

Tragedy at Honda

Valley Publishers - Honda Point disaster



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United States. -- Navy. -- Destroyer Squadron 11 Tragedy at Honda

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Honda Point Disaster: Where 7 Destroyers and 23 Sailors Were Lost In The Largest Peacetime Loss Of U.S. Navy Ships

Ships are: USS Nicholas DD-311 , in the left center; USS S. Pedernales, known locally as Honda Point. After another period of upkeep alongside Melville, the destroyer participated in an intensive slate of gunnery and torpedo drills.

Point Honda: A Naval Tragedy's Chain of Errors

Known to seafarers as 'The Devil's Jaw,' Point Honda has lured ships to its jagged rocks off the coast of California for centuries, but its worst calamity occurred on 8 September 1923, the night nine U. During the same period, Commander Tomb in the McDermit whose DesRon 12 trailed DesRon 11 requested three bearings and was concerned enough about the difference between his DR estimates and the RDF data that he slowed his squadron to 15 knots.

Tragedy at Honda (Annotated) by Charles A. Lockwood (2019, Trade Paperback) for sale online

Photographed from a plane assigned to USS Aroostook CM-3. Young departed San Diego on 14 January 1922, bound for Bremerton, Wash. Each had an authorized crew of 131, but because of postwar budget cutbacks most were operating 20 to 30 percent below full complement.

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As I said, it was interesting, but I am just not knowledgeable enough about the technical aspects, however, you don't need to understand technical terms to appreciate the sacrifice and bravery of the crews who survived that terrible night. Department of the Navy USA. Underway at 0405 on 27 July, Woodbury departed the fleet's anchorage off Admiralty Head, near Seattle in company with Destroyer Divisions 32 and 33 to escort Henderson in which the President of the United States, Warren G.

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From the time of her commissioning, Chauncey sailed from San Diego and Mare Island to Hawaii and along the Pacific coast taking part in fleet exercises, gunnery practice, and other training activities. Like many calamities, a clear chain of events can be followed that lead unerringly to the final act on 8 September 1923. There, Admiral Coontz disembarked with his staff and the congressmen and inspected the naval torpedo station.

HONDA TRAGEDY

However, Fate decreed otherwise, for the test was never completed. Hunter also shared Watson's commitment to completing the 20-knot run. For late sleepers in San Francisco, it was a noisy morning.

Tragedy at Honda by Charles A. Lockwood, Hans Christian Adamson, Paperback

Herzinger the latter having returned to the ship after having been in the first raft across left Young's battered hull. With none of her men lost, Chauncey at once went to the aid of her stricken sister, passing a line by which 70 of Young's crew clambered hand-over hand to Chauncey. The name of my after-school enterprise was a reflection of my innate interest in maritime affairs.

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