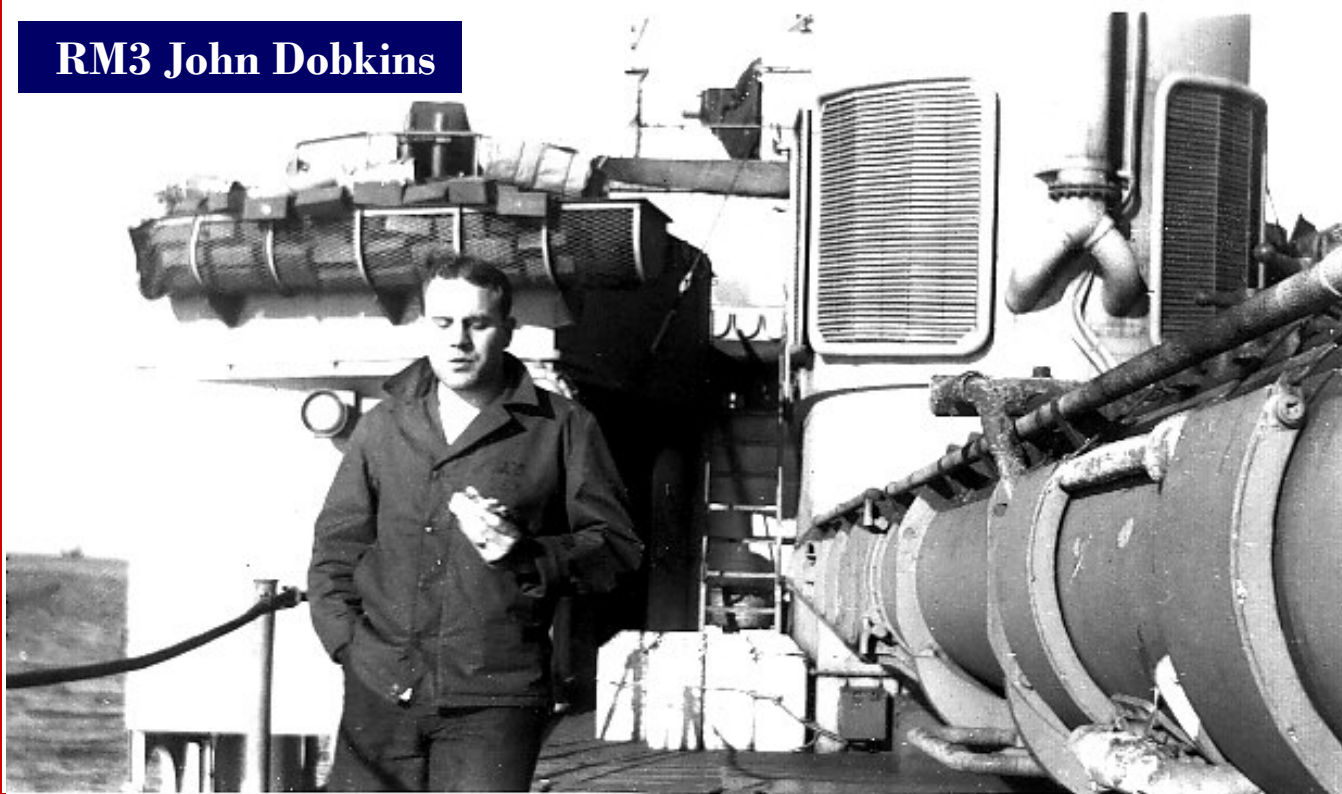


GM3 Gilbert Snieder

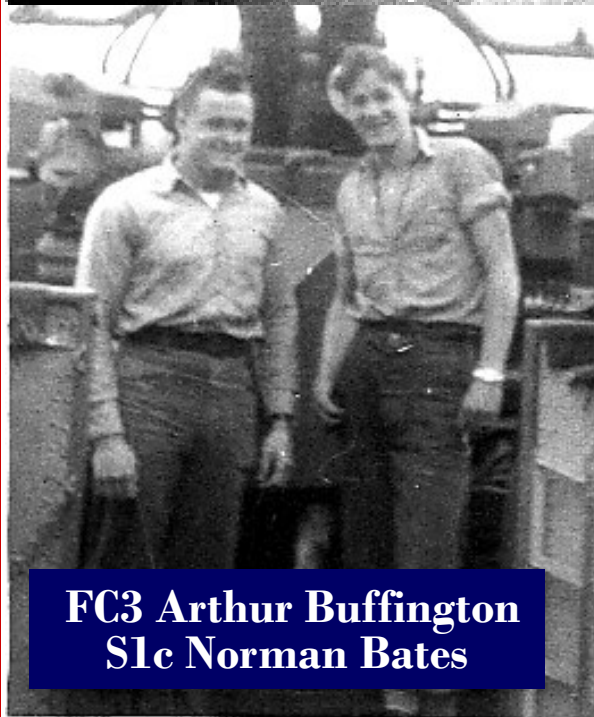


**SLc Everett Higdon
FC3 Raymond Reagan**

RM3 John Dobkins



**Slc Norman Bates
SN(GM) William Henderson**



**FC3 Arthur Buffington
Slc Norman Bates**

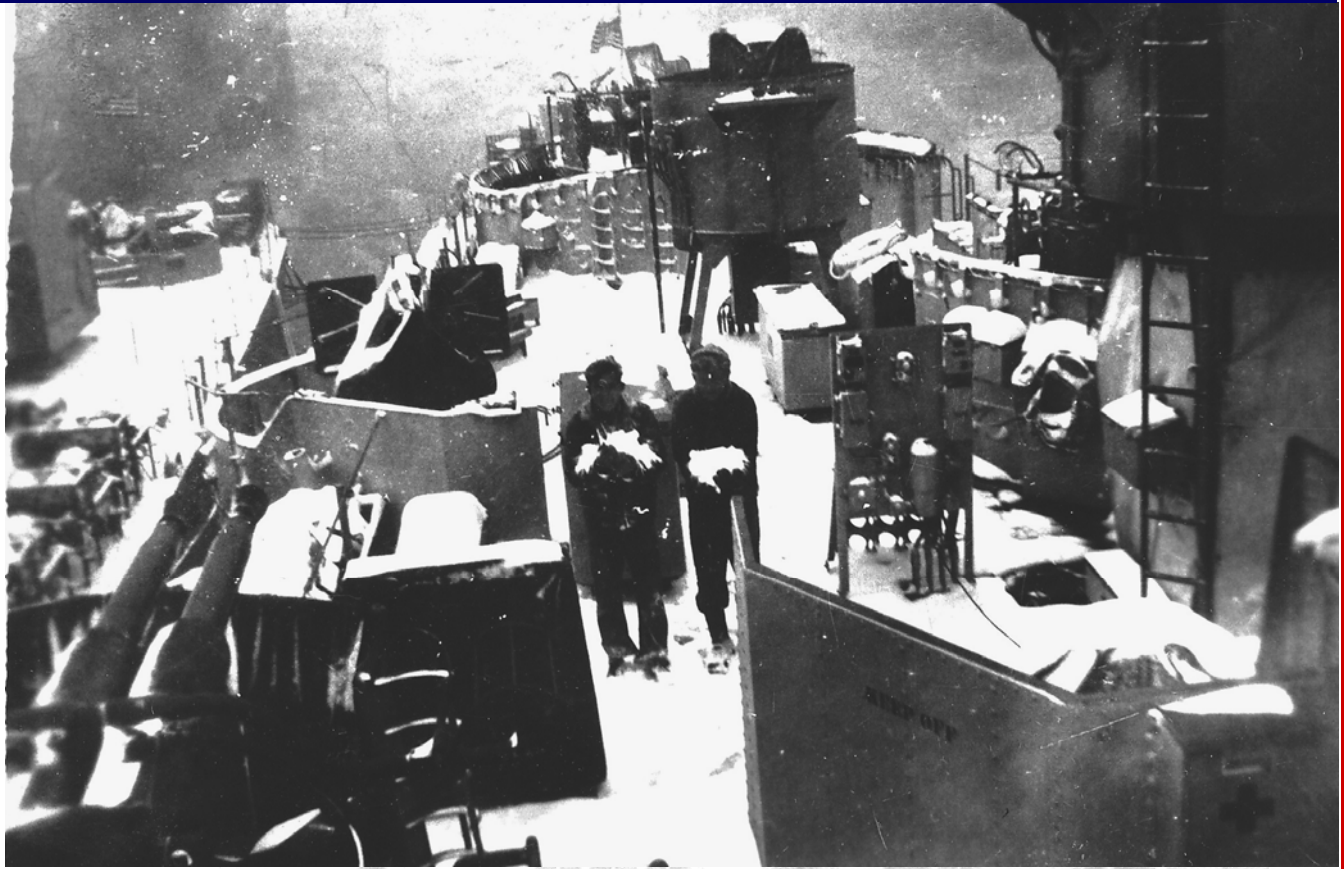


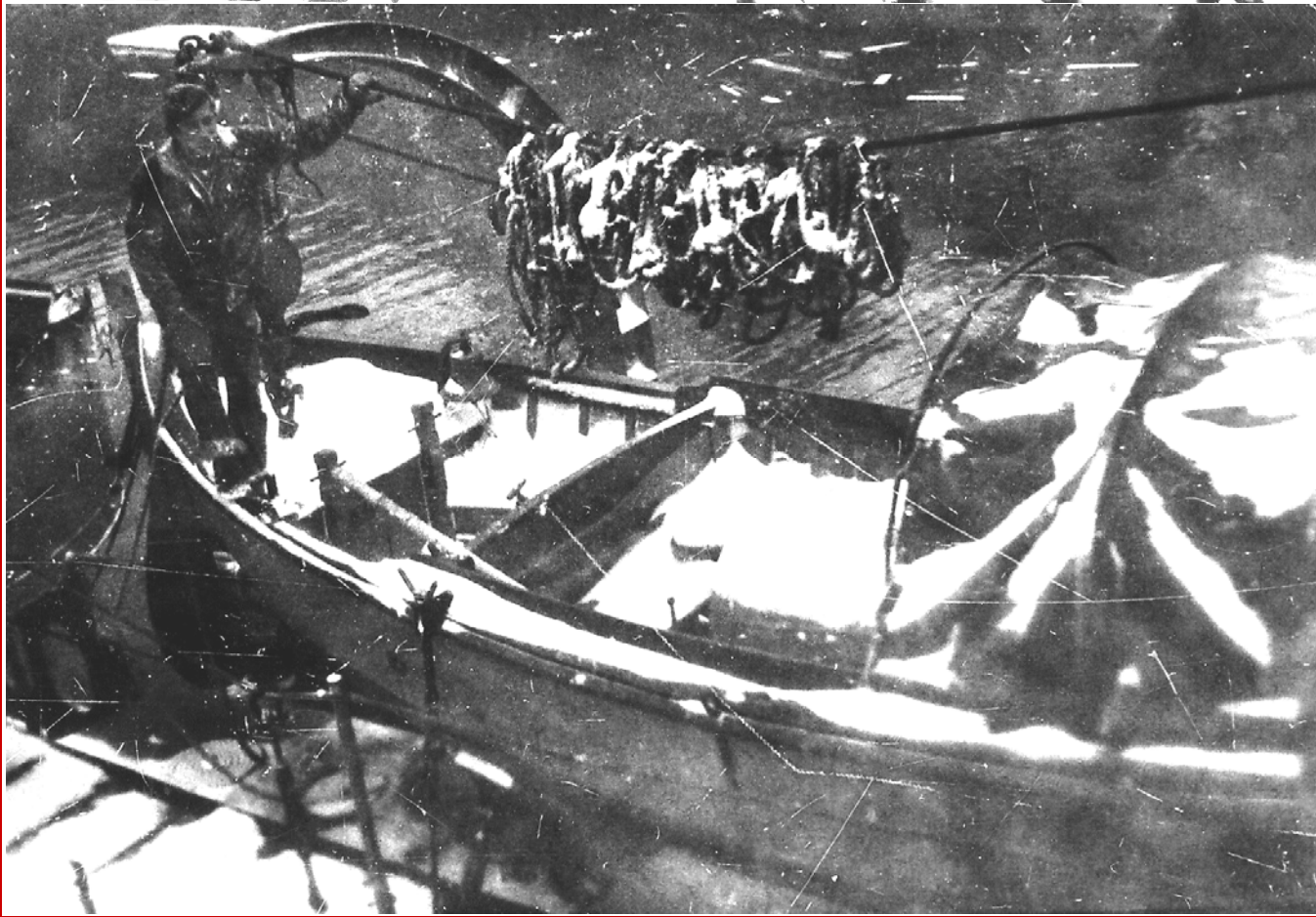
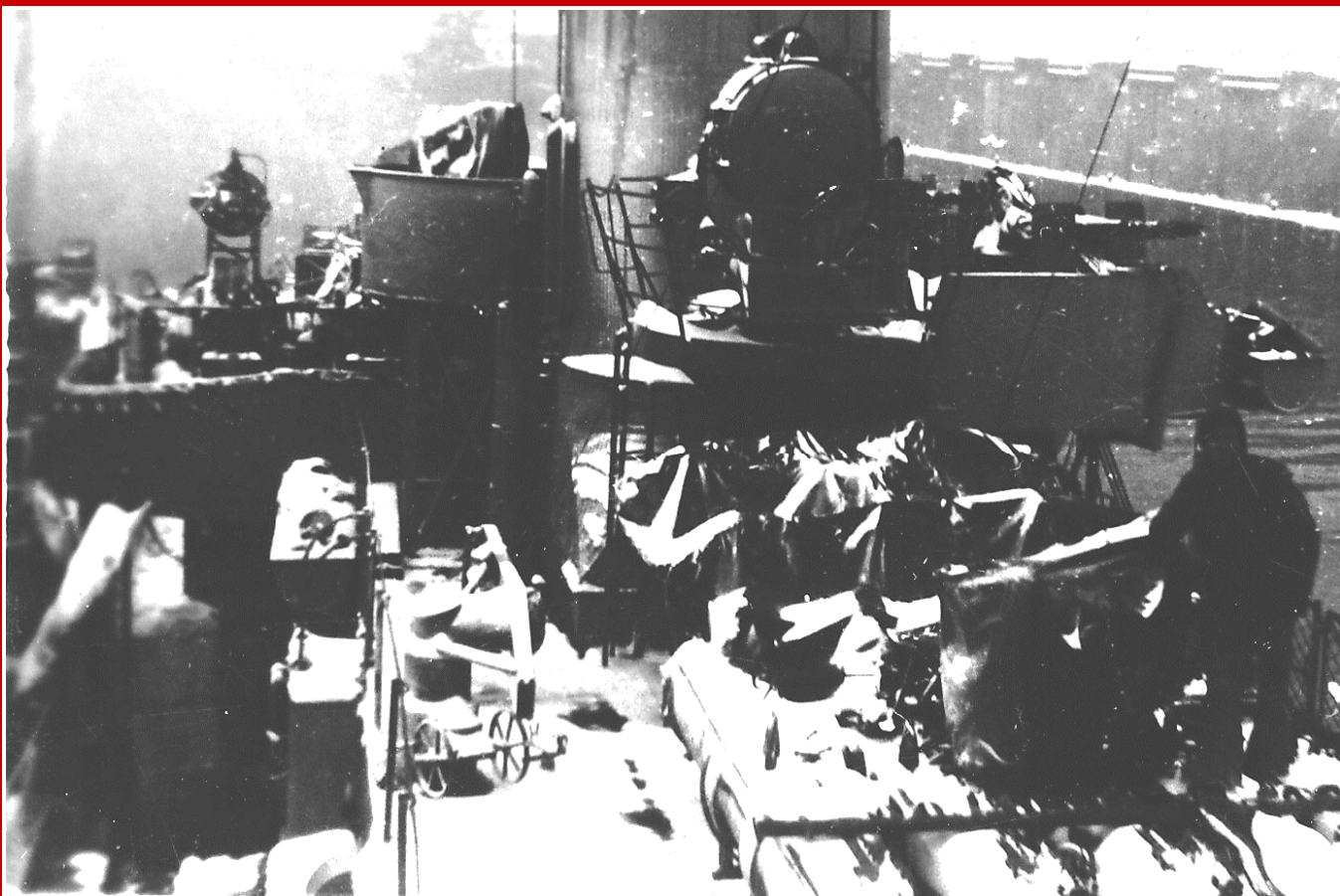
GM3 Cletus Rainy

**The Ware in 1945 visited
Naval Station Guantanamo Bay, Cuba,
during its shakedown cruise**

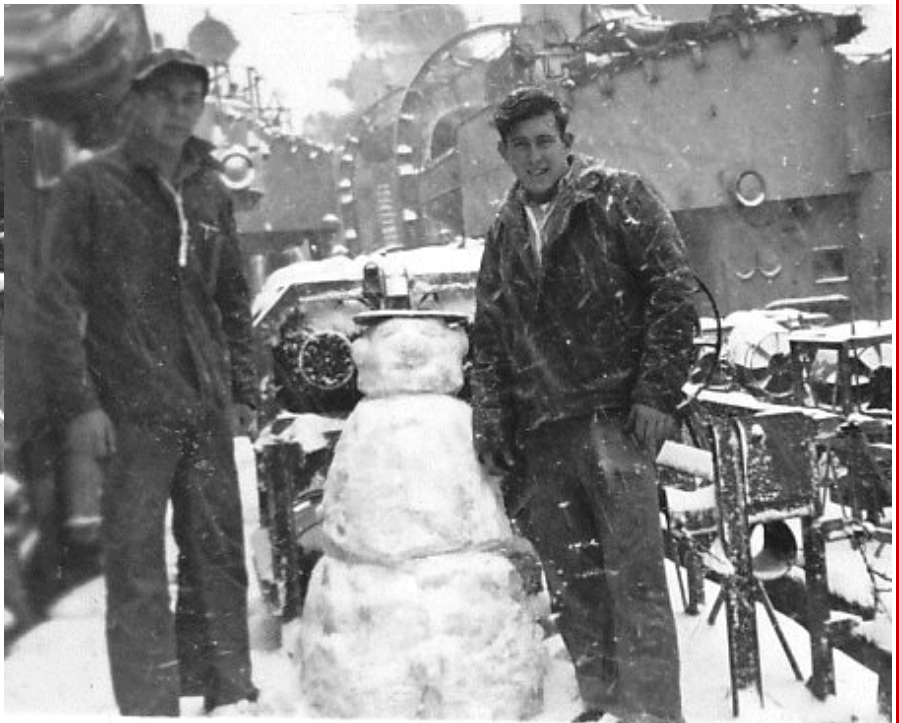


**Snow during the winter of 1945-1946 helped
prepare the Ware for Operation Frostbite**





COX Louis Sigur appeared to be ready for Operation Frostbite by building a snowman [lower right]. But alas, he left the Ware in February 1946.



A black and white photograph of a large, jagged iceberg floating in the middle of a dark, choppy ocean. The sky is overcast and grey. The iceberg has a prominent peak and several smaller sections.

Operation Frostbite

March 1 to April 9, 1946

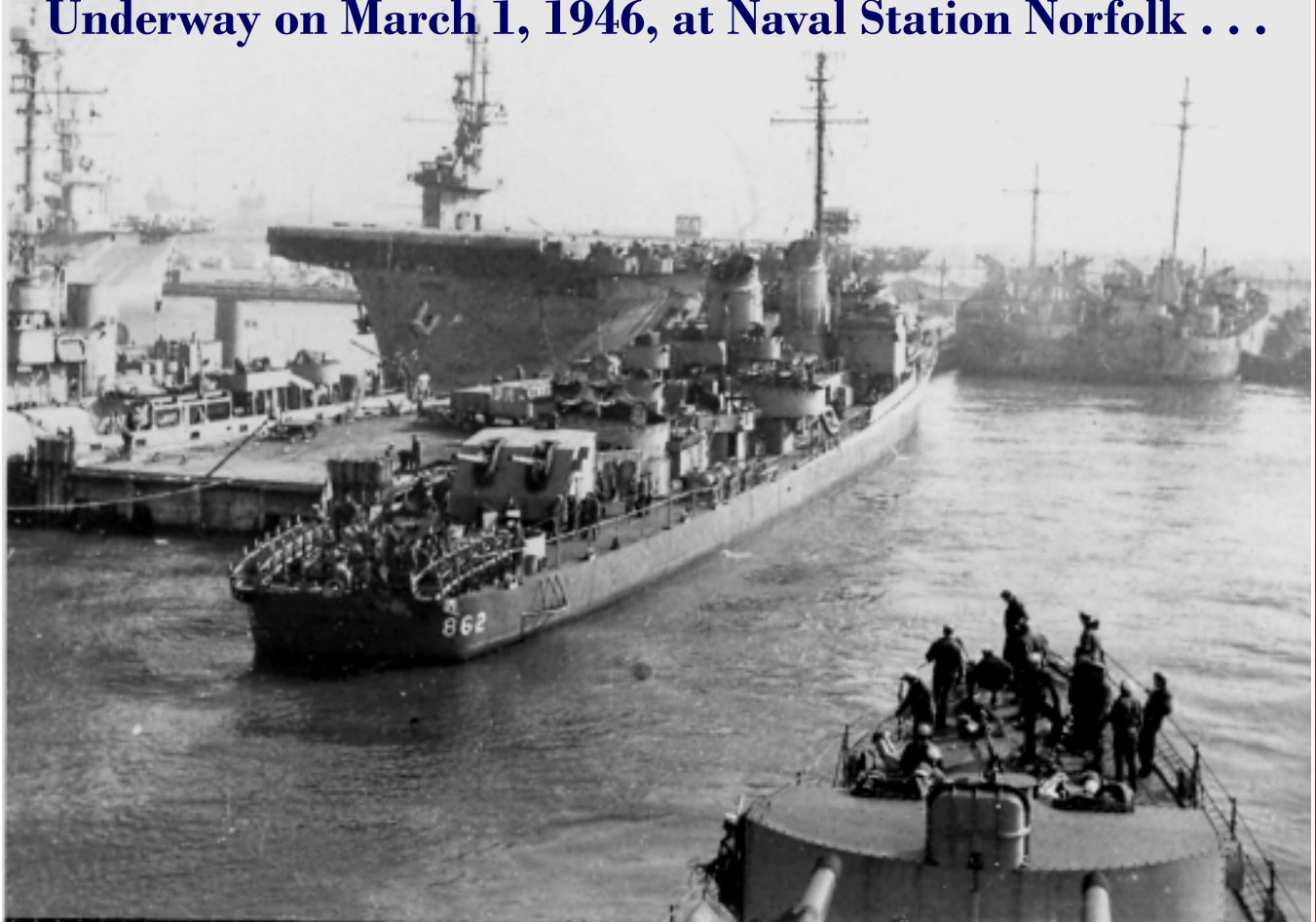


Operation Frostbite

The USS Charles R. Ware [DD865] had its first major cruise in 1946 from March 1 to April 9, crossing the Arctic Circle as part of Operation Frostbite where she aided in developing techniques for cold weather aircraft carrier operations. Participating in Operation Frostbite with Ware were USS Midway [CVB41], USS Stormes [DD-780], USS Vogelgesang [DD862] and a fleet oiler. This carrier task group with elements of Air Group 74 on board Midway departed Naval Station Norfolk on March 1 and then from March 7 to 22 conducted cold-weather tests in Davis Strait off the coast of Labrador and above the Arctic Circle, with World War II-type aircraft and the newer F8F Bearcat, the combination prop and jet FR-1 Fireball and the HNS-1 helicopter. The task group encountered high winds, heavy seas, icebergs, snow, and green water over the bow. Testing helicopters for the first time in SAR missions and refueling escorts in adverse weather conditions were among the highlights of Operation Frostbite.

Operation Frostbite

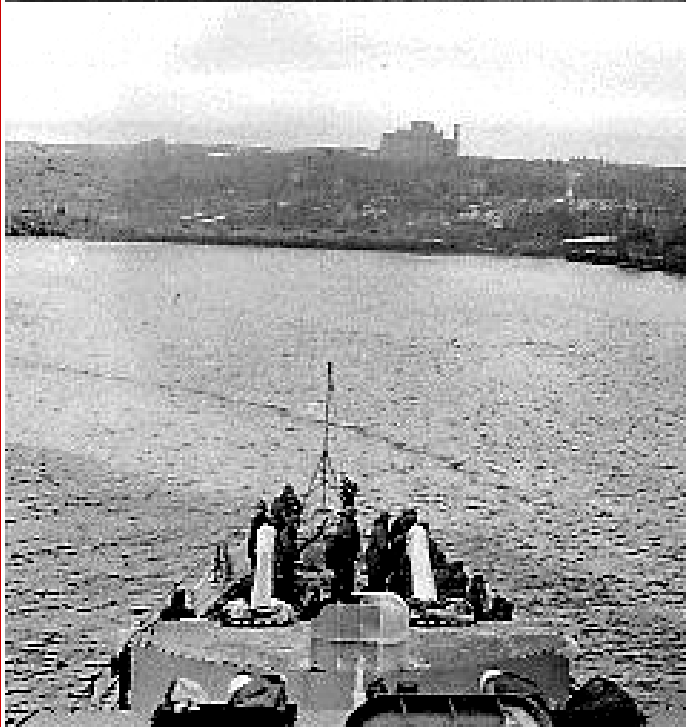
Underway on March 1, 1946, at Naval Station Norfolk . . .



. . . with the task group led by the USS Midway



Operation Frostbite



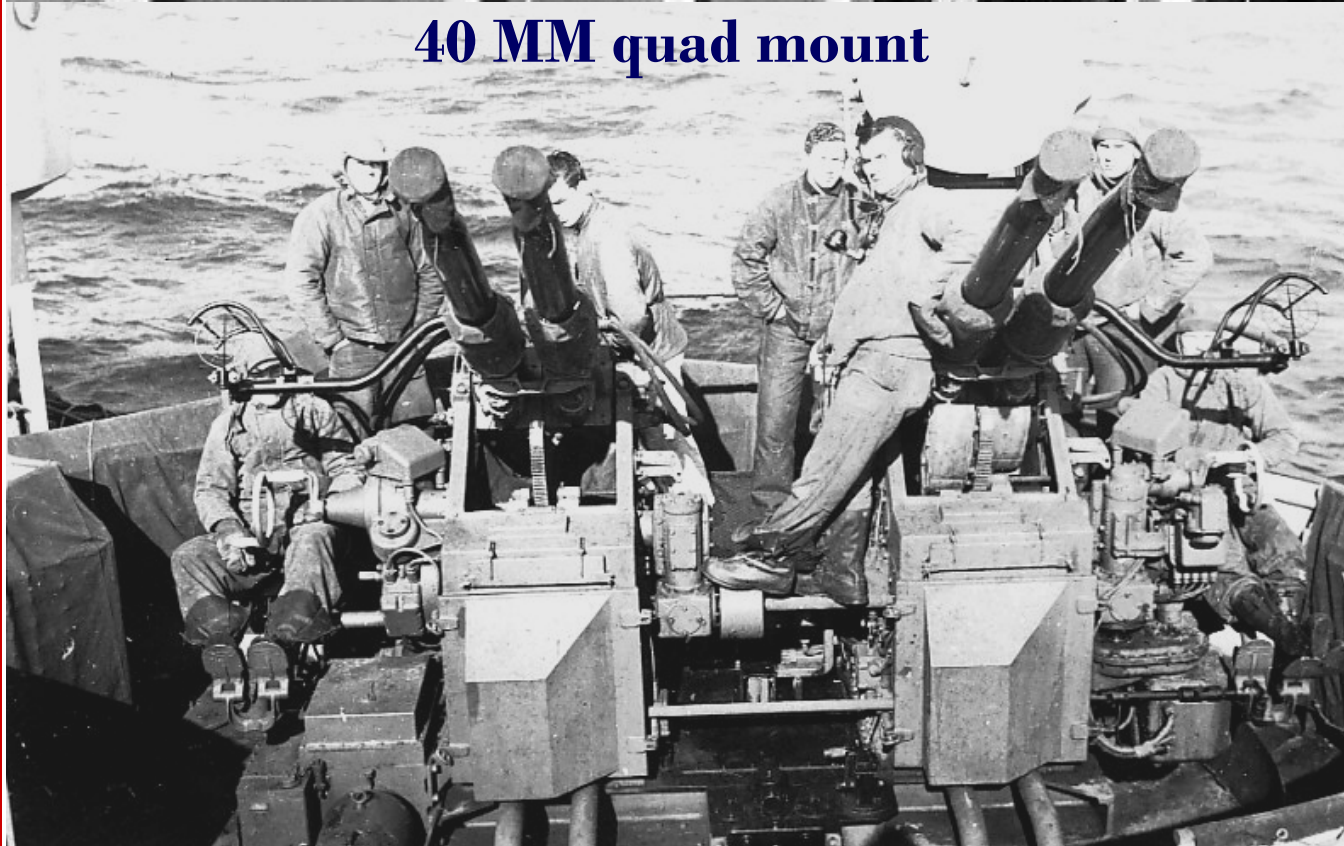
**The Ware
visits
Newfoundland**

Operation Frostbite

**Torpedo crew
mans the tubes**



40 MM quad mount



Operation Frostbite



**Live fire from
the 40 mm**



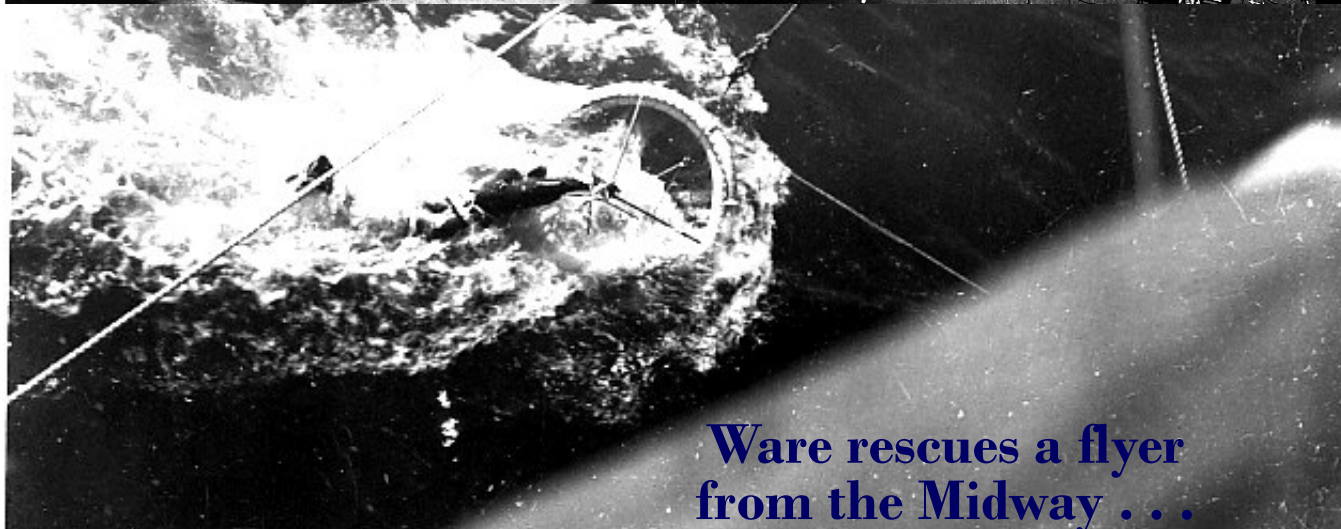
Operation Frostbite



**Ware taking on fuel
from the Midway
in rough seas**



**Air operations
from the
Midway**



**Ware rescues a flyer
from the Midway . . .**

**. . . and returns him
to the Midway**



Operation Frostbite

**Rough seas were common in the
North Atlantic above the Arctic Circle**



Operation Frostbite



Things did
get a bit icy
during
Operation
Frostbite



Operation Frostbite



Return to CONUS

Approaching lower Manhattan
in New York City

Operation Frostbite

Other published information on Operation Frostbite

The destroyer in
these pictures
could be the
Ware



Operation Frostbite



HELLCATS, TORPEDO PLANES AND CORSAIRS AWAIT WARM-UP ON THE "MIDWAY'S" FLIGHT DECK. TRIP PROVED SNOW NEED BE NO HINDRANCE TO REGULAR FLYING

OPERATION FROSTBITE

USS Midway sails northern seas
to test arctic carrier operations

Last week the U.S. Navy was completing an enormous experiment informally dubbed Operation Frostbite. The experiment's guinea pig was the 45,000-ton aircraft carrier *Midway*, its laboratory the ice-flecked waters of the Labrador Sea. Its purpose was to test the efficiency of carrier operation under arctic conditions. In a sense, Operation Frostbite was a naval companion to Operation Musk Ox, Canada's arctic land maneuvers (LIFE, March 11). Despite loss of one pilot and three planes and

the handicap of unexpectedly good weather—the coldest the *Midway* experienced was only 17 above—Operation Frostbite was a successful experiment. It proved that carrier operations in the arctic are entirely feasible, though severe weather may reduce over-all efficiency by 50% to 60%. Likeliest size for an arctic striking force is a task group of one or two carriers, four to six destroyers. Such carriers must have better hangar-deck heating and ventilation, clothes-drying space, motor-starting devices,



MOTORS START SLOWLY and with difficulty in planes stored on flight deck. Hangared planes did better.

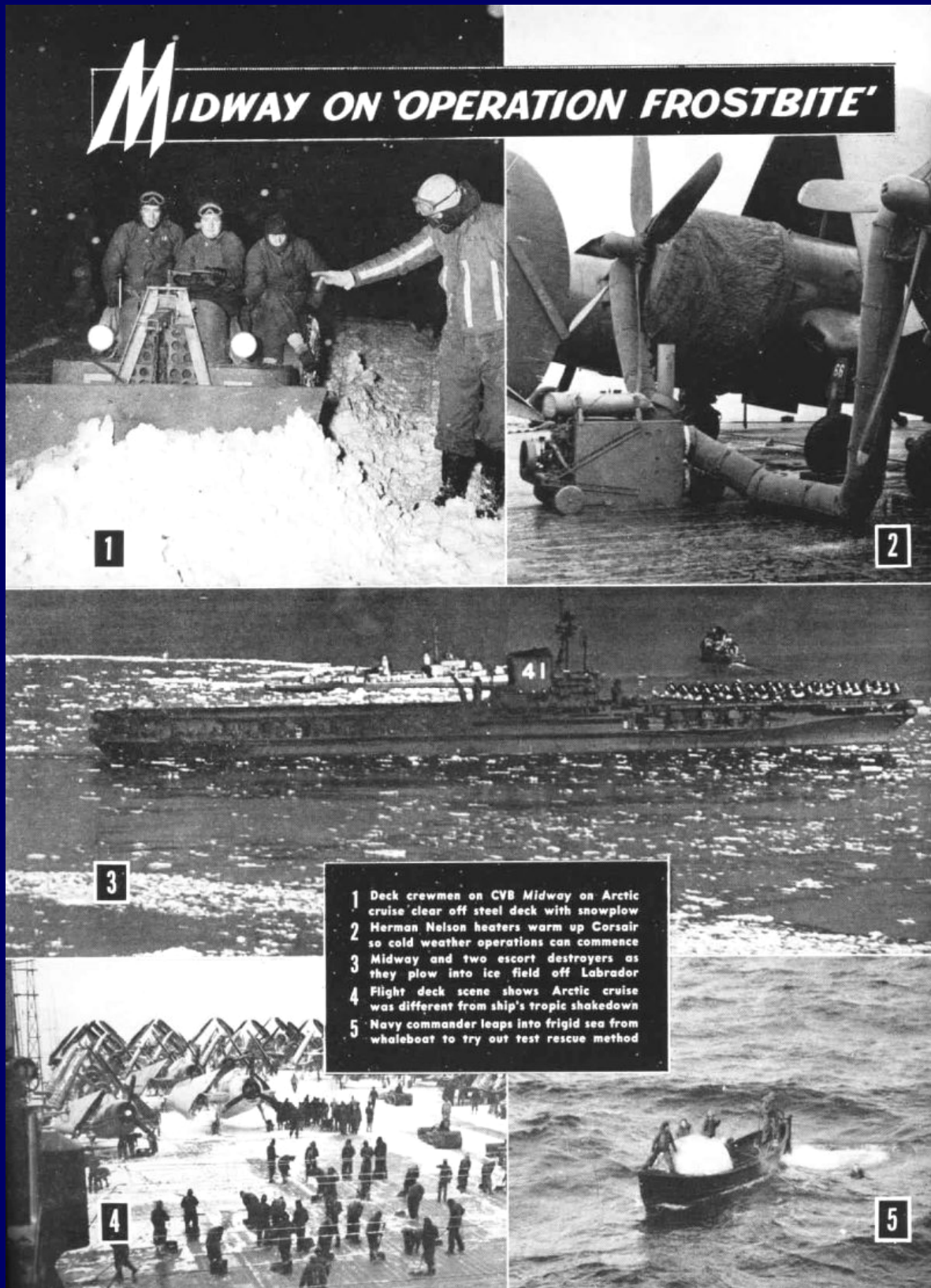


SNOWPLOW clears the flight deck of snow at 5 a.m. Planes were able to fly virtually every day during voyage.



"AIREDALES," deck crew members wearing experimental clothing, remove hood from plane on flight deck.

Operation Frostbite



Operation Frostbite

Midway Finds Snow Biggest Foe on Its Cruise in Arctic

Snow and snow squalls present the greatest problem to carrier operations in the far North. Forecasting them is continuous and difficult and requires constant study of weather conditions, according to aerologists on the U.S.S. *Midway* during *Operation Frostbite*. The expedition was carried out in the waters of the Labrador Sea and Davis Strait during the period 6-22 March, 1946.

Object of the operation was to test cold weather equipment and train naval personnel in carrier plane and ship operation under that condition. Cold weather clothing and foul weather gear of all types were thoroughly tested on this arctic cruise. The problem of weather in relation to aircraft carrier operations received special study. Future cold weather opera-

tures, 20 to 30 degrees higher than those of the interior of Labrador.

Sea fetch and air approach over the sea. An off-shore wind generally prevails over the Labrador Sea. For the period of the operations, the prevailing wind was north with a slight westerly component, averaging Beaufort Force 5 to 6 as compared with the average Force 2 to 3 over land.

ASSOCIATED with sea fetch from the Atlantic, the wind ruffles the sea; it assists in warming the land, sea and air. Conversely, when northerly, it cools the land, sea and air, but it does not quiet the sea unless there is a short fetch. In this respect, the combination of wind and sea, both approximately from the same direction, north to northeast, caused the roughest

secondary cold fronts resembling squall-lines develop, accompanied by snow squalls. Some of these squalls extend for 100 or 200 miles, usually in a north-east-southwest orientation across the Labrador Sea.

Snow in these squalls is graupel, which consists of small white soft hail and differs from ordinary hail in that it lacks the hard clear ice deposit on its circumference. A squall-line will travel eastward over the water surface as fast as 35 to 45 knots and presents a major forecast problem.

Mountain Effect and the Greenland Katabatic. From the vast and high central plateau of Greenland, the Katabatic wind (a downward flow of air from mountain or hill slopes) blasts its way to the Greenland west coast, channeled through narrow fjords, as wind through a tunnel, reaching velocities over 100 knots in some instances and warming up as it descends. These winds may extend out to sea for many miles. But the wind was not encountered at all during this period, though on several occasions Greenland was 70 to 100 miles distant. However, in close proximity to Greenland, 17 March 1946, clear skies and moderate temperatures prevailed, attributed to the Katabatic then reported along the west coast.

Ice fields stretch from about the 46th parallel, northwest along the coast of Labrador and Baffin Island, thence eastward along the 65th parallel to Greenland. The depth of the ice fields along the Labrador coast was found to average about 150 miles. In the immediate vicinity of the ice fields, the air and sea temperatures decrease rapidly, as much as 10 degrees in sea temperature, 20 degrees in air temperature. Seas are less heavy close to ice fields and to leeward of land.

ASHIP can maneuver to take advantage of good weather or to avoid bad weather. Fueling operations were successful in this respect on 17 March 1946. Even so, average weather conditions showed greater cloudiness, lower ceilings, and poorer visibilities at sea than over land stations in the vicinity.

Little or no frost is experienced aboard ship due to the ship's speed, except in a following or cross wind; then only in extreme cases. If the ship is anchored, the frost will be just as great as on the adjacent shore. The same applies to some extent to snow: if the ship is headed into the wind, only leading edges are affected. Greatest snow depth for the *Frostbite* operation, two to four inches of snow on the flight deck, occurred with the following wind on 8 to 9 March 1946.



SNOW-COVERED PLANES ON MIDWAY FLIGHT DECK WARM UP READY FOR OPERATIONS

tions will benefit greatly from the vast amount of information gathered during this successful mission.

The Labrador Sea is subject to a diversity of weather conditions. Situations typical of temperate, sub-arctic, and arctic zones occur with rapid changes, under the influence of several modifying factors.

The Gulf Stream tributary. Modified by the warm Gulf Stream, temperatures over the Labrador Sea are 10 to 20 degrees higher than coastal tempera-

weather experienced — damaging the hangar doors to the side elevator, 13 March 1946. It is not uncommon for winds of 40 to 60 knots and high seas to accompany the passage of an ordinary low pressure system through the Labrador Sea.

Northerly winds over this area are cold, dry, and unstable. On contact with the water, condensation is for all practical purposes instantaneous resulting in snow showers. If the northerly winds are sharp and vigorous,

Operation Frostbite

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MIDWAY NEWS

28 MARCH 1946

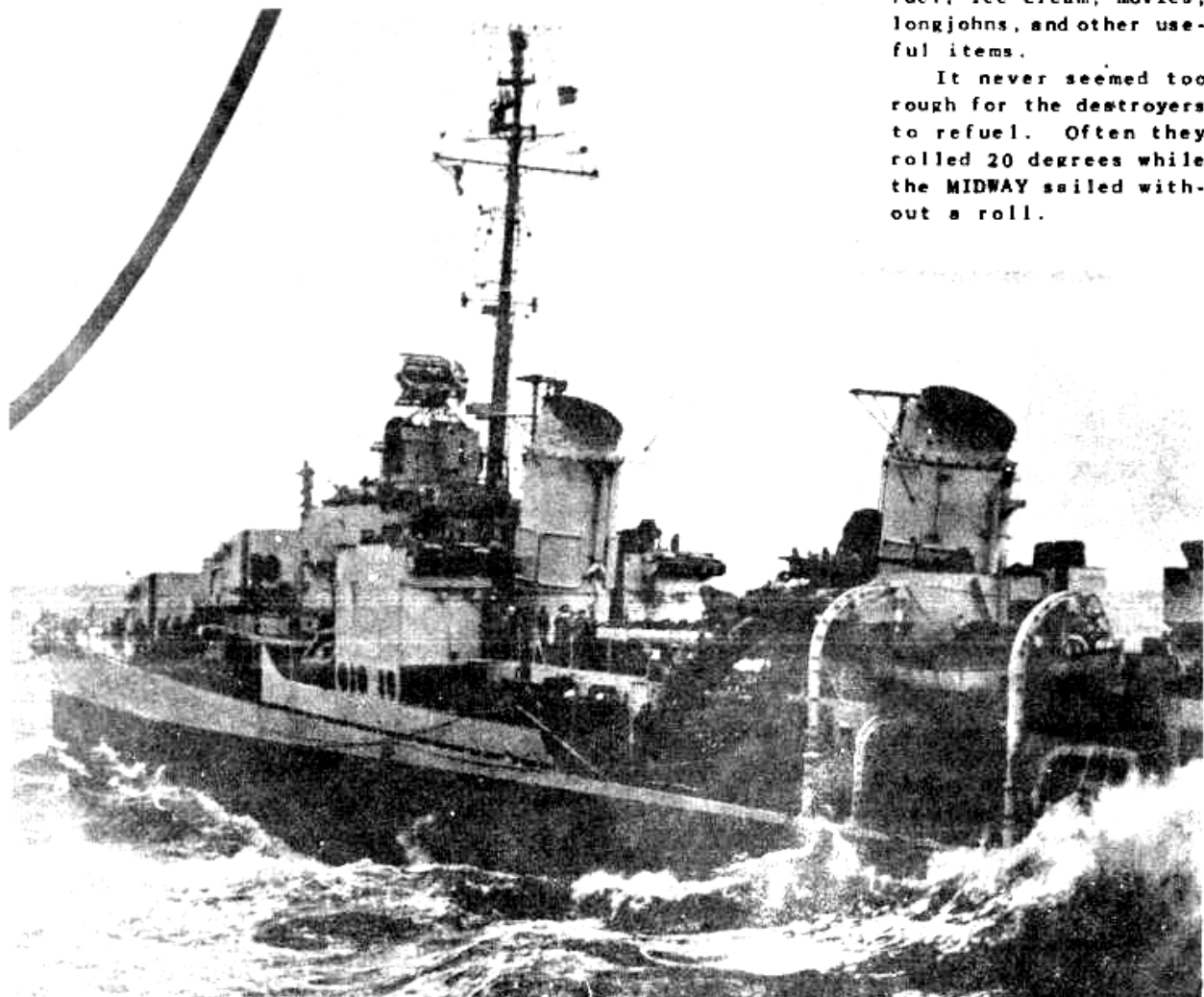


Lieut. W. C. Bolton was never very particular about the ship's head in relation to the force and direction of the wind when he took the Coast Guard's helicopter up off the flight deck. All he needed was a little room.

Brought along on the northern trip for further tests in air sea rescue and photography work, the helicopter never failed to draw a crowd.

Once each week, the destroyers came up alongside for their ration of fuel, ice cream, movies, longjohns, and other useful items.

It never seemed too rough for the destroyers to refuel. Often they rolled 20 degrees while the MIDWAY sailed without a roll.



Editor's note

To my USS Ware crewmates,

While I have enjoyed putting together “cruise” books for our reunions from 2005 through 2008, working on this publication has been different. It has been special.

When I looked through a box of snapshots from 1945 and 1946, I realized those pictures were our ship's history. The Ware was taking part in the defense of the United States immediately after its initial shake-down cruise.

The Ware historic roster assembled by Jerry Tardif was a great help in identifying some of the pictures.

Jerry Alperstein