

After the crew was compiled the Commander Copeman threw a big party for them at Madison Square Garden.

May 8, 1945 VE Day President Harry Truman, who celebrated his 61st birthday that day, dedicated the victory to the memory of his predecessor, Franklin D. Roosevelt, because he had been so committed to ending the war. Roosevelt had died less than a month earlier, on April 12. Flags remained at half-staff for the remainder of the 30-day mourning period, which ended on May 12, to pay tribute to Roosevelt's commitment towards ending the war. Massive celebrations also took place in Chicago, Las Angeles and especially in New York City's Time Square. The Gearing was moored at the Brooklyn Navy Yard. Most of the crew member who were not on duty went to Manhattan for big celebration.

**VE Day, Victory in Europe Day** was May 7 and May 8, 1945, the dates when the World War II Allies formally accepted the unconditional surrender of Nazi Germany of Adolph Hitler's Third Reich. On April 30, Hitler committed suicide during the Battle of Berlin and so the surrender of Germany was authorized by his replacement, President of Germany Karl Donitz. The administration headed up by Dönitz was known as the Flensburg government. Surrender documents were signed on May 7 in Reims, France, and May 8 in Berlin, Germany.

On May 18, the Gearing got underway from the Brooklyn Naval Yard on various courses at various speeds for The Earle Naval Ammunition Depot. Captain Thomas Henry Copeman, Executive officer Lt. Robert Ward Hayler and the harbor pilot Mr. White was on the bridge. At 7:43 she passed under the Manhattan Bridge in the center of the channel, riding the ebb tide and commenced sounding fog signal. At 7:44 a. m. she passed under the Brooklyn Bridge proceeding in dense fog. She arrived at The Earle Naval Ammunition Depot , New Jersey at 9:25 a. m. and moored Starboard side to east side of pier number three, berth number two. And at 9:41 a.m. commenced receiving ammunition from the Naval Ammunition Depot, Colts Neck, New Jersey. Completed taking on ammunition at 3:57 p.m. receiving the following ammunition:

1175	5"/38 caliber AA common projectiles	238	5"/38 caliber common projectiles
100	5"/38 illuminating projectiles	116	5"/38 target projectiles
600	5"/38 Cartridges SPDN 7420	673	5"/5"/38 Cartridges SPDN
497	5"/38 Cartridges SPDN 7476	330	5"/38 Cartridges SPDN 7944
26	5"/38 Cartridges SPDN 4453	1	5"/38 Cartridges SPDN 4629
8000	40mm heit projectiles SPDN 9024	720	40mm APT projectiles SPDN 8582
1152	40mm heip projectiles SPDN 8931	1120	40mm heip projectiles SPDN 8932
1328	40mm heip projectiles SPDN 8935	42854	20mm Hei projectiles SPDN 7358
720	20mm Hei projectiles SPDN 5289	21780	20mm Hei projectiles SPDN 8566
26	Depth charges Mark 6	44	Depth charges mark 9-3
5	Torpedo warheads Mark 17	15	5"/38 S. P. smoke projectiles
12	Reduced charge cartridges SPDN 3179		



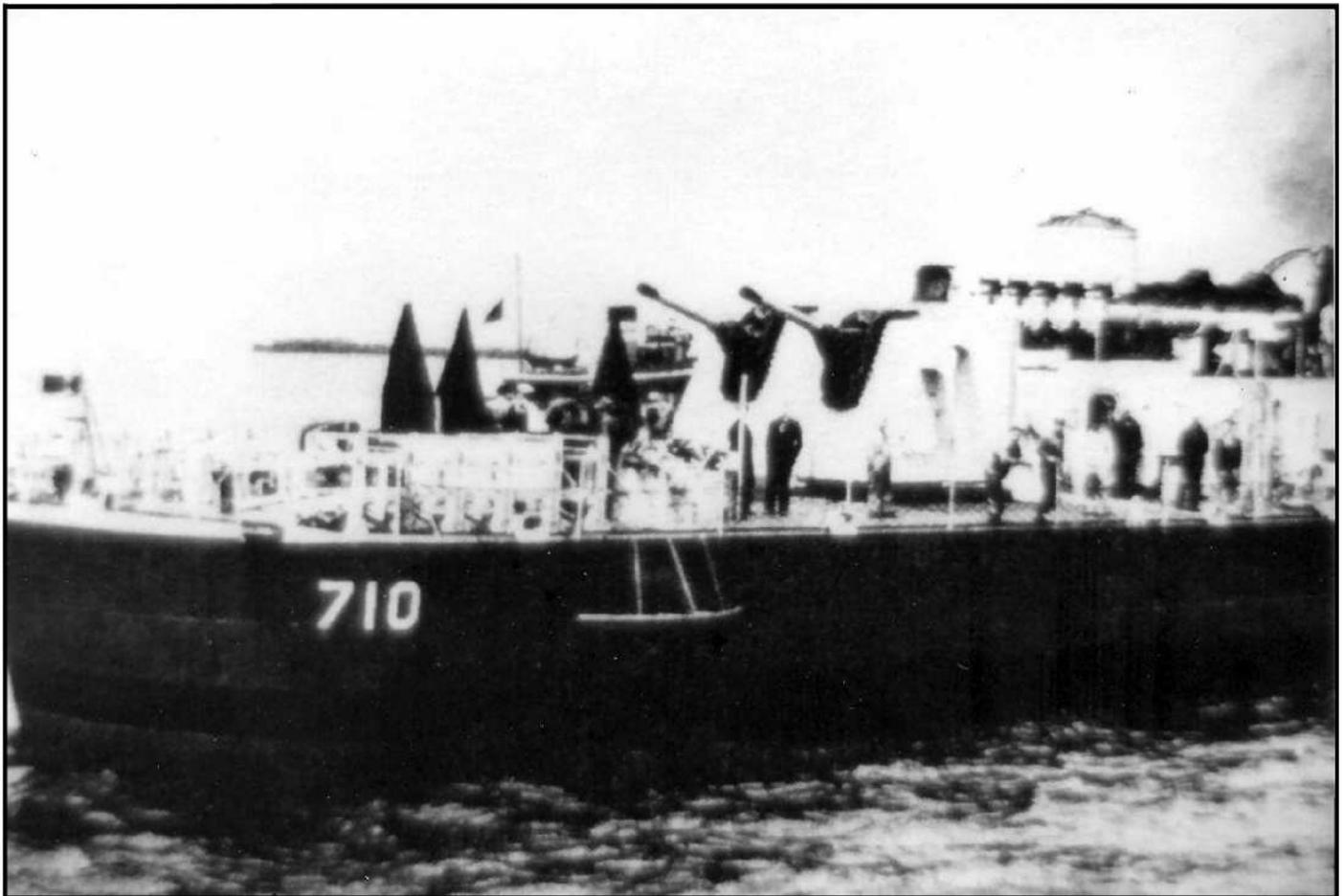
Named after Rear Admiral Ralph Earle

The Gearing got under way at 4:19 p.m. on various courses at various speeds from The Earle Naval Ammunition Depot proceeding to Departing Depot, Naval Yard, New Jersey, Bayonne Annex and moored port side to berth two at the Deperming Depot Naval Yard, New Jersey, Bayonne Annex.

Underway May 19, 1945 6:57 a.m. on various courses at various speeds proceeding to Long Island Sound where she began conducting engineering trials, changed speed to full astern and dead in water. After completing engineering trials, she steamed for firing area and went to general quarters for structural firing. At 8:23 she commenced structural firing on all batteries and completed structural firing having expended 12 rounds of 5"/38 caliber target projectiles, 15 rounds of 5"/38 caliber anti-aircraft common projectiles, 27 rounds of 5"/38 caliber smokeless powder, 112 rounds of 40 mm blind-loaded and tracer projectiles and 400 rounds of 20 mm blind-loaded and tracer projectiles with no casualties and no structural damage resulting from firing, secured from general quarters at 10:32 a.m. At 2:23 the Gearing passed through the anti-submarine net entering New

York Harbor for the supply department annex, Brooklyn, New York and moored starboard side to pier 35 north side, outer berth, supply department annex, Brooklyn, New York. At 3:15 p.m. the oil barge Y068 was broth a long side to port for refueling received on board 45964 gallons of fuel oil. May 22, 1945 the USS Gearing got underway from Brooklyn for GTMO for the shakedown cruise and arrived May 25 at Guantanamo for 4 weeks of shakedown cruise operations and training. Dominick Giampietro remembers being at the throttles when the ship achieved 34.5 knots on the full power run.

On 20 June Gearing became the flag for Desron 68, and took passengers aboard for transportation to the US and sailed to Culebra Island, W.I., for shore bombardment. She sailed for Brooklyn on 26 June and arrived on 29 June. While in Brooklyn everyone got to go on a 10 day leave. Propeller inspection/repair done at Brooklyn Naval Shipyard (needed after the depth charge drills.) Also, modifications were made to remove the aft torpedo tubes and install a quad 40 mm, replace all single 20 mm mounts with twin 20 mm mounts, and gobs of new radio equipment.



Early photo of the USS Gearing with after torpedo tubes



Gearing after the torpedo tubes were removed (Not the ring where they were)

Sailed for Norfolk on 21 July for exercises to get ready for planned duty in the Pacific. While based in Norfolk, also trained pre-commissioning crews for other destroyers. But the war ended.

V-J Day, September 2, 1945, Victory over Japan



Surrender of Japanese forces signed aboard the USS Missouri BB-63



The famous photo of sailor kissing a nurse

Plankowner Ray Delman Bruns GM3 looked a lot like the sailor in the photo and would joke about it being him.

On October 3, the Gearing Sailed for her first homeport Casco Bay, Maine and Arrived at Casco Bay on 5 Oct. Had to anchor. Open boats were needed to ferry liberty parties ashore from the various ships. She moved from anchorage to the fueling pier Obeo on October 9, and took on 39031 gallons of fuel.

While going aside the USS Dickson DD-708 the following damage was caused, number one life raft storage rack was bent and broken: two forward stanchions were broken, forward starboard bulwark under the deck superstructure was dished in broken in two places. On October 9, the Gearing got underway for Boston for these minor repairs and returned to the Grand Trunk Pier, Portland, Maine on October 15, 1945.

On October 21 the gearing crew held memorial service at Grand Trunk Pier, Portland, Maine and went to sea to drop flowers in commemoration of United States Navy personnel who lost their lives at sea during this war.

Navy Day October 26-29 held a open house at State Pier, New London, CT. Approximately 1,400 visitors. October 30, she Departed New London, CT. for Norfolk, Virginia and moored starboard side to the USS Gyatt DD -712 pier 22, berth 221 Convoy Escort pier Naval Operation Base, Norfolk, Virginia October 31.

November 1, she got underway from the Convoy Escort pier Naval Operation Base, Norfolk, Virginia for Pensacola, Florida and conducted air and surface gunnery practice off the Atlantic coast.

The Gearing anchored on November 4. in Pensacola Bay and on the 5<sup>th</sup> moored port side to the wet basin pier, Pensacola Naval Air Station.

She got underway November 8<sup>th</sup> to Practice antisubmarine detection with our own subs. Also operated with USS Ranger CV-4, and USS Guadalcanal CVE-60, assisting in launching and taking on planes. She received commendations from judges for its efforts. The Gearing returned to Pensacola and moored starboard side to southwest side of the wet basin pier, Pensacola Naval Air Station.

On November 16 a change of command ceremony: Commander Parsons relieved Commander Copeman at Pensacola.