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Battle baby: a pictorial history of the escort carrier U.S.S Savo Island (CVE-78)

United States Navy

William D. Anderson

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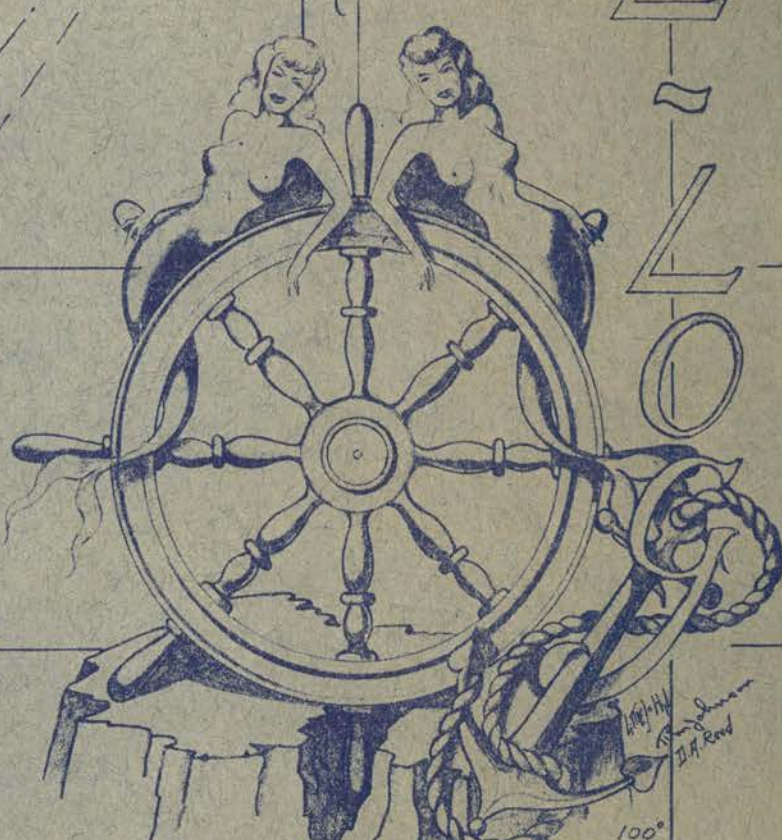


*125,000 Miles
of Pacific Hell and History*

A PICTORIAL HISTORY OF THE ESCORT CARRIER
U. S. S. SAVO ISLAND (CVE-78)



*124,015.1 miles of
war-borne mileage
(Logged 2 October
1945)*





BATTLE BABY

A PICTORIAL HISTORY OF THE ESCORT CARRIER
U. S. S. SAVO ISLAND (CVE 78)



*Born February 3, 1944, at Astoria, Oregon
Lived, Fought, and Raised Hell Until V-J Day*



She Will Never Die!

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Authorized by
CAPTAIN WILLIAM D. ANDERSON, COMMANDING

Edited by
LIEUTENANT BRANTFORD B. BENTON, U.S.N.R.

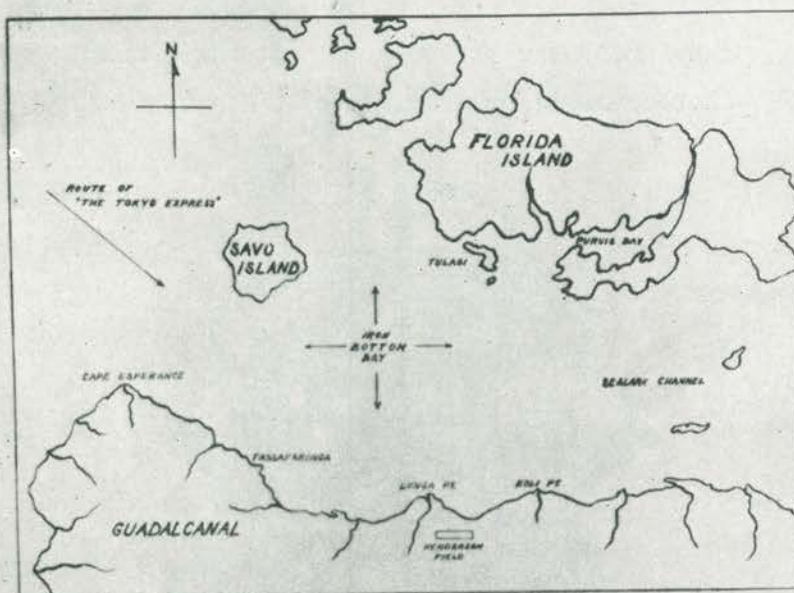
Photographed by
HOWARD F. RESER, C Pho M GILBERT S. HAMILTON, Pho M2/c GORDON F. BARROW, Pho M1/c
VERNON STOGSTILL, Pho M2/c JOHN H. WINSLOW, Pho M1/c



The ship was named after two naval battles which were fought near Savo in August and in October, 1942. In the first of these battles our forces were surprised, mistakes were made, and four cruisers were lost. It was a hard lesson, well learned. A few months later, one of our cruiser divisions intercepted a Jap task force near Savo and sank at least six vessels, cruisers, and destroyers. No great damage was done to our ships. The enemy was surprised, one of his cruisers was sunk before her guns were even trained out, and he was out-fought in every phase of the battle. As a result, this body of water, Purvis Bay, is known as "Iron-Bottom Bay."

USS SAVO ISLAND CVE-78

NAMED FOR THE BATTLES OF SAVO ISLAND



THE BATTLES

- 1 The first battle known as GUADALCANAL-TULAGI landings occurred on the 7th and 8th days of August 1942.
- 2 The second battle known as CAPE ESPERANCE occurred October 11th and 12th 1942.
- 3 The third battle known as GUADALCANAL occurred the 12th and 15th of November 1942.
- 4 The fourth battle known as TASSAFARONGA occurred on the 30th of November and the 1st day of December 1942.

During these actions we lost 6 Cruisers and 10 Destroyers; the Japanese losses were as great if not larger. Hence the term "Iron Bottom Bay"

"The Tokyo Express" was the name applied to the Japanese convoys that repeatedly attempted to reinforce the Japanese garrison on Guadalcanal.

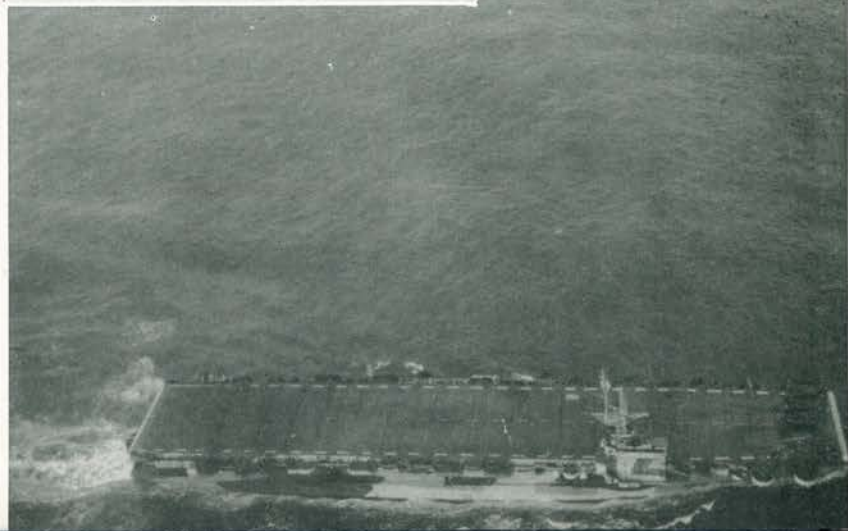
Sources of information:
Navy Department Bulletin

ONI Bulletin

Admiral King's "Our Navy at War"



Savo Island is located in Sky Lark Channel between the Western extremities of Florida and Guadalcanal Islands. It is a product of volcanic upheavals, is only four miles in diameter, and consists of extinct volcanic peaks. Ships now anchor in waters that cover a village which subsided years ago as a result of an earthquake. Even today, there may be an occasional tremor. A few natives live on the island, and you will find very small villages and a mission station there.



DEDICATION

The scenes reproduced in this book awaken in the hearts of all associated with the "Jeep" Carrier many poignant memories. They recall danger, narrow escape, death.

In years to come when in the quiet of your homes you thumb this volume these pictures and stories will mean much to you. You will thank God that you survived these scenes.

As you do, a feeling of sadness may stir your heart when you think of the hundreds of thousands of fine American men who died that the United States, and what it stands for, might live.

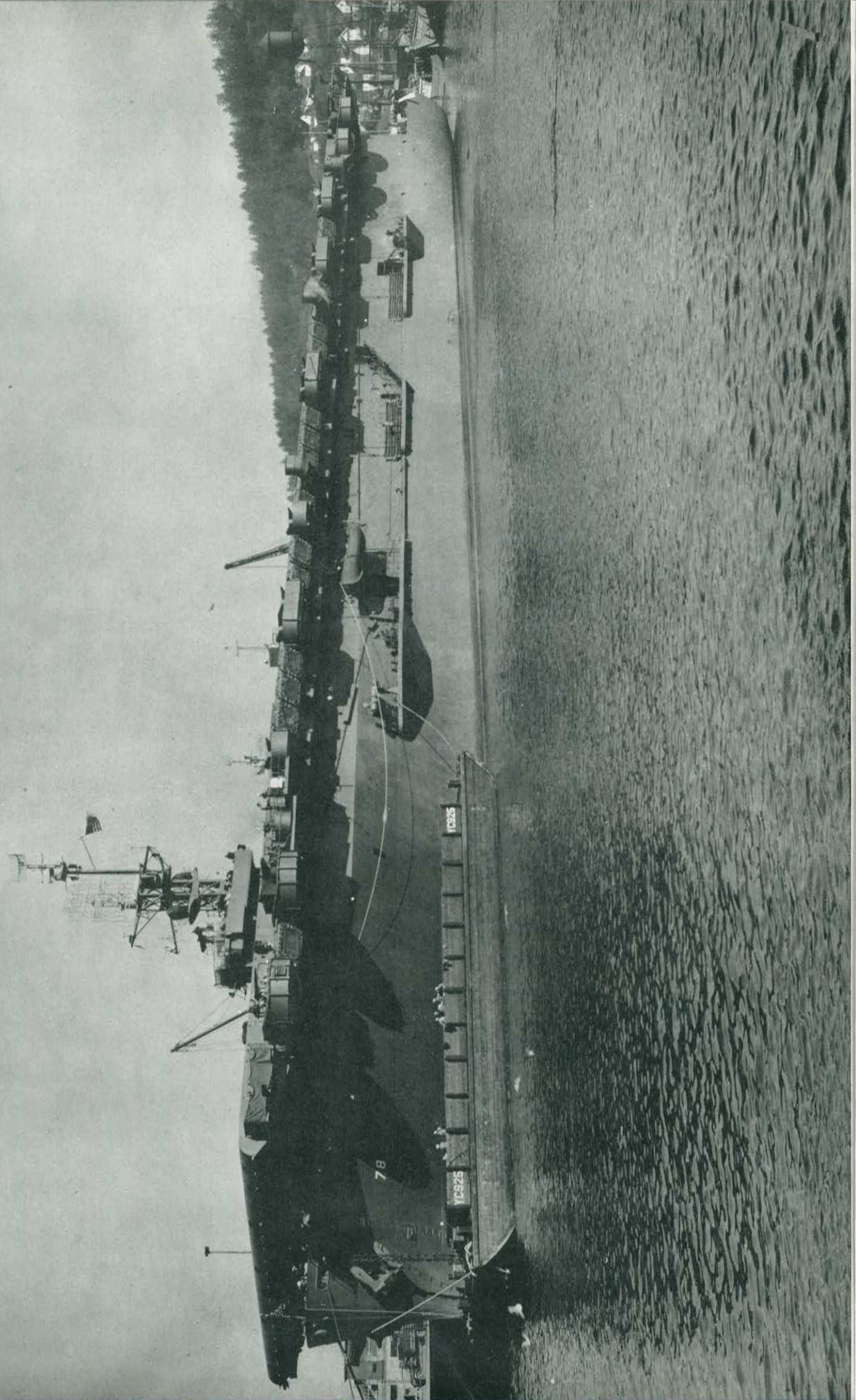
It is to these hero dead, men like those who once called the Savo "Home," that we dedicate "Battle Baby" in grateful memory. May this volume stand among your souvenirs as a constant reminder of what is best and worthwhile in life. May it remind you also out of gratitude to pray for those who have made the supreme sacrifice, for it is "A holy and a wholesome thought to pray for the dead." II Mach 12:46.

LIEUT. JAMES J. CULLINAN, U.S.N.R.
Chaplain

Burial at Sea



A Battle Baby is Born...





BATTLE BABY

"MUSTER ALL MEMORIES. FLIGHT OF FANCY PARADE!"

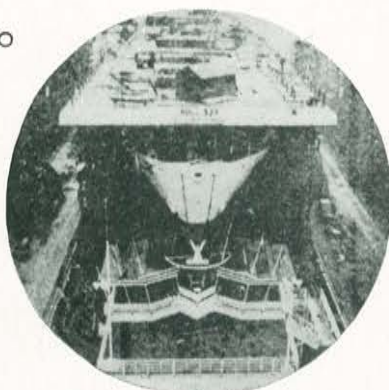
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THE OPINIONS OR ASSERTIONS CONTAINED HEREIN ARE THE PRIVATE ONES OF THE WRITERS AND ARE NOT TO BE CONSTRUED AS OFFICIAL OR REFLECTING THE VIEWS OF THE NAVY DEPARTMENT OR THE NAVAL SERVICE AT LARGE.

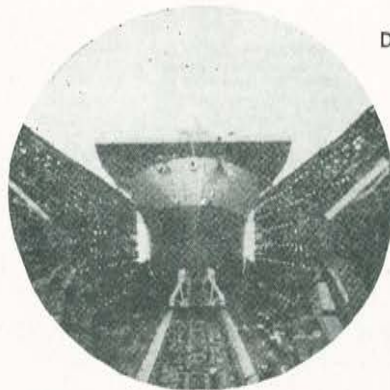


"Conceived and Dedicated To The Task - - -"

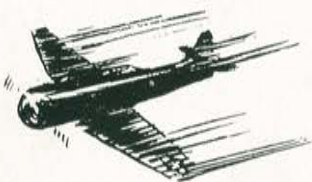
RARIN' TO GO



DOWN THE WAYS



*The Japs Will
Hate the 78!*



FITTING FOR SEA

RIGGING THE BOOM

IRON MEN IN IRON SHIPS





Prominent commissioning spectators. They never had cause to regret their interest in the Savo's destiny.



Salute to inaugural colors. Left to right: Captain Barner, Captain Ekstrom, Commander Thomas E. Gillespie, Chaplain James H. Dolan.

COMMISSIONING PRAYER

Almighty and Eternal God, we humbly ask Thee to look with Thy divine favor upon these Commissioning exercises. Bless and protect this, our ship, which is here commissioned to serve in the Navy of the United States. Grant that in the performance of her duties she may emulate the precious traditions and achievements associated with the Star Spangled Banner she shall proudly display from this day on.

Accept our prayer for our Captain and for those who in this ship shall commit their lives to the perils of the sea. Watch over them we pray, that no evil befall them. Through all the hazards of this war guide and protect them. Be with them and conduct them honorably and valiantly against the enemy. Lead this ship's company safely home to port. Thy Grace, Thy Mercy, Thy Benediction be upon this ship and its company. In the name of the Father, the Son, and the Holy Ghost. Amen.

COMMISSIONING PROGRAM

Astoria, Oregon, February 3, 1944

Assembly of Crew - Music by Band
 Commanding Officer, Naval Station, Astoria, received at Gangway
 Prayer by Chaplain J. H. DOLAN
 Reading of commissioning orders and remarks by Captain J. D. BARNER
 Commissioning of ship by Captain BARNER, U.S.N.
 National Anthem, hoisting of Colors
 Transferring command to Captain C. E. EKSTROM
 Reading of orders to command duty and remarks by Captain C. E. EKSTROM
 Posting the watch by Commander T. E. GILLESPIE, U.S.N., Executive Officer

 Sounding of Retreat
 Refreshments in wardroom

"... In accordance with the Commandant, 13th Naval District letter, Serial 212004, of 3 January 1944. . . ." Official commissioning by Captain James D. Barner, USN, Commanding Officer, U. S. Naval Station, Astoria, Oregon.

The ship's sponsor, Mrs. Margaret Taffinder, daughter of Rear Adm. Sherwood A. Taffinder, then Commandant, 13th Naval District.

"... Your only interest must be your ship. You must eat it, sleep it, and drink it. . . ." Captain Clarence E. Ekstrom accepts command.



PLANK OWNERS OF THE U. S. S. SAVO ISLAND

OFFICERS

Capt. Clarence E. EKSTROM	Ens. Don A. REED
Comdr. Thomas E. GILLESPIE	Ens. George H. MARSH
Lt.-Comdr. Lowell S. PRICE	Ens. Charles S. SEVERANCE
Lt.-Comdr. Winthrop W. ESCH	Ens. Lawrence G. GILES
Lieut. Maurice D. COOPER, JR.	Ens. Robert W. HANES
Lieut. Addison C. PFAUTZ	Ens. Vincent J. CLAYTON
Lieut. Edward W. LANE, JR.	Ens. James P. WHITE, JR.
Lieut. William R. MCCLINTICK	Ens. William G. BENNETT
Lieut. John T. SLOAN	Ens. Bill K. TUNNELL
Lieut. James L. AYER, JR.	Ens. Ray L. STARLING
Lieut. Byron W. EATON	Ens. Kenneth O. BATES
Lieut. Alexander W. PARKER	Ens. Sheldon WAXENBERG
Lieut. Richard M. HURD	Ens. Graham FINLEY
Lieut. Charles G. CRENSHAW	Ens. Garth D. MILLER
Lt. (jg) Allen H. GIPSON	Ens. Harold O. WILLITS
Lt. (jg) George W. JENSEN	Lt. Comdr. Sam C. BOSTIC
Lt. (jg) Albert L. TROWBRIDGE	Lieut. Martin J. GELB
Lt. (jg) Robert E. OLSON	Lieut. Frank S. HARRYMAN
Lt. (jg) Joseph C. KURHAJEC	Ens. Albert R. LEA
Lt. (jg) Hollis E. BOWER	Ens. Paul C. PARKER
Lt. (jg) Carl W. KEENUM	Lt. (jg) James A. DOLAN
Lt. (jg) James H. HARRISON	Bos'n Frank E. HELFFENSTEIN
Lt. (jg) Edmund H. WORRILL	Gunner Paul W. BRADEN
Lt. (jg) Clyde H. HENDRICKSON	Carp. Alexander BENOIT
Lt. (jg) Edward FLORES	Mach. Guy E. FARR
Lt. (jg) Leonard J. RHUE	Mach. Johann G. DIETZ
Lt. (jg) John B. COX	Elect. Roy A. HOWELL
Lt. (jg) Brantford W. BENTON	R. Elect. Walter H. MARTIN
Lt. (jg) Edward S. BOZE	Aerog. John E. ROBBINS
Lt. (jg) Kenneth R. CAREY	Sh. Clk. George R. HALLIDAY
Lt. (jg) Anthoney F. TISONE	APC Jimmie H. MYERS
Ens. Quincy B. NICHOLS	Mach. Ted SEEMAN

ENLISTED MEN

ABRAMSON, Hymie, AMM3c	AUGUSTUS, Anthony, Cox
ACRES, Frederick C., S1c	BACHOFNER, Ernest G., S2c
ACKERSON, Harlan, S2c	BAILEY, Clifton L., S2c
ACREE, Floyd E., S1c	BAKER, Charles J., S2c
AFFLERBAUGH, Paul H., BM1c	BAKER, Max L., S2c
A'HEARN, William F., AMM3c	BANNISTER, Cecil R., BM1c
ALLAIN, Julian W., Jr., S2c	BARROW, David W., S2c
ALLEN, Burney T., StM1c	BARROW, Gordon F., PhoM3c
ALPERS, Gerald C., S2c	BARRY, William J., SK2c
ANDERSON, David L., Ptr3c	BASLER, Loren S., F2c
ANDERSON, Walter L., AMM3c	BATCHO, Andrew, S1c
ANDREWS, Arvell, F1c	BATTISTINI, John J., Y3c
ARTWOHL, James R., S2c	BAUERS, Thomas W., S2c
ASKINS, Paul, Y2c	BAUGHMAN, Donald W., F2c
ATWOOD, Tom B., S2c	BAUMANN, Ray E., F2c

ENLISTED MEN (Continued)

BAUMGARTNER, Charles A., S2c	CHIPPI, Peter, EM3c
BEAM, William A., WT3c	CHISOLM, William A., Ck1c
BECK, Ernest J., MM1c	CHRISTENSON, Harry W., CCS (PA)
BECKSTEAD, Ernest R., S1c	CIONE, Dominick M., Bug2c
BEDDICK, John W., S1c	CLANCY, Andrew M., RM3c
BEEMAN, Robert L., F2c	CLARK, Guy H., Jr., S1c
BEHREND, Dale M., S2c	CLAUBAUGH, Homer W., WT1c
BELL, James D., S2c	CLAY, Leland C., S1c
BENNETT, Everett A., CY (AA)	COHEA, Melvin J., SM3c
BENSON, Norman A., S2c	COLLIER, Eugene T., SC2c
BENTSEN, Raymond E., S2c	COLLINS, Jinks, Jr., Ck3c
BHORK, Eugene V., S2c	COMSTOCK, Ray A., F2c
BIFFAR, James T., S2c	CONRAD, Jack E., S2c
BILELLO, Frank A., AMM3c	CONRAD, Willard H., S1c
BINNING, Clifford L., EM2c	COOK, John M., S1c
BISH, Harry R., S2c	COOK, Marvin V., S2c
BLAKE, Oliver D., AerM2c	COPLEY, William E., S1c
BLAND, John W., TM2c	CORAY, Gene A., CSF (AA)
BLANSETTE, Jack W., BM2c	CORPER, Avery G., S2c
BLEDSE, Alvie, Jr., S2c	COSTA, John R., SK2c
BLODGETT, Jack L., SC3c	COWLEY, Joseph G., S2c
BLUMENTHAL, Ben., Jr., S2c	COX, James C., StM1c
BONER, Charles E., S2c	CRABTREE, Braxton B., S2c
BORK, Ralph W., S1c	CREWS, Elmer L., S2c
BOUCHER, Joseph H., S2c	CROSS, Paul N., S2c
BOYCE, William G., S2c	CROUSE, Doris W., S2c
BRAASCH, Harold, S2c	CROW, Robert B., S1c
BRALEY, Babriel H., AMM3c	CROWNOVER, Leslie W., S1c
BRAUN, Richard J., TM3c	CVETICANIN, Richard, S1c
BREEDING, Vernon B., ARM3c	DALTON, James D., PhM3c
BROECKELMANN, Richard J., S2c	DAMITZ, Irving H., S1c
BROWN, Dennis, TM2c	DAVIDSON, David A., S1c
BROWN, Elmer L., S2c	DAVIDSON, Richard L., S2c
BROWN, Frank B., S2c	DAVIS, Benny A., S2c
BROWN, Harold L., CGM (AA)	DAVIS, Floyd R., S2c
BROWN, Ivan, S2c	DAVIS, Lester W., S2c
BROWN, Leo J., SC3c	DAWKINS, Charles L., S2c
BROUGHER, Harry E., MoMM1c	DAY, Kelly C., WT2c
BRUDVIG, Nels C., GM3c	DE BLASIO, James N., S2c
BRUMBAUGH, Darrell L., S2c	DE MARTINO, Anthony T., S1c
BRYANT, Robert L., StM3c	DENNIS, Harry S., Jr., MOMM2c
BUHL, Nelson A., EM3c	DEVOSS, Paul A., S2c
BURFIEND, Lawrence, S2c	DI GINO, George J., S1c
BURTIS, William E., S2c	DIONISOPOULOS, Panagiotis A., QM2c
CALAMIA, Carl J., S1c	DION, Louis F., EM2c
CALDWELL, Samuel D., SC1c	DOBBINS, William H., Cox
CAMPBELL, Royce N., S2c	DODSON, Robert L., S2c
CARLISLE, Willis C., S2c	DOHM, Edmund, COM (PA)
CARLSEN, Peter R., S2c	DONNENWIRTH, Kenneth C., S2c
CARLSON, Donald R., S1c	DOPKINS, Vincent G., SC3c
CARPENTER, Louis L., S2c	DOWNING, Jay E., GM3c
CARTER, Lanier R., S2c	DOZA, LeRoy C., S2c
CARY, Euler H., S2c	DRAGER, Louis H., S2c
CASTLEBERRY, Leslie D., S2c	DUFFY, Gilbert L., QM3c
CAVE, Joy R., S2c	DUMAINE, Roger E., Sp(a) 2c
CHAMBERS, Kenneth D., S2c	DUNNING, Leonard C., S2c
CHASUK, Alfred P., S2c	DUNWOODY, Edward H., CEM (AA)
CHEVALIER, James R., S2c	DUPREE, William B., S2c

ENLISTED MEN (Continued)

DUTTON, Houghford, Jr., S1c
 DYE, Eliel D., S2c
 DYE, Thomas, Jr., FCR3c
 DYER, James E., Jr., AOM3c
 EADDY, Albert J., S1c
 EARNEY, John L., S2c
 EDELEN, George E., StM1c
 EDICK, Abbie, S1c
 EDWARDS, James E., EM3c
 EGGERT, George F., Ptr1c
 EINSPANIER, Richard J., S1c
 ELKINS, Donald L., S2c
 ELLER, John A., S2c
 ELLER, Kenneth M., S2c
 EMERSON, Emory E., S2c
 EMMONS, Pearle W., S1c
 ENGESSER, Ferdinand C., MM3c
 ERION, Edgar W., S2c
 ERRICO, Nick, S2c
 ESLICK, Howard O., CMM (PA)
 ESSE, Joseph, Cox
 EURE, Granville M., Jr., S1c
 EVANS, Enfer E., WT2c
 EVANS, Harold Lloyd, AOM3c
 EVANS, Harold Lee, S2c
 EVEANS, James R., StM2c
 EVENSON, Juel M., S2c (RdM)
 FARRAR, Mensie, MoMM2c
 FEDOROWICZ, Francis J., CM2c
 FEDORS, Edward M., S1c
 FERRETTI, Victor, S1c
 FERSTLE, Melbourne F., S2c
 FESUK, John, S2c
 FILLMORE, Glen W., S2c
 FISHER, Edward J., S2c
 FLORIAN, Andrew F., S2c
 FOLEY, Thomas W., TM3c
 FOLEY, William W., FCR3c
 FORD, Billy W., S2c
 FORD, Herbert J., AMM3c
 FOSTER, George P., S1c
 FOUNTAIN, Richard C., S1c
 FOWLER, Bruce L., F2c
 FRAHM, Alfred F., S1c
 FRANCK, Frank M., PhM3c
 FRAZIER, Ivory, StM1c
 FREISLEBEN, William S., EM3c
 FRITZSCHE, August J., S2c
 GADBERRY, Tommie R., S2c
 GARCIA, Galves, S1c
 GARCIA, Justo, S2c
 GARD, Robert W., S1c
 GARNER, Wade, BM2c
 GARRETT, Charles F., S2c
 GATES, Marvin R., S2c
 GAVIN, Donald J., SF3c
 GAYLORD, Seymour A., Jr., S1c
 GENTILE, Joseph G., Jr., S2c
 GERARD, Jack E., EM3c
 GEORGE, Raymond F., S2c
 GERBER, Melvin E., S2c
 GEYE, Harold W., S2c
 GIDEON, John C., S2c
 GILL, William D., AMM3c
 GILLIAM, Harland D., S1c
 GLADEN, Orville J., S2c
 GLEASON, Robert L., MM1c
 GLASSCOCK, Leonard L., S2c
 GLIDEWELL, Donald L., S2c
 GLYNN, Frank E., S1c
 GOE, Clarence Z., S2c
 GOIN, William W., CWT (PA)
 GONZALES, Lewis V., Ck2c
 GOODWIN, Robert L., S1c
 GOTTSCHALK, George L., S1c
 GRADY, William V., S1c
 GRAHAM, Edward W., S1c
 GREEN, Howard H., S2c
 GREER, Arthur F., S2c
 GRIFFITH, Billy R., S2c
 GRIFFIN, Michael V., MoMM2c
 GRISSIM, James G., EM2c
 GUSTAFSON, Harlen E., S1c
 HADDOCK, Bennett C., RM2c
 HAFNER, John F., AOM3c
 HALEY, Robert V., Bug1c
 HALL, Bethal L., SF1c
 HALL, Charles N., S2c
 HAMAKER, Alfred E., AMM3c
 HAMILTON, Douglas T., AOM2c
 HANCOCK, Floyd C., S2c
 HANDKE, Herald R., S2c
 HANNA, Gilbert L., S2c
 HANDY, Edward K., StM2c
 HARDY, Chester C., S2c
 HARDENBROOK, Henry N., CPhM (PA)
 HARRIS, John W., QM3c
 HARRISON, Linwood L., St3c
 HART, Roy E., S2c
 HARTE, Myles P., S1c
 HASS, Willard J., S2c
 HASSETT, Harold A., RM3c
 HAUENSTEIN, Eugene A., S2c
 HAYDU, Julius R., AMM3c
 HAYES, Thomas M., S2c
 HEBERT, Roy, BM1c
 HEEG, Harlow S., S2c
 HEERMAN, Richard P., S2c
 HEIDELBURG, Samuel, St2c
 HEIDOTTING, Joseph I., SK2c
 HEFLIN, Harry E., S2c
 HELM, Arthur S., S2c
 HELMICH, Robert C., S2c
 HENDERSON, Charles W., Jr., RM1c
 HENDERSON, Donald C., TM3c
 HENDRICKS, Sherwin, BM2c

ENLISTED MEN (Continued)

HEPNER, Everett L., S2c	KOEPLIN, Edward H., S2c
HERDA, Edward J., PhM2c	KOESTNER, Andrew J., S1c
HERRERA, Lawrence, S2c	KRASNOW, Bernard L., SK3c
HIGGINS, Albert N., S2c	KROICHICK, Edward, SK3c
HINSPIERGER, Wilbur T., S1c	KRUPSKI, Dominick T., ACMM (AA)
HOFMEISTER, Elmer C., S2c	KUENEMAN, Frank S., S2c
HOLLENBACH, Harold L., S2c	KULBE, Charles W., RM3c
HOLT, Leonard B., S2c	KURTOVICH, Mike M., S2c
HOOVER, Robert A., S2c	LA BELLE, Edward A., S2c
HOPPENWORTH, Arnold T., S2c	LAGER, Donald L., S2c
HOULE, Howard E., MM3c	LAKENAN, William A., S1c
HOVEY, Edmund R., S2c	LAMBORN, Warren C., AMM3c
HRONESH, Delwyn E., S1c	LANCASTER, Jack, S2c
HUDSON, James K., S2c	LANCASTER, William W., Jr., S2c
HUFF, John H., ACMM (PA)	LAUB, William E., S2c
HULL, Walter F., S2c	LA VENTURE, Charles H., CSK (PA)
HUNT, Douglas L., Y1c	LAYNAM, William H., F1c
HURLBUT, Dallas L., S2c	LEATHERMAN, James J., AM2c
HURLBUT, Raymond E., RM3c	LEE, Conrad B., BM2c
HYATT, Harry D., Jr., AMM2c	LEONHART, Raymond J., SM3c
HYLAND, Glea L., AMM3c	LESLIE, James A., Jr., F1c
HYLINSKI, Carl A., GM3c	LEVESH, George, MoMM3c
INSELMAN, Robert J., S2c	LEWIS, John A., AMM2c
IRVING, Francis P., S2c	LIBBY, Richard H., S2c
JACKSON, Earnest, Jr., StM2c	LISOWSKI, Roman F., S2c
JARED, Harley F., S2c	LIZOTTE, Roland, S1c
JAY, Roy H., S2c	LOCKREM, Clair B., AMM3c
JAYNE, Robert I., S2c	LOMBARDI, Edward G., SK2c
JENKINS, Russell H., S2c	LONERGAN, Eldon F., AMM3c
JERIN, Edward, S1c	LOPAC, John P., S2c
JOEL, James H., S2c	LORBIECKI, Donald S., S2c
JOHNS, William D., F1c	LORICHON, Robert M., S2c
JOHNSON, Robert M., S2c	LOUCKS, William H., CMM (PA)
JOLLEY, Burbank U., S2c	LOVE, Basil B., S2c
JONES, Gaylord T., RM2c	LOWREY, David E., SF1c
JONES, Robert E., WT3c	LOZIER, Joseph H., S2c
JORSTAD, Donald E., AMM3c	LUCHMAN, Bernard W., S2c
JUDY, Benjamin I., WT2c	LUNDIN, Ervin D., S2c
KAPOSICH, John, F1c	LYON, Jack, MM3c
KARGACIN, Joseph, Jr., S2c	MADDY, Verne L., S2c
KANGAS, Roy C., S1c	MAERSHBECKER, Nicolas, Jr., WT1c
KARNES, Robert C., S1c	MAHALIK, Rudolph L., S2c
KAUFFMAN, Olin C., AerM3c	MAHLMEISTER, George D., S1c
KEITH, Dale M., S2c	MALAFA, Frank E., HA2c
KELLAS, Arbie W., AMM3c	MANCUSO, Septine R., CQM (AA)
KELLY, John E., S2c	MARCHESE, Louie J., SF2c
KEMP, Charles M., S2c	MARKS, Roy, RM1c
KIER, Charles E., AMM2c	MARTIN, Edwin J., S2c
KILGORE, Randal L., Jr., QM3c	MASK, Jasper, F1c
KINCEN, James L., SK3c	MASKEAWITCZ, William C., CTM (PA)
KING, Amos M., S1c	MASON, Henry H., AM2c
KING, James E., F1c	MASTERS, Caryol E., S2c
KIRBE, Gaylord W., S1c	MASTROTORA, Nicola, MM1c
KIRSCHMEIER, Alfred K., S1c	MATHEWS, Robert S., S2c
KIVETT, Joseph F., AerM2c	MATHIESEN, Fred H., Jr., GM1c
KNIGHT, Richard B., TM3c	MAYO, Cecil D., SC1c
KNIGHTON, Wayne L., S1c	McCABE, Albert E., MM3c
	McCALLUM, David N., AMM2c

ENLISTED MEN (Continued)

McCARTHY, Francis X., SK1c	O'BRIEN, Francis X., S1c
McCARTY, Richard A., S2c	O'CONNELL, Robert E., WT2c
McCLURE, Paul H., Cox	OHLFS, Wallace C., Y2c
McCORKLE, William H., S2c	OLIVER, Carroll L. G., CM3c
McCOY, Oscar, S1c	OLSON, Robert A., S2c
McDONALD, William D., S2c	ORR, Glenn J., BM1c
McDOWELL, Virgil H. E., MM1c	OSTMAN, Roy C., S2c
McDUFFIE, Robert S., StM2c	OSTRANDER, LeRoy, EM1c
McGRAW, Fred H., S1c	PALMISANO, Vincent J., S2c
McGREGOR, Norval E., S1c	PARKER, William L., S2c
McINTOSH, Forrest, S1c	PARKS, Kenneth H., S2c
McISAAC, Lyle D., SM3c	PARSONS, Donald W., AMM3c
McKAIN, Rex L., EM3c	PARSONS, Thomas N., SK3c
McKIBBAGE, John P., S2c	PATTERSON, Howard F., S2c
McMURTRAY, Ray O., S1c	PATTON, Robert L., S2c
MEAGHER, Marion J., S2c	PATTON, Ralph B., S2c
MEDERIOS, George, S2c	PAWELCZAK, Edward F., S2c
MEGISON, Herman E., S2c	PEDERSON, Roy M., GM3c
MELOY, Robert F., Jr., F1c	PELVIT, George H., B1c
MEMMOTT, Max H., S1c	PERLOF, Andrew, S2c
MENDONCA, John W., MM3c	PERRIN, Richard A., S2c
MEREDITH, Geral G., S2c	PERRONI, Anthony, EM2c
MERRIMAN, Charles W., F1c	PERROUX, Frederic A., S2c
MERRITT, Edward J., QM3c	PETERSON, Bernard C., SM2c
MERRITT, Gilbert R., CMM(AA)	PIERCE, Roy F., S1c
MEYER, Charles M., S2c	PILDIS, Basilus, F1c
MEYER, Chester B., S2c	PITNEY, Marvin M., WT1c
MICHALSKI, Joseph A., S2c	PIZZO, Ferdinand C., Bgmstr2c
MIGLIORE, Joseph W., S1c	POPE, William D., S1c
MILES, Bill J., S2c	POWERS, Garfield, Y2c
MILLER, Lloyd W., WT3c	PRICER, George W., SK3c
MILLER, Robert W., Jr., Bkr1c	PRISINZANO, Santo J., S1c
MOODY, Reuben F., S1c	RADINSKY, Edmund L., CEM(AA)
MOORE, Derrell A., F1c	RAGLAND, Joe M., StM3c
MOORE, Paul, Jr., TM3c	RAY, William H., S2c
MORAN, John H., SC3c	REED, Frank D., F1c
MORATH, George H., GM2c	REEDY, Richard L., MM3c
MORGAN, Ralph W., BM1c	REID, Glenn W., F1c
MORRIS, Arvin E., MM3c	RESER, Howard F., PhoM2c
MORRIS, Robert A., S2c	REUTER, Samuel, Y2c
MORRISSEY, John M., SF2c	REYES, Pedro, StM2c
MOWDY, Charles W., S2c	RICE, Jack N., CBM(AA)
MOY, Hing F., S2c	RICHARDS, Billy J., S2c
MUNZ, John C., Jr., S1c	RICHARDSON, Donald M., RT3c
MURPHY, James O., MM3c	RILEY, Robert A., S2c
MYERS, Bernard A., CM2c	RILEY, Roy R., S1c
MYSLICKI, Raymond M., S2c	ROBBINS, Stanley E., S2c
NAPIER, Ed H., S2c	ROBERTS, James G., S2c
NELSON, David A., S2c	ROBERSON, Lawrence H., StM2c
NELSON, John W., WT2c	ROBERTSON, Earl, Cox
NEMCHEK, Andrew W., S2c	ROBINSON, Bernard L., RM3c
NETTERVILLE, William M., Jr., AMM2c	ROSE, James E., StM2c
NEVILLE, John T., GM1c	ROSENBERGER, Albert H., MM3c
NEVILLE, William C., Y1c	ROSS, Lawrence L., S2c
NEWMAN, Leon R., S2c	ROUSH, David S., EM2c
NIELSEN, Wallace H., S2c	RUDELL, Henry, MM2c
NIELSON, Howard H., S2c	RUGALA, Stanley A., S1c
NOYES, John, Jr., S2c	SALMONS, Fred W., S2c

ENLISTED MEN (Continued)

SAMUELS, Henry D., Cox	TESKY, Harold S., EM1c
SAWERS, Clinton D., HA1c	THOMAS, Jack R., AMM1c
SCHWARTZ, Robert L., S1c	TILLEY, Stanley B., Bkr2c
SCOTT, Frederick M., EM3c	TODD, Thomas H., CWT (PA)
SEALS, Hoyet, M1c	TOOLEY, Kenneth E., AMM2c
SEMORE, John L., EM2c	TOOMEY, Raymond R., F1c
SHEPPARD, James E., SK1c	TOY, Thomas, AM2c
SHERWOOD, Gail D., S1c	TRAMBIE, Robert L., Y2c
SHRADER, William F., SK1c	TULLIS, Harry E., RM1c
SIMERLINK, David J., S1c	URBANCZYK, Joseph V., TM3c
SIMPLER, Roland A., MM3c	VALASATY, Russell F., MM1c
SINGLER, Jack A., EM1c	VANDERVEEN, Donald L., Cox
SMALLWOOD, Robert C., SK2c	VANSICKEL, Lloyd E., EM1c
SMART, Raymond H., Jr., CM1c	VEATCH, Robert B., PhM2c
SMID, Thomas F., CSM(AA)	VRTIS, William J., S1c
SMITH, Carl C., CRM(PA)	WALKER, Eddie, StM1c
SMITH, Elgin L., RM3c	WALL, Arthur E., GM3c
SMITH, Leslie M., Cox	WARNER, Francis J., PhoM1c
SMITH, Lewis, Jr., StM1c	WATKINS, Fielding J., Cox
SMITH, William R., AMM2c	WELLS, Alva E., CBM(PA)
SNEED, William G., Jr., MM1c	WELLS, Paul C., SC3c
SORENSEN, Raymond, S2c	WHITE, Robert E., F1c
SPERRING, Robert, SC1c	WILLIAMS, Glenn S., S2c
SPRATT, Elzy W., S1c	WILSON, James V., PhM2c
SPRINGER, William R., Jr., S1c	WINKLER, Carl A., S2c
STEADMAN, Alvin C., Y3c	WINSLOW, John M., PhoM3c
STEEN, Harold B., S1c	WINTERS, Frank J., PhM1c
STRINGER, William H., AS	WOOD, Frederick N., EM3c
STRZYZEWSKI, Leonard J., S2c	WRIGHT, Charles E., S2c
SUDDOCK, Joe, Jr., F2c	WRIGHT, Robert K., Bkr3c
SUTTON, George H., Jr., AMM2c	WYPIJEWSKI, Ervin J., F1c
SVENSK, Paul G., S2c	YEARSLEY, Maurice C., RT2c
SYKES, Horace G., CSK(PA)	YINGER, Ervin E., S1c
TARTAKOV, Milton, AMM3c	YOUNG, John F., Jr., Y3c
	ZUPPA, Fred A., S2c



First Salty Strides...



Sowing Seeds of Lead for Future Harvest

Gunnery Officer Lieutenant McClintick drills aspiring marksmen



Gunnery Officer, Lt. W. R. McClintick, and Chief Gunner P. W. Braden (blue jacket), drill aspiring 20mm marksmen to needle dive-bombers.

One of 20mm Battery No. 22's Red Hot Crews test-firing.

Fire One! Lt. R. M. Hurd's 5"/38 cal. crew practice for deadly speed. Gun Captain is Chief Gunner's Mate Brown (blue jacket).

Stations- Battery Officer George Jensen (top right) watches Lt. McClintick (in parka) drill 40mm crew No. 47.

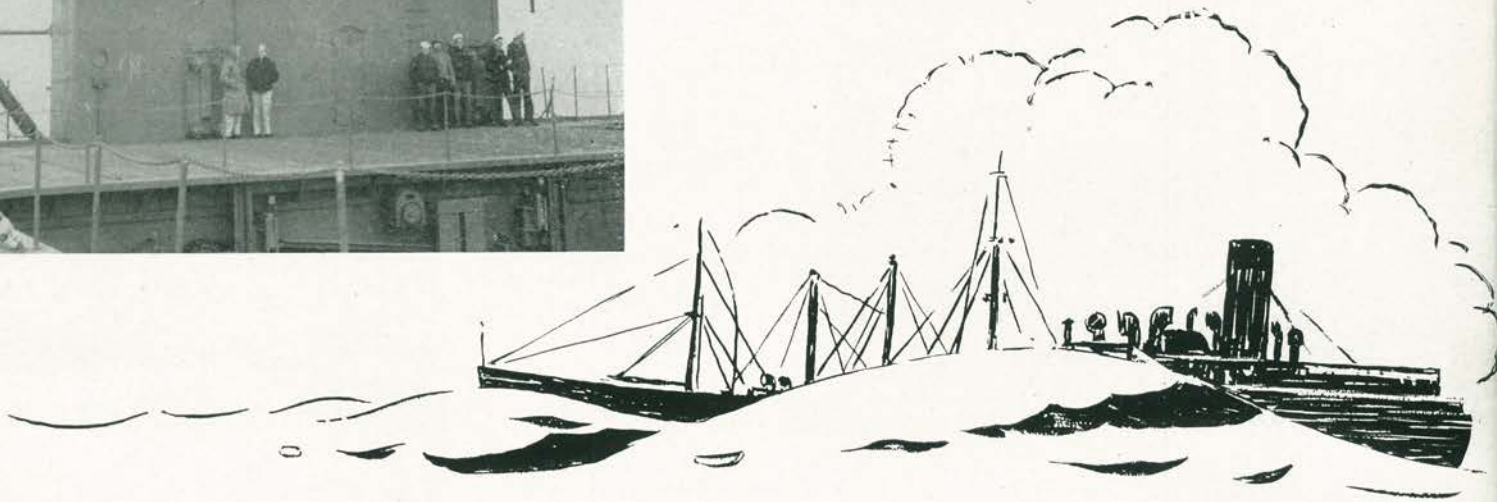
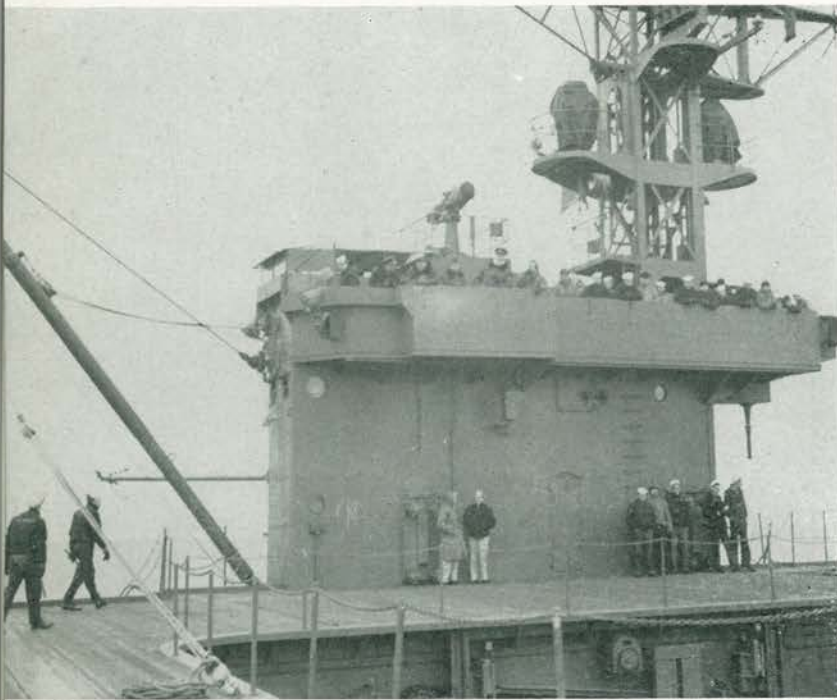
40mm crew firing at towed sleeve to develop essential teamwork demanded later against Jap torpedo planes.

Lt. Hurd test fires the 5"/38 cal. gun which was later credited with one and one-half planes. The one-half results from sharing honors with another ship.



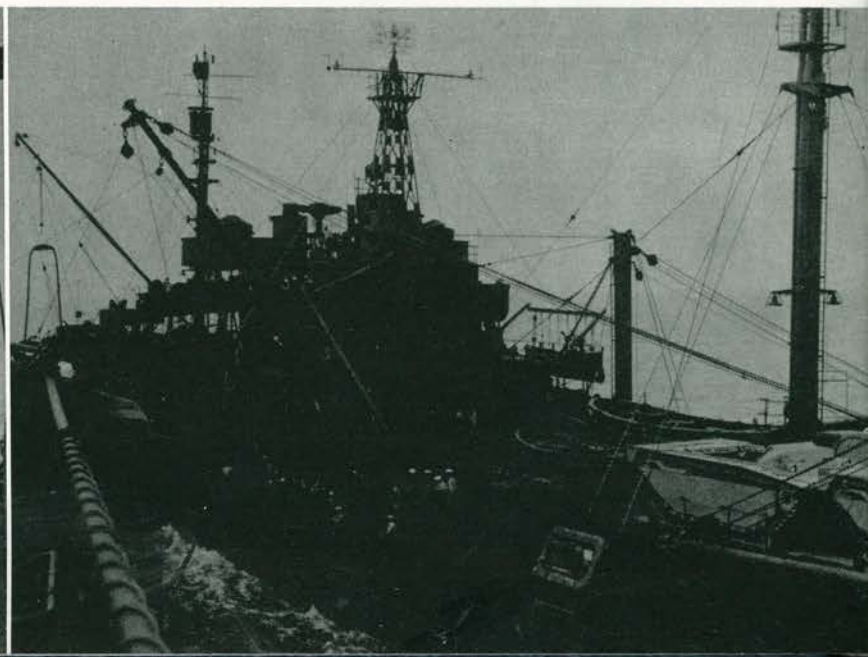
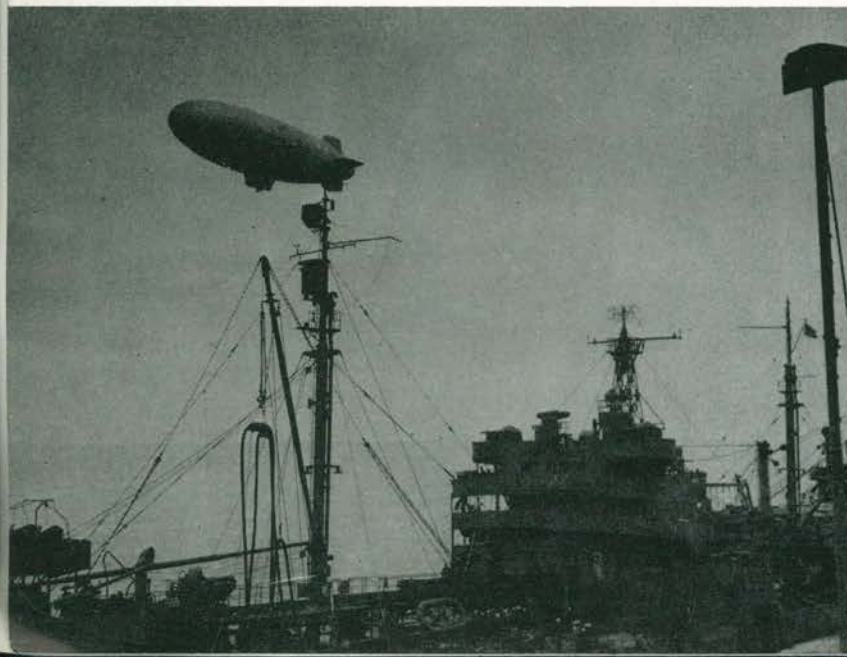
Test firing completed,
the ship steams on-
ward to a rendezvous
with a fleet oiler.

First smell of gunpowder for the "Baby" and many of her crew as
the guns are baptized—those guns which were destined to blaze
defiance and death to the enemy in the far stretches in the Pacific.



Like Siamese Twins with the lifeblood of the Navy flowing between them,
the Savo drinks from her oiler far out at sea. This "secret weapon" of
our fleet was to play a vital role in operations to come where the hovering

blimp would be replaced by our broad of fighting planes. There guns
would be manned in earnest and all eyes scanning the hostile sea and air
for Japs anxious to catch us in this compromising maneuver.



First, a Wartime shakedown.

Ferrying Planes and Marines—DESTINATION UNKNOWN!



"Up in the air"
but "under con-
trol."



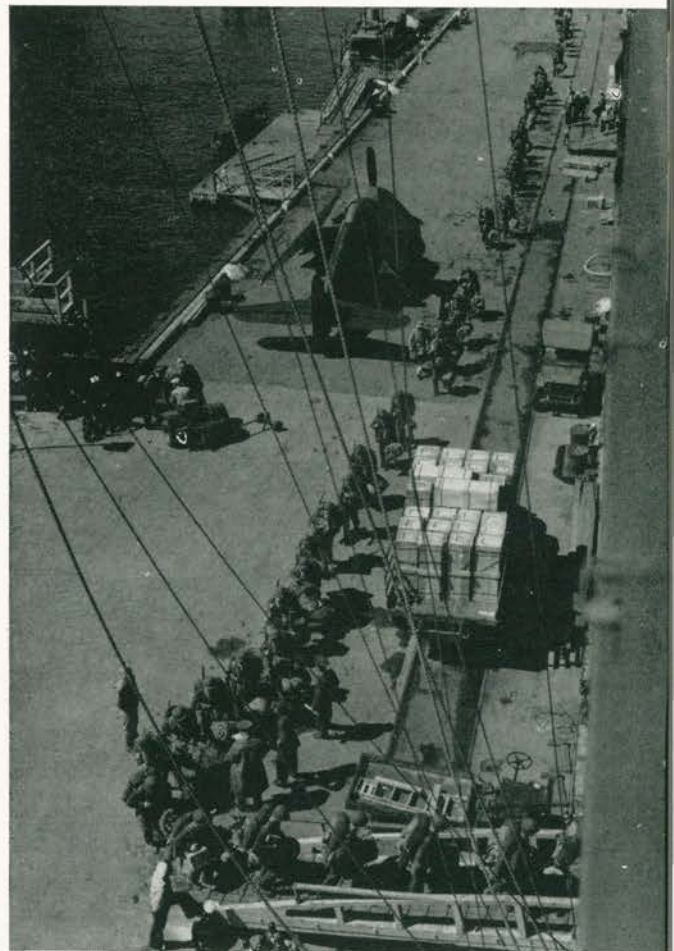
Double-time on
this job, boys.
Look what's wait-
ing across the
bay.



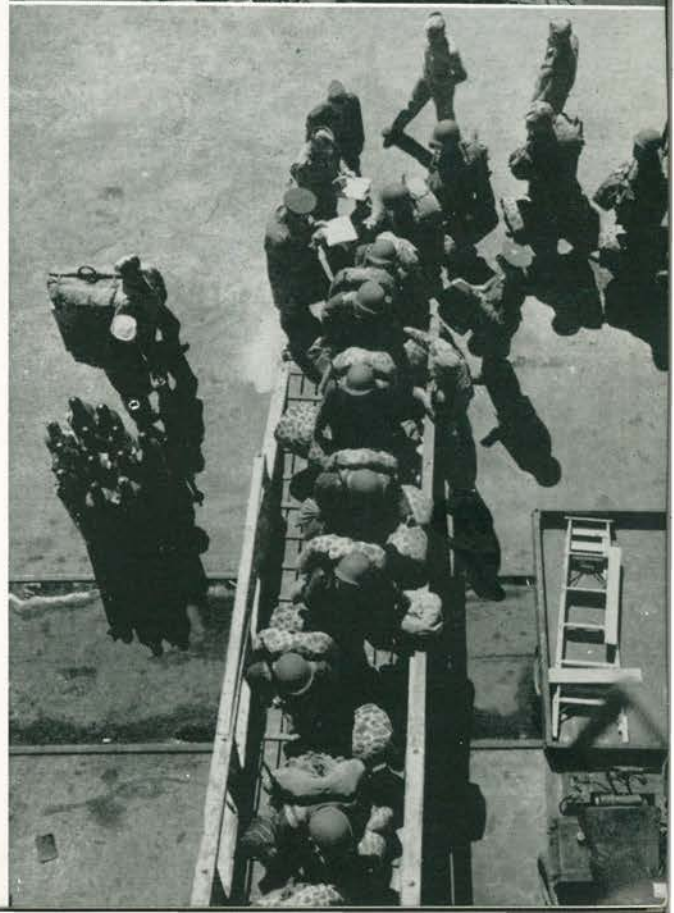
It takes all makes,
shapes, and sizes
—a view from
fly-control.



Step up here on
the signal bridge
for a better look.



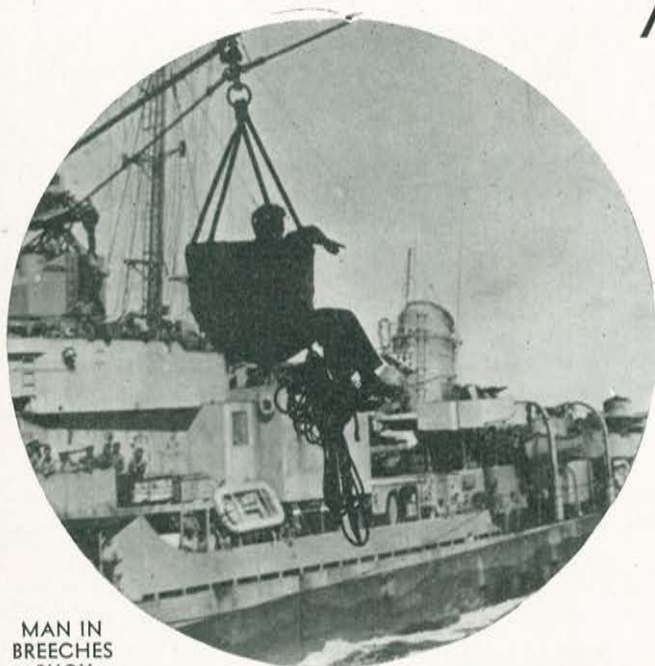
A tractor needs
gas to pull a
plane; in the
meantime, "Bring
on the Marines."



"From the Halls
of Montezuma to
the Shores of
—?"

THEY CAME AND WENT - - INFORMALLY

*Both Men And
Machines*



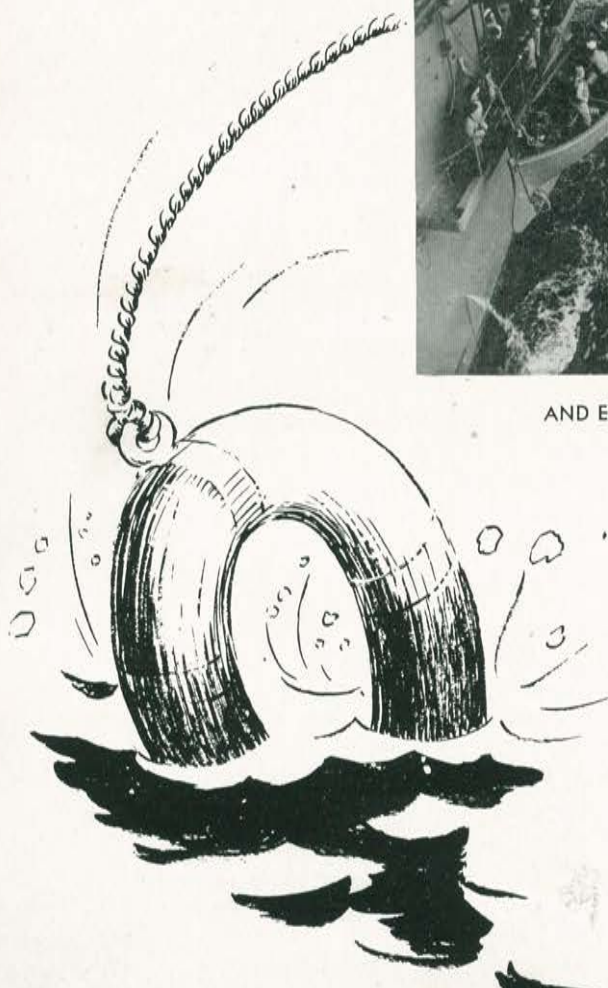
MAN IN
BREECHES
BUOY



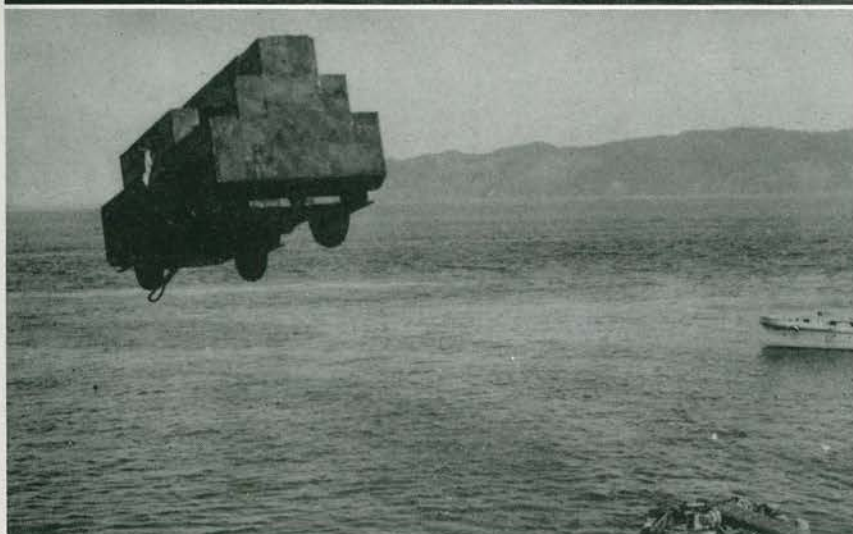
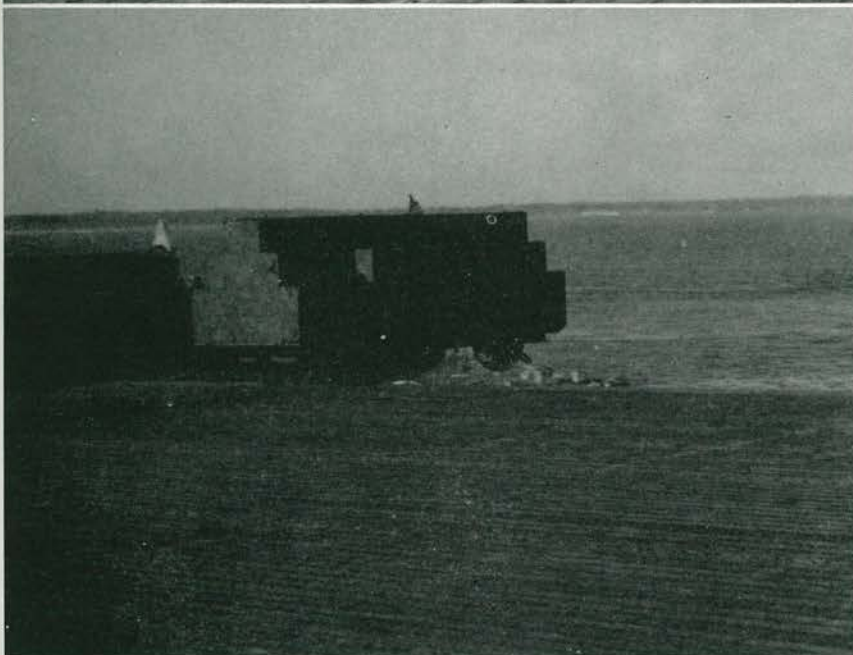
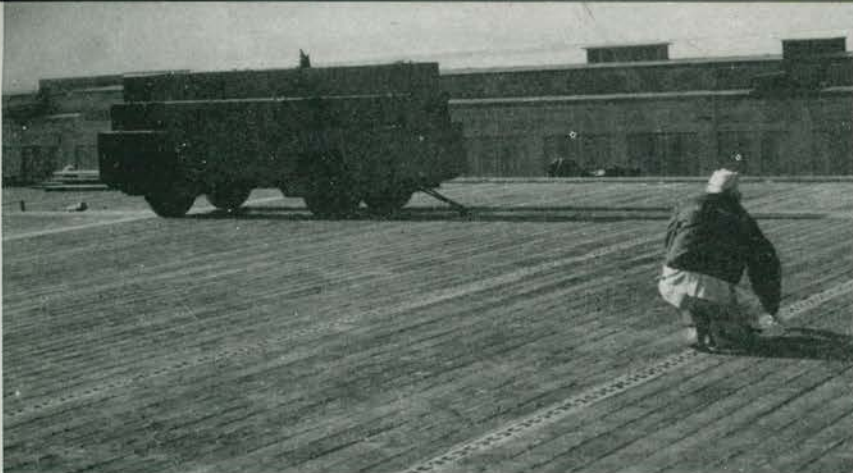
TRACTOR ON
CATWALK



AND EVEN ...



..Man Overboard..



TESTING THE CATAPULT

They call it a "dead-load" shot. It tests the performance of our catapult without risking a pilot's neck. Weighs the same as a plane—I wonder if it'll fly. Let 'er go!

You're on your own now.

Jumpin' blue blazes, it does fly!

Whoops!

"A fluid exerts, upon a body submerged in it, an upward force equal to the weight of the volume of fluid displaced by that body." Archimedes.

Well, it was a good try.



TRAINING GRIND

Machinist Mates have a filing system all their own out on the fantail where the breeze blows strong.

Their best friend were their guns—and the bigger the better. Gunners continually pampered their barrel-chested babies and gave 'em the old oil.



The Black Gang went in for "spit-'N-polish," too. Theirs was a valve's-eye view of victory and their service as great as any of the more publicized departments.



Cox'ns and budding Bos'ns get down to fundamentals, i.e., when not to a knot and how not to knot a . . . well, why not?

Plane jockies never were left at the post—the winner's purse was SURVIVAL.

Airdales rehearse the intricacies of precision plane spotting and keep cool by "bathing" in the slip-stream.





A MAN MUST EAT . . .

*but whether necessity or
pleasure depends upon . . .*

The Beany Brain Trust who supply the Brawn Trust by courtesy of the Beef Trust.

Some can take it and laugh; some . . . well, look! Must be that rare wardroom delicacy—chile and rice.

One of the two speedy service mess lines aboard the Savo, specializing in tempting dishes from all over the world, especially Australia.



Corner shot of one of the 78's two large messing compartments, showing occupants busily engaged.

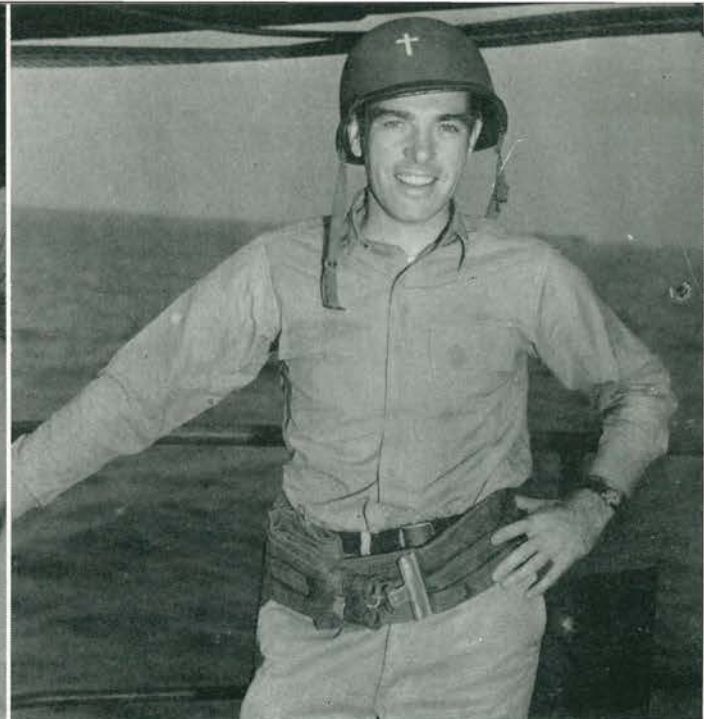


The Wardroom Galley—caught in a quiet moment between meals—when the 110 officers descended thrice daily, this place looked like the inside of a subway during rush hour.



Senior officers' Table No. 1—they never complained!





"PADRE JIM"

SUSTENANCE FOR THE SOUL, TOO!

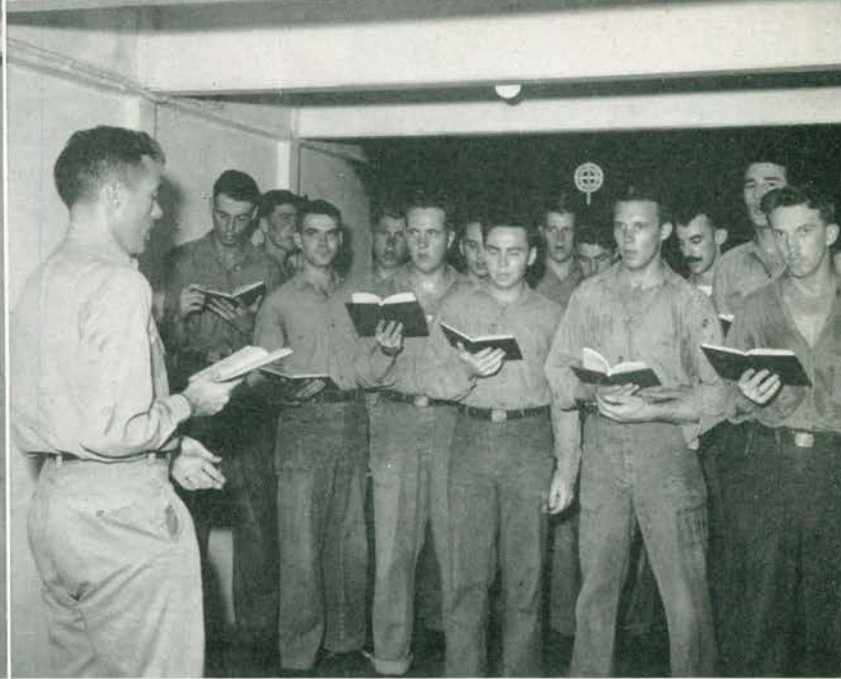
Crew members in Uncle Sam's battle-proven "baby flat-tops" relieved each other on watch duty, deep in Japanese home waters, in order that all hands could have an opportunity to attend divine services. Although frequently delayed, and sometimes interrupted by combat, Sunday and special services were never omitted from shipboard routine.

The chapel aboard an escort carrier is set up to meet the fighting efficiency of the ship. Bomb disposal will result in transferring services from the crew's mess hall (pictured above) to either the windward or leeward passageways (accompanying picture), depending upon which of those areas also is needed for enemy plane recognition classes. Favorable weather brings the services outboard—on the forecastle if stores are being loaded on the fantail, or on the fantail if the anchor crew or side-cleaners are busy on the foreward decks.

Center of the ship's religious life is the Chaplain, known in aviation parlance aboard carriers as "Padre." Pictured above is Padre or Reverend James A. Dolan, Lieutenant, (Ch.C.) U.S.N.R., for-

CHAPLAIN CULLINAN





mer priest of the Archdiocesan Mission Group of Chicago; and below his successor, Father James J. Cullinan of Boston.

Typical of the escort carriers, whose front-line battle records surpassed even the fondest expectations of the Navy, was the *Savo*. "All things to all men," the Chaplain regularly conducted separate services for those of all faiths, including Catholic, Protestant, Hebrew, Mormon, and Christian Science. Signal flags usually were strung to form the sanctuary, and a portable altar with full equipment and vestments was supplied by the Navy.

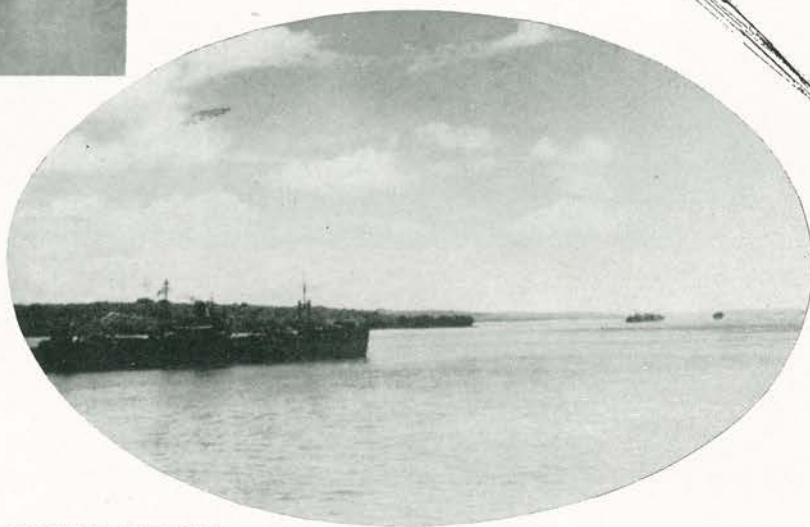
Shipboard Chaplains also paralleled their civilian duties with regular consolation and social adjustment correspondence with sailors' relatives, as well as comfort calls at the spotless sickbay. Their collateral duties included such social services as editing the ship's daily newspaper, guiding men in purchasing war bonds and insurance, and in organizing "happy hour" stunt events, amateur theatricals, glee clubs, and game tournaments. It may be surprising to learn that a Chaplain's battle station was on the open bridge where, via a public address system, he kept the crew informed as to the progress of the battle.

The *Savo's* Chaplain's experiences indicated several findings contrary to popular belief. In their opinion battle fright made few permanent "converts"; the looseness of wartime living neither weakened nor destroyed the church habits and faith of normally religious men; wartime shipboard church attendance closely paralleled that of peacetime civilian life; God-fearing men made excellent fighters when convinced that their cause was righteous.





EKSTROM
AT FIRESIDE

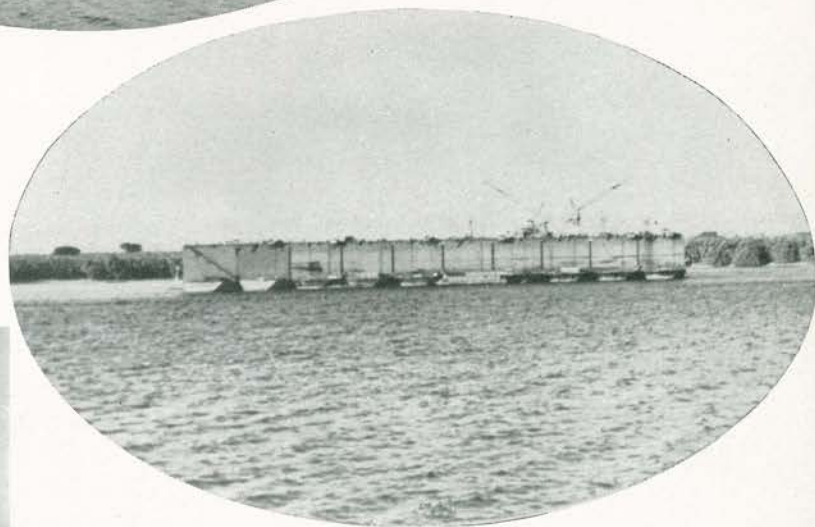


TROPICAL SECONDE
CHANNEL



BEAUTIOUS
PALLAKULI BAY

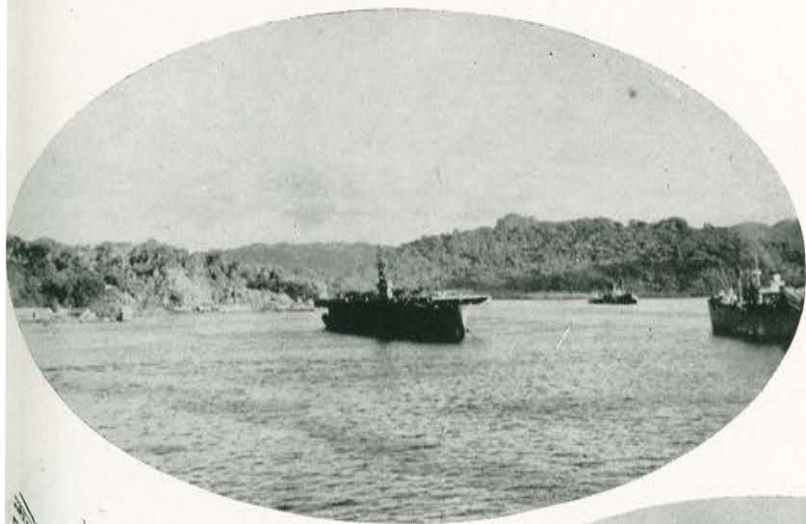
HISTORIC GUADALCANAL



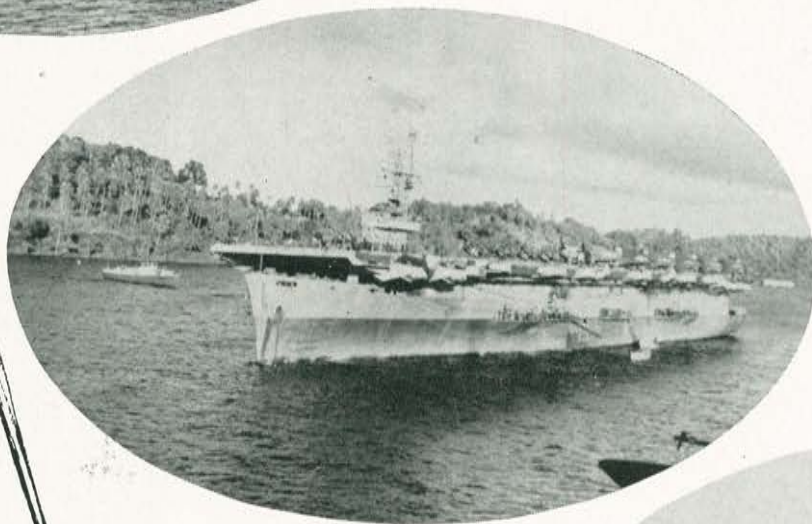
FAMOUS TOW-FLOAT DRYDOCK

THE
DESTINATION - ESPRITO

WORD!



TULAGI AND THE BIG
AND LITTLE FLORIDAS



ESPIRITU SANTO
NEW HEBRIDES



Then "*Up
the Slot*"

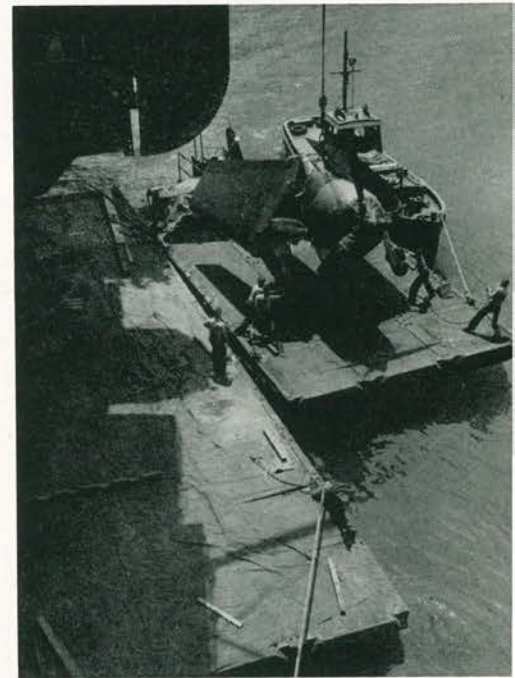
THE REASON!

PLANES, FUEL, AMMUNITION FOR THE FUTURE CAMPAIGNS
AT RABAU, NEW GEORGIA, NEW GUINEA



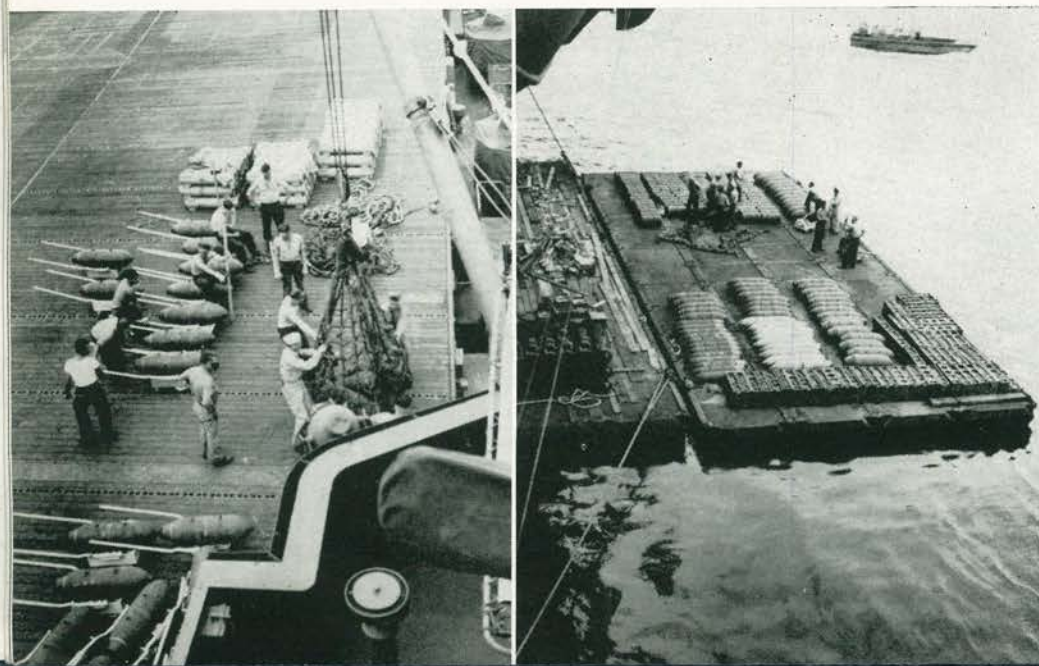
Yo-Ho, Heave Ho——

The Savo adopts a
new war-baby.



Hey, put out that cigarette!

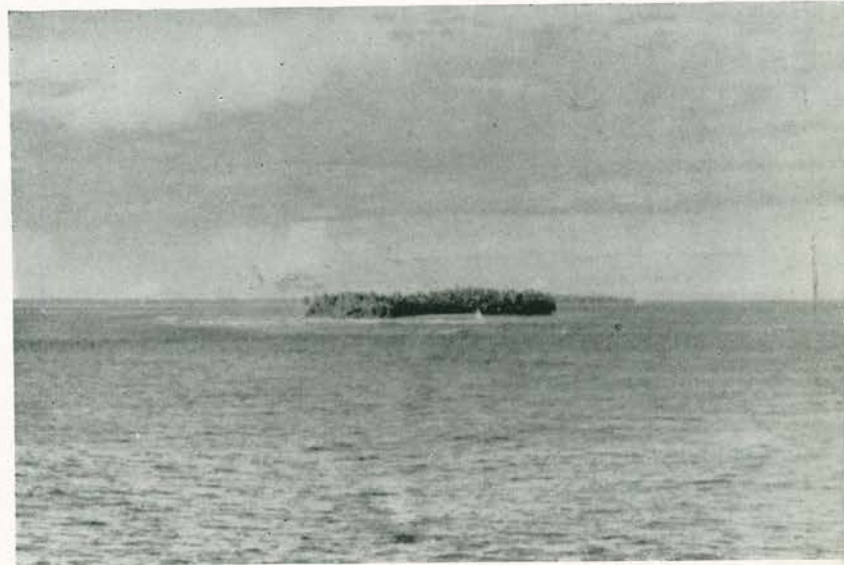
Loaded cigars to blow up in the
yap of a Jap.



NEVER A DULL MOMENT!

Two Unscheduled Events

Pin-Point Islet



FUNA
FUTI

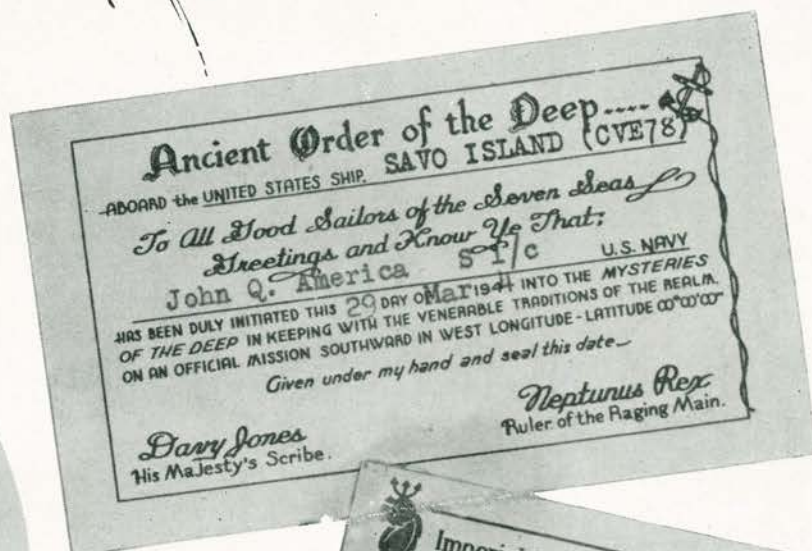
ELlice
ISLANDS

*Neptunus
Rex*



Ahoy!

Jolly Roger's flying topside . . . but it's not so jolly
below deck right now for any poor "Pollywog."



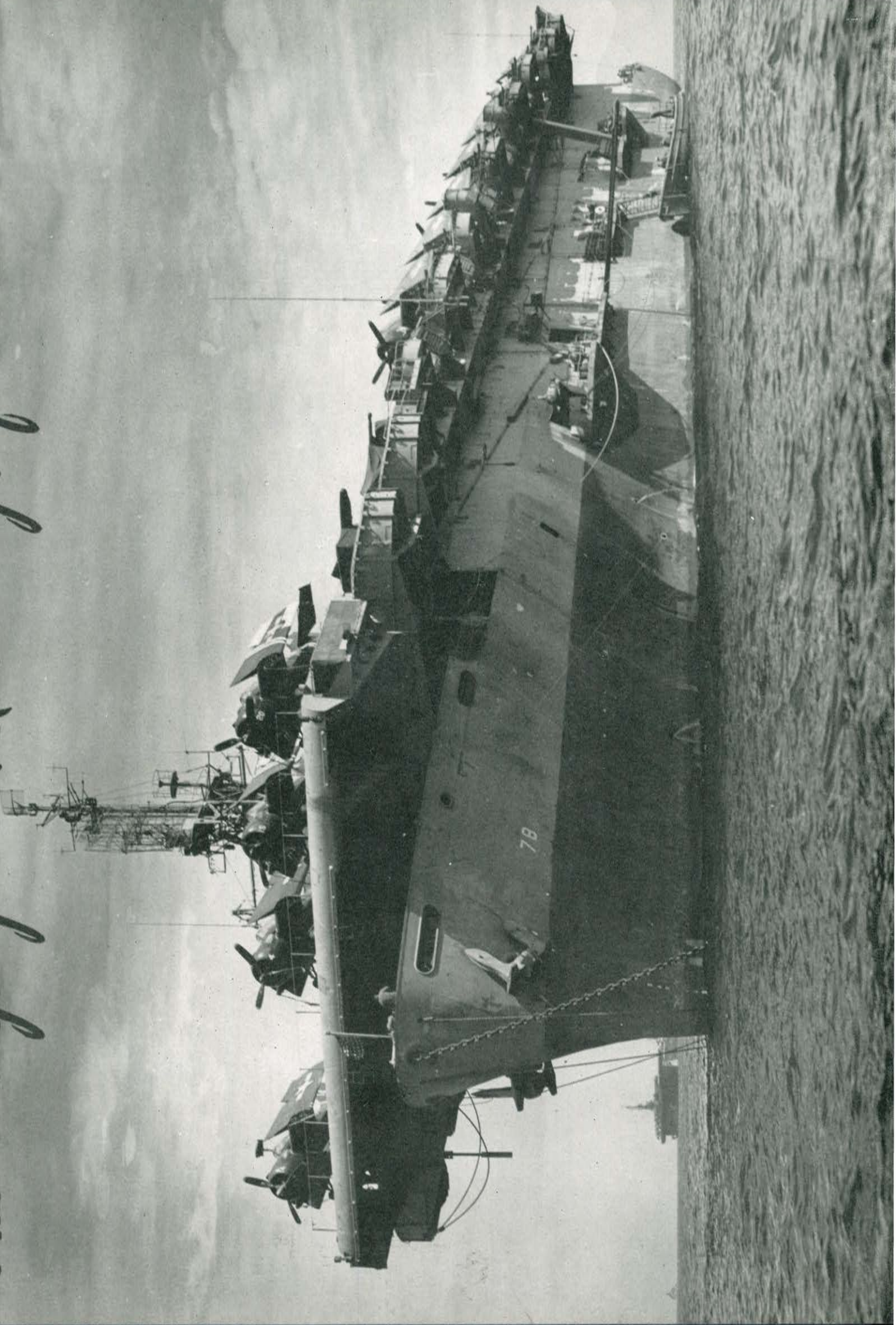








The Fledgling Lets Its Wings of War...



Preliminary kinks "all ironed out," the Savo settles down to the smooth organization perfected to withstand the wear and tear, strife and strain of long, arduous combat operations.

Health is the keystone of the floating fortress. Complete equipment and a skilled staff are ready for any emergency, from scratches to major operations.



Meanwhile, routine physical and dental care function with routine regularity.

Dental laboratory and medical darkroom are coordinated for X-ray examination.



THE SAVO SPELLED "Morale" M-A-I-L

A-tisket, a-tasket, write a letter to your Love, and on the way the Navy will NOT drop it! Despite enemy action, high seas, and the constant flow of men and material across the longest supply routes ever known to man, the Navy postman always rings the bell—and not only twice.

Deliveries were not always prompt. Naval addresses frequently were aboard ships operating under secret orders, or literally blazing trails where even other naval vessels, containing mail, dared not follow. Munitions, medicines, food, maintenance and construction materials and equipment, of course, took priority. The ever-changing personal addresses, due to transfers, promotions, illness, and sinkings, also complicated an already complex problem of "*cherchez l'homme*." Then, too, there was the possibility that the mail would receive an enemy-inspired ducking en route.

However, each problem toward the mirage of perfection was constantly attended. The Navy took its mail very seriously. It was the unvarying answer to almost every problem of morale during extended cruises and operations.

Even if your letter had gone to the bottom with an ill-fated ship, unless in mid-ocean, odds were in your favor that it would be salvaged and eventually delivered. Many letters survived such duckings and went on to chase their recipients up through promotions, with subsequent changes in addressed rank or rate; on through transfers in duty destinations; impromptu tours aboard life rafts; and still on, completely around the world, and still be delivered!

Navy mail delivery posed a paradoxical blend of informal integrity and elastic efficiency.

The delivery at sea may have been "hitch-hiked" via destroyers, escort vessels, freighters, oilers, carriers, and all types of planes. Transfers from jeep to plane, to truck, to several types of ships, and thence to an infinite variety of small boats, were frequent—but they kept the mail moving, always nearer that most elusive of goals—a ship at sea.

However informal and spontaneous the transportation may have been, every card, letter, or package was guarded and handled with as much vigilance as at anywhere "at home." Trained, official Navy mailmen with the added authority and protection of the ever-present duty belt containing pistol and more than sufficient ammunition, enforced safety and security at every handling.

At sea, the transfer of mail was achieved by use of the traditionally thrilling, and surprisingly safe, breeches buoy—a rope span on which men and mail are cabled from ship to ship across intervening water by hand-drawn trolley. Sub-deliveries among carrier divisions were expedited by plane. Deliveries from carriers to other type vessels frequently were accomplished by *drops*—low-level "bombing" the receiving ship's deck with mail bags. When anchored in a harbor, bay or lagoon, mail was handled directly from ship to shore, always by regularly-accredited military mailmen, either in the ship's own motor whaleboats or in shore-based landing barges salvaged from the island's original landing operation. In a heavy sea the job is rough, but it is handled with efficient seamanship and care.

Once aboard, the mail is sorted by divisions immediately and delivered personally with maximum speed via division petty officers.

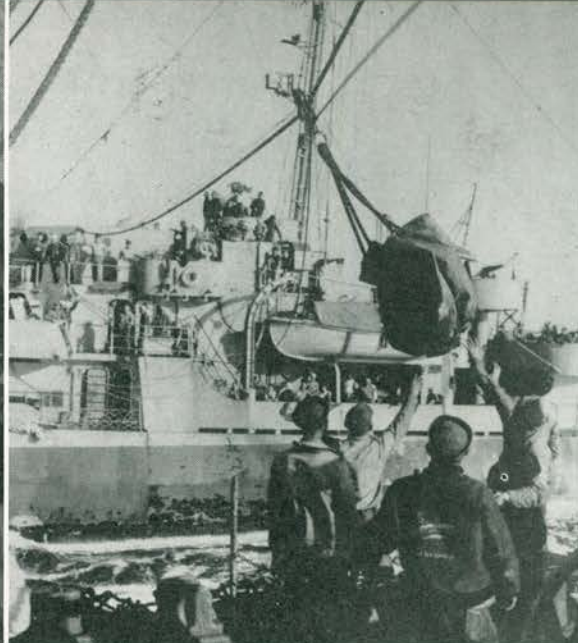


Writing and receiving letters is the solution to almost every problem of morale during extended operations. During evenings aboard an escort carrier, those off duty convert the screw's messing compartment into a makeshift but comfortable writing room where a man may enjoy tidbits from the "gee-dunk" store and relieve his mind in spiritual communion with those at home.



An escort carrier's postoffice is the epitome of efficient installations adequate for a town of 3,000 population. It frequently handles a daily total of 2,400 outgoing airmail letters alone. Incoming mail reaches twelve-bag proportions, but ran as high as thirty-eight bags, approximately 100,000 letters, which were distributed and personally delivered within five hours.





Shipboard postoffices are the epitome of efficient installations that could adequately handle the needs of a town of 3,000 population. Despite the menace of dampness, envelopes and stamps of all denominations are kept available. Every facility found in any civilian postoffice, except postal savings, is at ready hand for every man aboard, plus the added conveniences of wrapping paper and twine. Military-franked mail, air mail, V-mail, parcel post, insurance and registration—all flow through the ship postoffice with ease and dispatch.

One of the sea-going postal clerk's greatest services is rendered with money orders. In this respect they become an essential link between the sailor and every conceivable type contact back "stateside." To accommodate the demand immediately following semi-monthly paydays, special money order facilities to handle a spot turnover of five to eight thousand dollars are set up in the crew's messing compartment.

An escort carrier's postal department, for example, consisted of a Communications Department officer in charge, one Mail Specialist 2/c, and one non-rated Mail Specialist Striker (apprentice). Aboard the *Savo*, within fourteen months, about 1,000 reg-

istered parcels and nearly 3,000 money orders were accommodated. One day's money orders alone totaled \$8,914.65, and over \$160,000 during the fourteen month period.

The quantity of outgoing letters soared to a daily high of 2,400 air mail letters alone, and stamp sales reached daily totals of \$500 after a bonanza of delayed incoming mail. Normal daily bulk reached twelve-bag proportions following calls at ports where souvenirs were available. Thirty-eight bags totalling approximately 100,000 letters were received at the conclusion of the *Savo* Island's operations during the initial stages of the occupation of Okinawa. During a one-day Christmas influx, *two hundred bags* of packages and letters taxed the ship's facilities to the limit, but were distributed within five hours.

Yes, it was a big job for a small group of men. But escort carriers are small, too, as modern warships go—and they were doing a big job in every way. One of the reasons was a peculiar and exclusive type of morale that germinates with service aboard the "baby flat-tops."

CVE mailmen spelled that word "morale" M-A-I-L!



THE SAVO'S HIDDEN HAND



Unheralded, Unsung, and Unseen, the
Aircraft Carrier's Aerography Department
Charts Its Most Successful Missions

Carrier-covied eagles preyed on Japanese shipping; disrupted enemy communications, fortifications, and supplies; covered army and marine landings; and simultaneously protected the supporting fleet. That's all a well-known lesson in American can-do, learned from headlines that harvested a hell-brewed holocaust for the Sons of Heaven from the Coral Sea to the rock-ribbed shores of Nansei Shoto.

But there is a story behind those stories—the little-known, and even less appreciated, ceaseless vigil of the aerographer and his handful of specialists upon whom depended the success or failure of any carrier strike, or even an entire operation.

Day and night they charted the sun and the moon, detected vagrant monsoons, tracked the whimsies of temperamental temperatures, measured the wind and weighed the rain, and reported the chances of man and machine against the elements.

Their communications were garbled, to the civilian eye, with unbroken numerical codes. Their endless flow of charts and tabulations were studded with mysterious symbols. Their intricate machines were both super-sensitive and delicate, with such cabalistic names as microbarograph, theodolite, hydro-thermograph, physchrometer, selsyn anemometer, and radio-sonde. But the net result, upon which every operation waited, was a "green light" from the Aerography Department.

High up in the gallery deck and just forward of the twin-forty gun bay, the *Savo Island's* aerography crew of three especially-rated men and college-trained officer harnessed the heavens and sent the reins to navigator, engineer, watch officer, aviator, and to those who dealt with the ship's overall security. Upon the aerographers' reports depended such decisions as the type and quantity of bomb loads to be car-



ried by the carrier's planes; the type lens to be used on photo reconnaissance hops; often the very nature of an attack, as well as the course, altitude, and even the immediate objective of the strike.

The dangers from variable currents, monsoons, and treacherous seas that traditionally haunt the waters off the coasts of the Philippines, China, and Japan were patently considered a natural defense by the erudite Nipponese. It was an ace card they smugly held up their silk-kimonaed sleeve. What they did not anticipate was the U. S. Navy's "hidden hand"—carrier aerography departments that supplied informative bidding for every trump in the game of sea-born airpower.

Typical of the armada of Uncle Sam's battle-proven "baby flat-tops" whose exploits exceeded even the Navy's fondest original expectations, was the *U.S.S. Savo Island* (CVE 78). Veteran of nearly every major assault coverage from the Palaus to the Rykuyus, her aerography department met assaults of enemy and elements with equanimity and a modernized weather eye.

Pictured here are some of the routine duties performed by her aerographers: Lt. (j.g.) Edward J. Terhaar, Westwood, Calif.; Joseph F. Kivett, AerM 1/c, Miami, Fla.; Olin C. Kauffman, AerM 2/c, Ruleton, Kan.; and Rudolph L. Mahalik, AerM 2/c, Joliet, Ill.



THEY FOUGHT WITH FILM

Some of the most dangerous and important missions that preceded, accompanied, and followed every carrier-based air strike were conducted by the "Photo Joes" of the fleet. These men, usually with civilian photographic backgrounds, and always graduates of highly specialized naval photography schools, served both as the *eyes* and *lips* of all direct-target strategy.

Seventeen types of cameras with assorted filters and special gadgets were used in the carrier photographer's multiple duties which *had* to succeed despite every extreme in handicaps devised by the enemy or the elements. His developing, printing, enlarging, and mapping was accomplished in a compact double compartment that bristled with the best equipment made. Supplies and instruments had to be protected from the salt erosion of the sea and the fumes and fire of heavy engagements.

Aerial reconnaissance, preceding strikes, were commonly known. Much less was known of manifold other duties by the fleet photographers. Low-flying, slow-speed sorties with infra-red-equipped cameras were flown to ferret out camouflaged emplacements

VERNON STOGSDILL, PhoM 2/c

that slowed the landing or ground advance once the Navy had seen the army and marines solidly ashore. Aerial shots of enemy shipping, reinforcements, communications and supply routes, all taken during the height of an assault, kept bomb and fighter pilots of all commands constantly informed of a steady flow of "targets of opportunity." The net result of a strike, or the progress of a battle, was never assayed until the irrefutable lips of the camera crew had spoken. In warfare, one believes only what he actually sees, and after what is seen is further examined by special interpreting equipment.

Obtaining hundreds of clear and exacting pictures of enemy territory at specified altitudes, angles, and approaches was but the beginning of Photo Joe's job. He and his mates then had to fit them all together, like the most intricate jig-saw puzzle, into exact scale maps. Such photo maps were the life blood of every successful campaign, large or small.

Also the responsibility of the photography department were the strip-film cameras installed on Navy planes, synchronized with the guns to record and confirm accuracy of aim and claim; also to document combat reports.

Perhaps most underestimated danger in the carrier photographer's routine duties was his assignment to record plane landings for ever-vigilant pilots, signal officer, and arresting gear engineers. If an accident occurred, the picture story was invariably at hand to determine not only the cause, but also remedial and preventative efforts. On this job, cameras are trained on every plane from the "cross-leg" stage of the approach until the machine quivers to a stop twenty feet from the lens. The nearest civilian equivalent to this routine chore would be standing in the path of a roaring express, the engineer of which had promised to brake the engine a few yards short of collision with said civilian—if he could.

The open bridge was not the healthiest place in the world during an engagement, but it was Photo Joe's battle station during every combat. Mist, fog, rain, salt spray, sun glare, explosive concussion, the heaving of the ship, all beset the cameraman at such times, not to mention such items as the whine of shells and shrapnel, the buzz of lead bees, and the din of battle. It was a hot spot for those with cool nerves. But day and night the Navy's photographers were taking it and telling it, with fast film and wide lens—"the greatest show on earth!"





TOP ROW: Left—Contrary to general opinion, escort carriers proved unprofitable to the over-publicized Kamikaze Special Attack Corps (Japanese suicide pilots). The fire resulting from this explosion was under control within an hour. Planes continued operations throughout the battle, a three-day running dog fight, during the first breach through the Philippines and on west to Mindoro Island.

Center—Photographer's Mate 2/c Gilbert S. Hamilton, USNR, of Richmond, Indiana, rushes prints hot from the flight photographers' cameras. Prints were available within thirty minutes for impatient intelligence officers and chafing pilots.

Right—Photo Joe missed none of the thrills. This flaming comet was a Jap "Betty" (heavy bomber) loaded with dynamite and determined to carry the U.S.S. Omaney Bay (CVE 79) with her to a violent death. "The Banzai Boys" hit the height of their futile program during the Lingayen Gulf invasion of Luzon. Too many, like this Nipponese pilot and crew, found Yank marksmanship and CVE maneuverability just too hot to handle, even when all the chips were down.

TOP INSETS: Left—Captain Ekstrom and Commander Percival W. Jackson of Hyde Park, N. Y., skipper of the now famous record-breaking Squadron VC-27 "Saints," count their Jap air and surface victims. Picture was taken at the time naval aerial warfare over the Philippines was passing into history.

Right—Accidents did happen. Wounded or fatigued pilots, flak-eaten and bullet-stitched planes, heavy seas, rainy weather, and tricky winds gave the Savo photographers all the thrills of a ringside seat at the Devil's Arena.

CENTER ROW: Left—Gordon F. Barrow, PhoM 2/c, USNR, of Savannah, Georgia, was the Savo's equivalent to an electric eye. The slightest variance from routine was instantly caught, for study and correction, from Barrow's mast-platform station high among the CVE's shrouds and antennae.

Center—Uncle Sam's most amazingly successful "baby flat-top" division deploys for action in the South China Sea. The full story of the CVE's has

yet to be told, but their exploits far exceeded the Navy's fondest original expectations.

Right—Decorated for competence under fire, while flying over the enemy fleet during the famous Battle of Leyte Gulf, Howard F. Reser, PhoM 1/c, USNR, of Seattle, Washington, typified the best of CVE shutterbugs whom the Japs just couldn't shut up. He kissed (with kodachrome) and his photos told!

LOWER INSETS: Left—Traditional shipboard routines remained adamant and proved their disciplinary value during stress of battle. All-hands muster at flight deck parade provided checks against missing or injured personnel after every engagement.

Right—An escort carrier's TBM "Avenger" lays an egg on the once-lucrative Jap stronghold of Pelelieu, key island in the Palaus—first major objective assigned exclusive CVE direct support, in September, 1944.

BOTTOM ROW: Left—At long last, the valiant Omaney Bay's luck ran out. CVE's were expendables, and the Omaney Bay's loss was part of the price paid for the overwhelming success at Luzon. Strong winds rendered forced draft to the flames shortly before she was sunk by torpedoes from her own escorting destroyers.

CENTER—To Photographer's Mate 2/c John M. Winslow, USNR, of Hertford, North Carolina, fell the responsibility of stocking and cataloging the tremendous photographic needs of the Savo's compact but completely equipped laboratory. Variable temperatures, salt erosion, and chemicals were his chief worries.

Right—No, you're wrong. Bracketed by two suicide dive-bombers, this doughty CVE just ploughed ahead and fulfilled her mission. The misses were close enough to clip the hands off one lookout and decapitate the adjacent man on station. Too many such misses, and speedy Yank repairs when occasional hits were scored, reversed the original Jap conception into mass hari-kari of Nippon's air power.

The Old Navy Line!

And at the Bitter End of Each Line There Mushroomed New Conveniences, Luxuries, and Surprises Prerequisite to the Savo's Self-Sustaining Seagoing Community

It's a racket—they're rolling in dough!

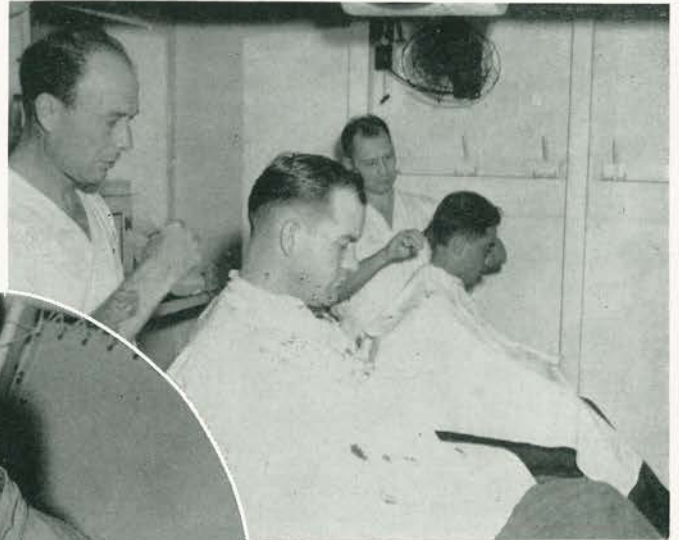


Make mine two cokes and three chocolate sundaes. No Hersies. All we have left are those tropical yeast cakes.

Can you have them finished in time for liberty?



Cut it short—make mine a quick trim!



The Padre's Assistant—he embodied the soul of the Savo. Hope they don't run out before I get there.



Birds of a Feather!



July 6, 1944, calendered the red-letter arrival of the *Savo's* first and most famous fliers—Composite Squadron VC-27. The *Savo* and "The Saints" were destined to write history and records in escort-carrier warfare in far western skies.



"Mother" (Squadron's Landing Signal Officer) William L. Diffie, Jr., guides his brood safely aboard.



Captain Ekstrom and Squadron Skipper, then Lieut. Comdr. Percival W. Jackson, knifes his way through the introductory line.

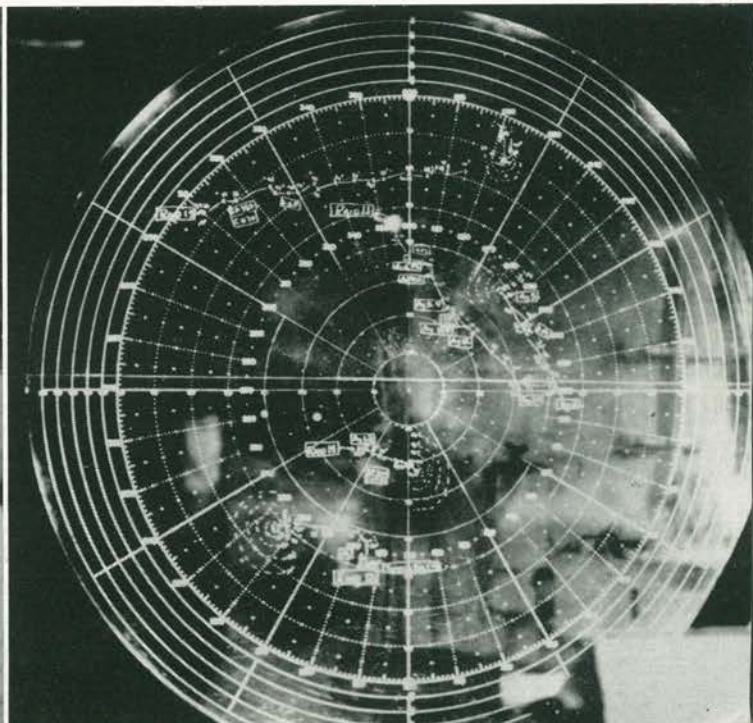


"Mother-in-law" (Ship's Landing Signal Officer) Emmert E. Ludeman, also waves an inaugural welcome to the *Savo's* first squadron.

Meanwhile, prepared for combat coordination with its air arm was the ship's combat information team of radar fighter direction officers and specialized enlisted men.

Lieut. B. B. Benton, Lieut. A. L. Trowbridge, Lt. (jg) R. W. Hook, Jr.,
Lt. (jg) D. A. Reed, Lieut. A. H. Gipson.

The old Navy teamwork paid off many times; hit the jackpot at Sakishima where a minimum of 14 raids at a time boxed the *Savo* within an 18-mile square throughout the night of April 28, 1945.





VC-27 "SAINTS"

Front row, left to right: Ens. T. S. Mackie, Ens. D. A. McPherson, Lt. (jg) A. F. Uthoff, Lt. (jg) R. A. Pope, Lt. (jg) R. C. Ashcraft, Lt. (jg) C. C. Nathan, Lt. (jg) W. O. Stubbs, Ens. J. J. Hanfrin, Ens. R. F. Roberts, Ens. R. E. Pfeifer, Ens. F. L. Vocke. Second row, left to right: Lt. (jg) M. A. Butcher, Lt. (jg) F. W. Barnett, Lt. (jg) J. M. Yeaman, Lt. A. C. Miller, Lt. R. J. Mulcahy, Lt. S. T. Bitting, Lt. G. R. Henry, Capt. C. E. Ekstrom, Lt.-Comdr. P. W. Jackson, Lt. R. E. Elliott, Lt. J. L. Wafftagar, Lt. J. T. Ross, Lt. G. B. Lewis, Lt. (jg) G. H. Davidson, Ens. A. T. Price, Lt. (jg) W. R. Penden, Lt. (jg) B. L. Lewis. Third row, left to right: Ens. P. J. Barrow, Lt. (jg) H. B. Harns, Lt. (jg) J. J. Miller, Ens. S. H. Blackwell, Ens. "R." "H." Dorman, Ens. R. C. Shape, Lt. (jg) L. N. Macfawn, Lt. (jg) W. L. Diffie, Lt. (jg) A. R. Douglas, Lt. (jg) R. H. Wand, Ens. D. J. Smith, Ens. C. M. Vehorn, Ens. E. J. Schalk, Ens. J. F. Moalter, Ens. W. S. Pinson, Ens. R. H. Cockle. Fourth row, left to right: Bussey, M. J., AMM2c; Sinkiewicz, M. S., AMM1c; LeBlanc, L. J., AOM1c; Trenka, J. J., AEM2c; Ripley, A. H., AOM2c; Turpen, T. A., AOM1c; Larsen, H. C., AOM2c; Walker, P. H., ART1c; Johnson, H. F., ARM3c; Pickett, W. J., PR1c; Yodar, P. J., ARM3c; Jackson, J. T., AM1c; Spain, W. C., ARM3c; Arceneaux, L. (n), ARM2c; Wilson, A. A., ARM1c; Noye, W. A., ACOM; Snider, R. H., ACFM; Spies, W. E., AOHM; Lewis, G. A., AON2c; Luecht, C. A., AOM2c; Phillips, R. E., AOM2c; Warner, P. C., Y2c; Daly, F. E., ARM2c; Heling, R. D., ARM3c; Dobyns, R. N., ARM1c; Weimer, L. C., AOM1c; Roache, H. E., AMM2c; Hogan, G. S., ARM3c; Jacobson, C. P., AOM1c; Dunn, J. W., ARM2c; Blessinger, G. W., ARM3c; Hill, W. W., ARM2c; Ziman, S. (n), ARM3c.



VC-27 BOMBER PILOTS

Left to right, kneeling: Lt. (jg) Laurence E. MacFawn, East Weymouth, Mass.; Lt. (jg) William R. Peden, Westfield, N. J.; Sqdrn. Comdr. Percival W. Jackson, Poughkeepsie, N. Y.; Exec. Officer Lieut. Goly R. Henry, Darling, Miss.; Lt. (jg) Bertram L. Lewis, Jr., Rochester, N. Y.; Lt. (jg) John M. Yeaman, Weston, Mo.

Standing: Lt. (jg) Claude C. Nathan, Ada, Okla.; Lt. (jg) Harold B. Harms, Alton, Ill.; Lt. (jg) Robert H. Wand, Woodbridge, N. J.; Lt. (jg) Sam H. Blackwell, Jr., Columbus, Ga.; Lieut. Soule T. Bitting, Grand Haven, Mich.; Lt. (jg) Albert R. Douglas, Washington, D. C.

Absentees: Ens. Carroll E. Aldrich, Portland, Ore.; Ens. Charles W. Iverson, Bellevue, Wash.; Ens. Richard W. Mansfield, Miami, Fla.

Note: Cocker Spaniel mascot, Dilbert, was kidnapped just prior to the Squadron's departure from Brown Field, California, last July.

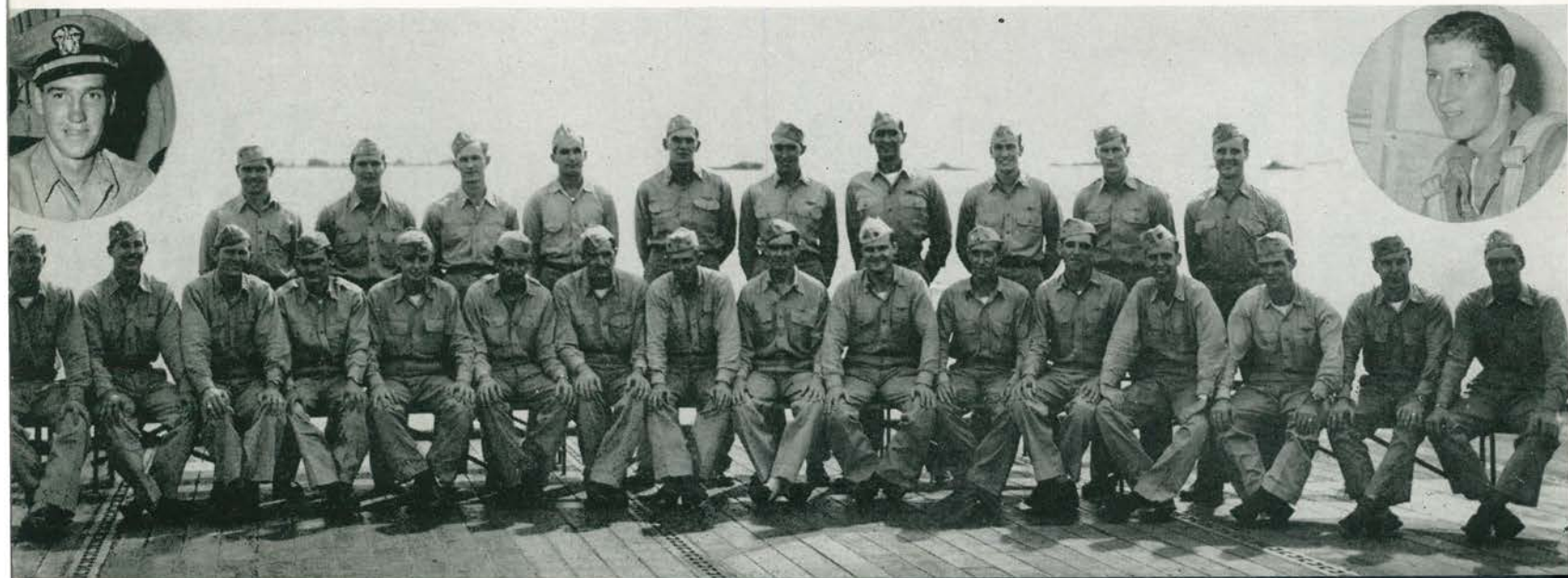
VC-27 FIGHTER PILOTS

Left to right, seated: Ens. James J. Manfrin, Clarendon Hills, Ill.; Ens. Frederick L. Vocke, Downers Grove, Ill.; Lt. (jg) Frederick W. Barnett, Weatherford, Tex.; Lt. (jg) Wilton O. Stubbs, Buda, Tex.; Lt. (jg) Robert C. Ashcraft, Louisville, Ky.; Lt. (jg) George H. Davidson, Lake Como, Fla.; Lieut. James L. Naffzger, Wilder, Idaho; Lieut. Ralph E. Elliott, Milford, Ill.; Lieut. Roger J. Mulcahy, Jr., Chicago, Ill.; Lieut. John T. Ross, Jr., Lackawanna, N. Y.; Lt. (jg) August F. Uthoff, Webster Groves, Mo.; Lt. (jg) Andrew T. Price, Winnetka, Ill.; Ens. William S. Pinson, Greenwood, S. C.; Ens. Robert E. Pfeifer, Rochester, N. Y.; Ens. Hallie F. Roberts, Hammond, Ind.; Ens. Robert H. Cockle, Forest Park, Ill. Standing: Ens. Donald A. McPherson, Montesano, Wash.; Ens. Paul J. Barrow, Toledo, O.; Ens. Thomas S. Mackie, Lawrence, Kans.; Lt. (jg) Joseph J. Miller, Maspeth, L. I.; Ens. Robert C. Shape, Dayton, O.; Lt. (jg) Charles M. Vehorn, Inman, S. C.; Ens. Benjamin T. Smith, Rockingham, N. C.; Ens. "R." "H." Dorman, Dixiana, Ala.; *Ens. Frederick J. Moelter, Terre Haute, Ind.; Ens. Edward J. Schalk, Syracuse, N. Y.

* Killed or missing in action.

MAYHEW
Killed in action.

MOELTER
Killed in action.



NAVY NIP HUNT

Typical of, and collateral with, the development of CVE warfare is the story of the top-ranking carrier escort composite squadron CV-27. The Luzon show and support of subsequent minor landings in the Philippines constituted their swan song for VC-27's "Saints." Into their history also is written the grim but colorful saga of the baby flat-tops and their meteoric rise to a stellar role in the U. S. Navy's relentless Nip hunt.

Blistered and battered at the seams by such preliminary punches as those accomplished by Fighter Squadron "Fighting Two" and Vice Admiral Marc Mitscher's fast-carrier marauders, Japan's peripatetic war lords covered, clinched, and sought for time to recover against a newer, lightweight antagonist that started stalking the Rising Sun with mailed fists for the first time early in the Fall of 1944.

Still reeling from the late Summer air and surface attacks that pounded the Sons of Heaven from Makin to Manila, the Japs hoped for a breathing spell when Uncle Sam's baby flat-tops first appeared in the experimental capacities of support and relief for their war-weary "big brothers." Here, they thought, would be bantam-weight opposition, buzzing with mere mosquito bites in comparison to the huge CV's and lesser, but still mighty, CVL's. These thin-skinned, lightly armed and considerably slower CVE's, dubbed by the Yanks themselves as "Kaiser's Coffins," would be easy to rough up in close-body work nearer the Japanese home baliwick.

But like the fabled ear of typical American corn, the armada of mighty midjets started popping in all directions and at all times. Escort carrier captains and their air commanders welcomed their David-and-Goliath opportunity. To them, orders were orders. If they were the same orders that had demanded so much of the great carriers, crewmen of the baby nests and their eagles merely shrugged with traditional Navy nonchalance and battle phrase, "Wilco—Out!"

If they lacked heft and reach for a slugging match, they would bore from within. At the bell of command they rushed from all corners and hammered home the twin blows of Morotai and Palau, September 12-30. If those opening blasts were labors of love, they proved to be actually the birthpangs of an entirely new appraisal of CVE use. Encouraged, jubilant, but still apprehensive, the Navy unleashed its baby protégés into a direct assault support role less than three weeks later at the invasion of Leyte Island.

Then it happened!

Stung by the undeniable breach into the very heart of the vital Philippines, Japan lashed out in a desperate, but skilled double-pronged coordinated air and surface counter-attack, determined to sweep the little-armed and even less-armored CVE's from the seas. The historical running Battle of Leyte Gulf ensued, and the escort carriers entered a front-line phase for which they originally never were intended. The baby flat-top's planes, loaded with everything but the galley soup tureens, reached back against the pursuing Jap forces to blunt their fire power beyond range of their heavy guns. The escort carrier pilots socked the Sons of Heaven with every conceivable type of jury-rigged explosive from almost depleted ammunition holds. It was the pay-off day for months of the best training in the world, combined with the tops in equipment and teamwork. Under the impact of excellent marksmanship and deliberate daring, what started as a delaying action against heavy Nip surface forces bent on annihilation, exploded into costly misadventure even for those remnants of the Imperial Fleet that managed escape. The hunted became the hunters, and Uncle Sam had found a new ace up his Navy jumper sleeve just when the chips were down!

Possessing the bodies of a spider, the CVE's proved their tentacles could be as long and deadly as a tarantula. Sired in an experimental test tube, born in battle, and nurtured on Nipponese vengeance, the baby flat-tops had suddenly grown up. From then on they were to don the long naval pants of their big brothers. No longer would they be relegated to distant support missions and protective convoy coverage. Theirs would become perhaps the most daring enterprises of the Pacific war; jobs that would demand the impossible—where their loss as "expendables" could be written off in favor of the ends achieved.

The new demands were not long in arriving. A handful of CVE's guarded by a few old heavy craft and a screen of scrappy destroyers were assigned the almost suicidal job of getting the doughboys safely to and on Mindoro Island on the westernmost flank of the Philippines. From December 10-18 the escort carriers protected two convoys, plus their own group, through narrow channels, mine fields, and under the very noses of countless Jap-held islands studded with gun emplacements and airfields. Better than ninety-seven per cent of the entire task force got through—and back.

It wasn't any hayride. There are still many questions yet unanswered. Perhaps the very brass and boldness of the venture played consort to Lady Luck as she rode the bows of the CVE's and the wings of their planes those eight long days and nights of endless strain and vigil. Hemmed in the Sulu Sea, in the very core of Jap-held Philippine Islands, they fought their way in and slugged their way out.

Good? Maybe as a qualification gesture. Now would come some plain and fancy post-graduate work for the CVE's. They would participate in direct support during the invasion of Luzon.

A few—most of those who had pulled the Mindoro caper, would even slip back through the Sulu Sea, south and then north of Mindoro, and up the South China Sea smack past Manila itself. They would raise havoc and hell all over the Nipponese bastion for three full days and nights of softening-up before the main invasion-freighted force arrived for the grand assault.

Their accomplishments already are history, and VC-27 stretched its record to twice that achieved by any previous carrier-escort squadron. In eight hectic days and nights throughout the Lingayen Gulf area, they blasted an additional twenty-five Japanese planes out of the Philippine skies, and damaged another. They sank a heavily laden transport, a submarine, and two additional cargo vessels—severely damaged three others. Spreading havoc over land, as well as sea and air, "The Saints" demolished twenty-six Nipponese installations, ammunition and fuel dumps, barracks, bridges, and trucks—damaged fifteen more.

Floating home, hangar, and airfield for "The Saints" was the U.S.S. Savo Island (CVE 78), whose operational record contributed immeasurably to the squadron's record. Commissioned February 3, 1944, the Savo Island was skippered by hard-hitting Captain Clarence E. Ekstrom who subsequently relinquished command to soft-spoken, steely-eyed Captain William D. Anderson.

The squadron's ace was Fighter Leader Ralph E. Elliott, 24-year-old former University of Illinois basketball star from Milford, who has a certified check on nine Japanese planes, three of which were packaged and sent to their ancestors in less than ten minutes during the Battle of Leyte Gulf.

Most unusual feat was rung up by a replacement fighter pilot, Robert E. Pfeifer, 23, former Northwestern University student and Midland, Pennsylvania, steel worker. The Rochester (Penn.) youth downed four of his four and one-half "Zekes" the first time he ever saw an enemy, within a frenzied five minutes filled with lethal lead during the San Fabian attack at the height of the Luzon Island invasion.

Although built around six veterans of the 1944 Solomons and Aleutian campaigns, twenty-nine of VC-27's forty returning pilots flew their first combat missions in September conquest of the Palau Islands hardly seven months before. But in those months since the rim of Japan's inner defenses had been cracked, the Savo and her fliers stepped up a terrific pace written in burning lead, spelled with bombs and rocket bursts, and punctuated with tracer bullets—a proper mold in which to cast its reputation as the hottest CVE and squadron of the war. Their total destruction will not equal the records turned in by larger carriers and their squadrons, but in comparison with the more limited number and types of planes, the Savo and VC-27's scalp belt becomes even more impressive.

The following figures do not include the final two missions which had not occurred at the time of the writing. In addition to routine convoy coverage, "The Saints" cut an airline swath from Palau to Manila, lighted by the glow of sixty-two burning Japanese planes at a combined operational and combat loss of five of their own pilots. They destroyed seven additional enemy planes on the ground or water, damaged nine others, battered or sank some 17,300 tons of shipping and combat vessels. Among the twenty-five fighter pilots of VC-27 eighty per cent destroyed, an average of two and one-half Japanese planes each.

To accomplish the above military mayhem, they expended 304,195 rounds of machinegun ammunition, unleashed 340½ tons of bombs and torpedoes, and blistered Jap emplacements with 1,028 rockets and incendiaries. Their by-products of such targets of both direction and opportunity included the destruction of, or damage to, 111 ground installations, trucks, fortifications, ammunition, fuel and oil dumps, pillboxes, lookout posts, supply depots, bivouac areas, tanks, and hangars. They rang up a total of 6,279 flying hours in 1,772 combat sorties.

Much of VC-27's success reflected the pace set by capable squadron commander, Lieut. Commander P. W. Jackson, U.S.N., of Hyde Park, New York. Jackson exemplified the tight-lipped daring that evolves from prodigious planning and strict self-discipline. His squadron, with its remarkable ratio of achievement at minimum expenditures of personnel, reflected keen understanding of the jobs at hand and tempering them to the pilots as individuals.

And individuals they were. Not mere automatons, although welded perfectly as teammates, the pilots of VC-27 averaged twenty-three years in age. Sixteen of them were married, while four had children awaiting their return. Fifty-two per cent of them had college training although only fifteen per cent had secured degrees before the war interrupted their studies. Perhaps significant is the fact that eighty per cent of them were active in either or both, high school and/or college varsity athletics of a body contact and highly competitive nature. Five planned to remain in post-war Naval Aviation service.



As H-hour approaches, our craft assemble.

A fitting setting. In the shadows of Savo, that memorable island pin point after which our ship was proudly named, a rendezvous is executed.

Some feint and orbit, as others follow through.



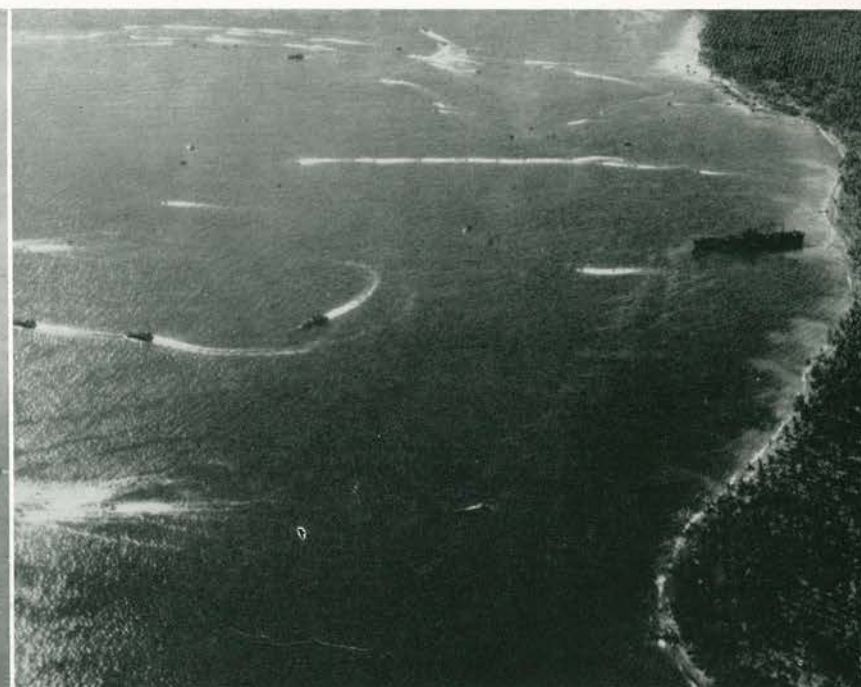
REHEARSAL

It takes practice to play a part. Last week in August, 1944, portions of a huge fleet rendezvous for practice maneuver off the shores of Guadalcanal.



The hour is at hand.

Wave after wave of glow worms.



FOR HELL

The Big Show scheduled for two weeks hence demands detailed preparation. Let's watch Act I, Landing of Troops, in rehearsal.



The objective, an attractive cocoanut grove.

On adjacent beaches others swim, then roll, ashore.



There are no traffic lights here.

A Jap's bird's-eye view.

All appears quiet in that grove—but we know better.



The Mighty Midget...



So You Sought *Adventure . . . Thrills!*

Well, Mate . . . you got IT!

The "Saints" came out fighting from the start. They added eagerness to their skill of training and soon were wise with experience. We learned with them and while they were off hitting the Japs, we waited tensely for their return—wondering, hoping, sweating.

Sometimes they returned lucky to get their damaged planes aboard at all, sometimes it was a straight clean uneventful landing on the center line. Sometimes the fighters came in doing a "slow roll" (a slow roll signifies the destruction of an enemy plane) and more flags went on the bridge. Sometimes they didn't come back at all.

And the waiting continued, and to the hoping were added prayers, answered when word was received that another tin can was willing to trade us a slightly damp pilot and two aircrewmembers for twenty gallons of ice cream. Then they came back with smiles, and they came back wounded. We wish all could have come back.



The total grows—a pretty good bag for beginners.



Relief from waiting as the day's first returning strike is sighted—are they all there?

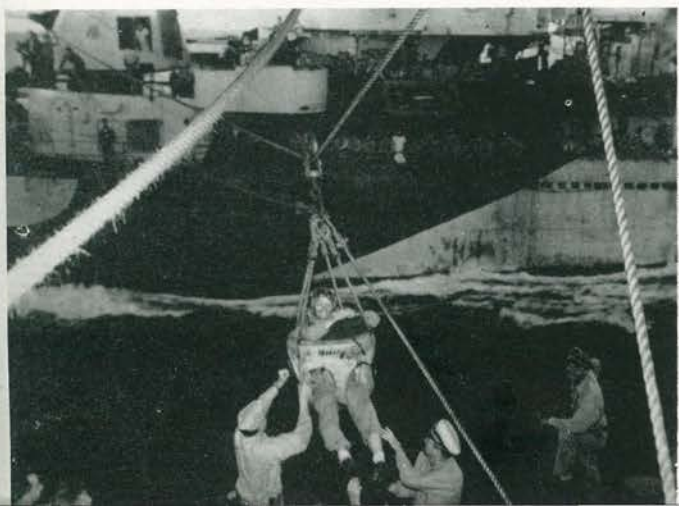
First one back, takes his cut, in the groove.

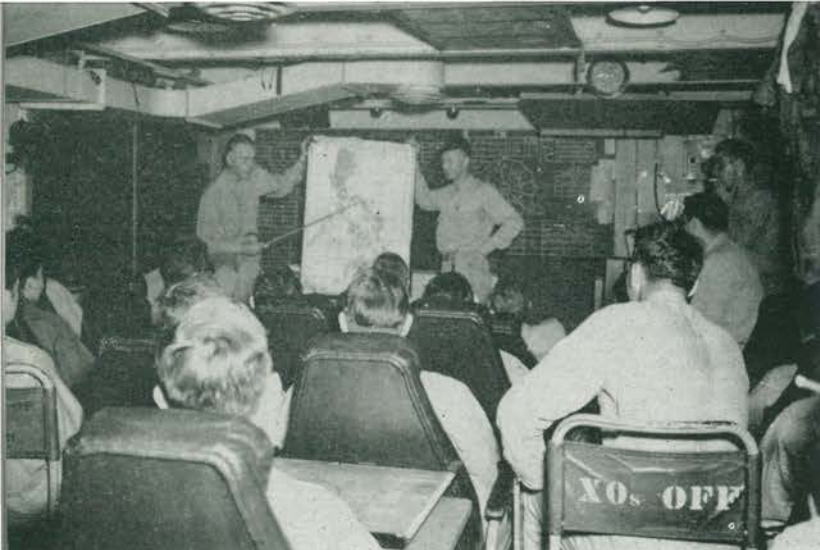


We lost the plane, but here comes the skipper, dunked but smiling.



But measure the cost. The medicos help, but still it hurts.





It all began with briefing in the ready room.

Target Palau Islands

D-DAY

September 15, 1944

Angaur



Comdr. Jackson describes first raid to Captain Ekstrom.

It was the first action, and it wasn't exactly as it had been expected. It meant flying, flying, flying, as long as there was light, every day. It had to be thorough, complete, destructive, for the Army depended on us; the Marines counted on us.

The job was done. It wasn't pretty in spite of the light puffy clouds and the curling surf on the reef. The earth was churned, seared, scarred sterile from our bombs and the bombardment of the heavy units our planes protected. It wasn't pretty, but it was beautiful to us.

All was serene—once.
Angaur Island—second day.

There's Pelelieu—now it begins.
VC-27 haircut and Savo shave.





Reconnaissance over Pelelieu, D-6.

First attack strikes the airstrip.

The wounds bleed.

P e l e l i e u

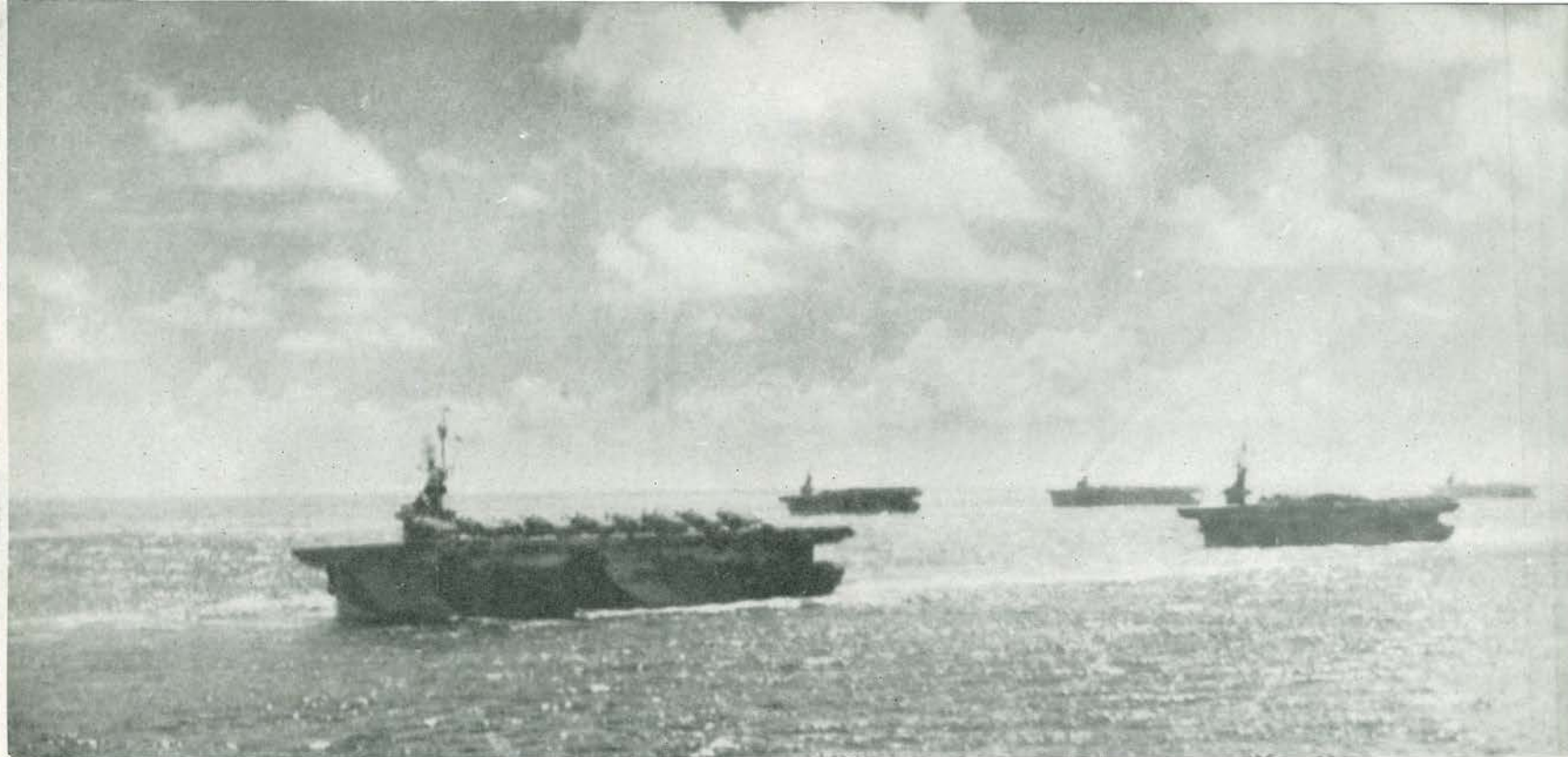


General view of cratered airfield.

Detail of damage to administration buildings, hangars, barracks area.

Planes destroyed, hangars demolished.

The Palau landings demonstrated the effectiveness of close support operations and showed what CVE's could do. Here the enemy was stunned, lost his installations and planes, and was driven to caves in the hills. Here the Savo was baptized in combat.

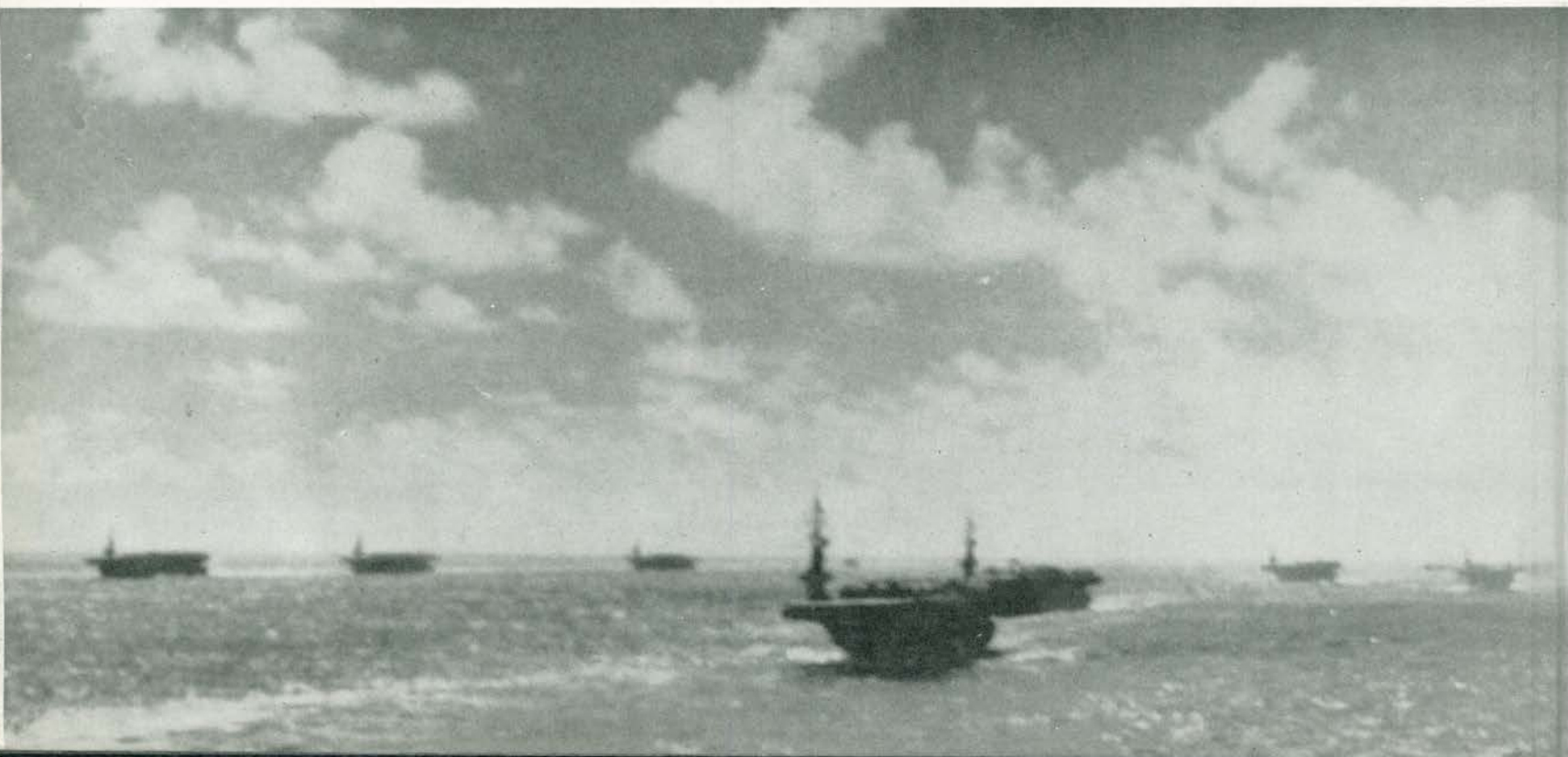


Foreground: U.S.S. Ommaney Bay (CVE-79) and U.S.S. Wake Island (CVE-65). Background: U.S.S. Makin Island (CVE-93), U.S.S. Hoggatt Bay (CVE-75) and U.S.S. Tulagi (CVE-72).

STAGING IN NEWLY-WON

Task Group 77.4 (Carrier Group)
leaving Kossol Passage, Palau Is-
lands, January 1, 1945, for the seiz-
ure and occupation of Lingayen

Visible from the flight deck of Savo Island. To the right: U.S.S. Ommaney Bay (CVE-79), U.S.S. Wake Island (CVE-65), U.S.S. Steamer Bay (CVE-87), U.S.S. Manila Bay (CVE-61) and U.S.S. Natoma Bay (CVE-62). To the left: U.S.S. Makin Island (CVE-93), U.S.S. Hoggatt Bay (CVE-65) and U.S.S. Tulagi (CVE-72).





Left: U.S.S. Makin Island (CVE-93), U.S.S. Hoggatt Bay (CVE-75) and U.S.S. Tulagi (CVE-72). Right: U.S.S. Ommaney Bay (CVE-79), and U.S.S. Wake Island (CVE-65). In the background: APD's (fast transports).

ROSSOL PASSAGE

Gulf, Luzon Island, Philippines,
under the command of Rear Admiral
C. T. Durgin, USN, aboard the
U.S.S. Makin Island (CVE 93).

Task Unit 77.4.2 under Rear Admiral F. B. Stump in U.S.S. Natoma Bay. Front to back: U.S.S. Savo Island (CVE-78), U.S.S. Ommaney Bay (CVE-79), U.S.S. Wake Island (CVE-65), U.S.S. Steamer Bay (CVE-87), U.S.S. Manila Bay (CVE-61) and U.S.S. Natoma Bay (CVE-62).



"Baby Flat-tops" Come of Age

THE FAMOUS BATTLE

October

Filipinos wave welcome at Himatagan, Leyte.



History was in the making as TG 77.4, consisting of three units of CVEs and their screens, sortied from Manus, Admiralty Islands, on October 12, for these "jeeps" were to take their places in the front line of combat against the strongest surface ships the Japs had—and come out scarred, but victorious.

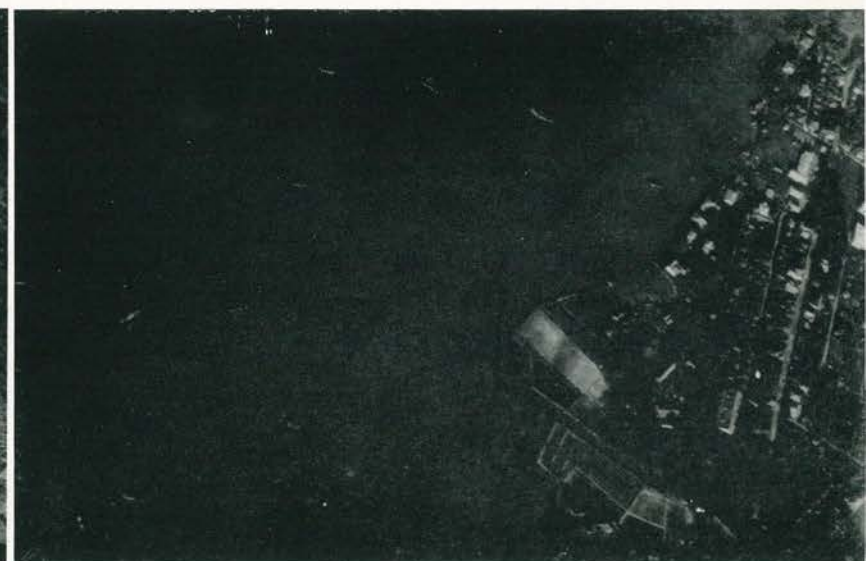
TF 77, also including the old BBs and cruisers, gained such complete mastery of Visayan sea and air that MacArthur's mighty armada of troop transports was able to pro-

Heinbangan, Leyte—October 19.



Hippasan River Valley, South Leyte, in Cabalian Bay.

Enemy shipping at Cebu City.



High over Cebu City.



. . . . *"Jeep Carriers" Crack Down on Tojo*

FOR LEYTE GULF . . .

24-26, 1944

ceed without mishap and land on Leyte on schedule, October 20.

Rumors persisted that Jap heavy units had been spotted at Singapore, and the Nip carriers were forming north of Formosa, but the war seemed routine to the men of the *Savo*. Each day the daring "Saints" of VC-27 brought back stories of Filipinos waving greetings to them and of pretty country girls in canoes. The situation seemed completely in hand.

Mactan Island Airfield—No Jap left.



Bacolop Airfield, Negros.

Bacolop City, Negros Island, Philippines.



Rigal and Silay Airfields, West Negros.

Another "Lil" that didn't get away, over Mactan Island.



HOWEVER

October 24, enemy surface units were spotted approaching from the west and carrier units were heading south. Our 3rd fleet planes caught the Jap central force, but didn't turn it back. That night TF-38 steamed north to intercept the Nip carrier force, the old BBs stayed in Leyte Gulf, and we waited east of Samar.

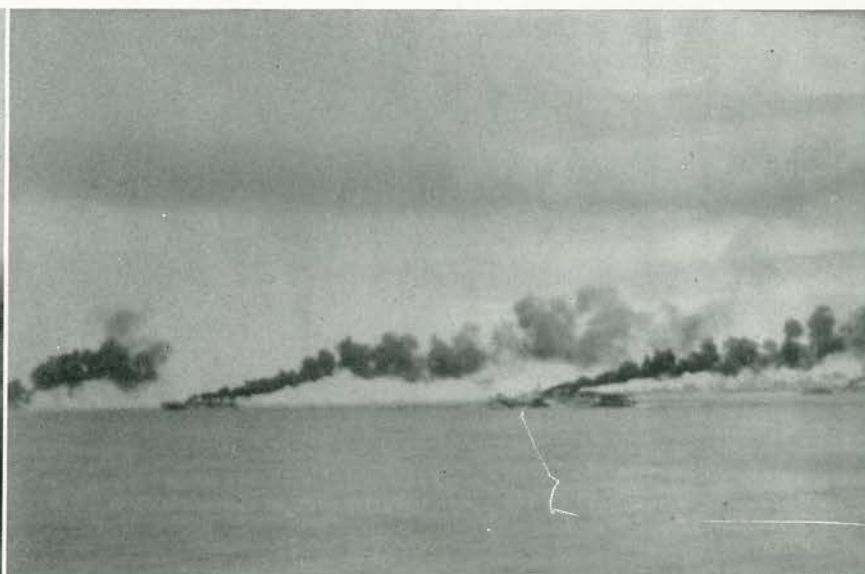
Dawn the 25th, word came from the *Fanshaw Bay* that the Jap central force had surprised their TU and were annihilating them with 4 BB's, 5 CA's, 1 CL and 11 DD's. With the enemy 16 miles away and closing, our plight looked hopeless.



Time to retire.



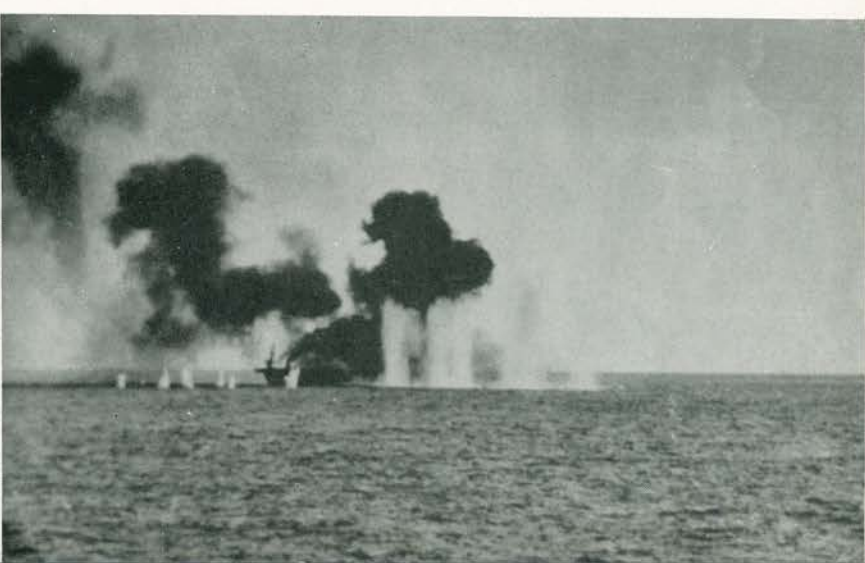
Savo makes smoke—on purpose.



Laying screen to hide from Jap BB's.

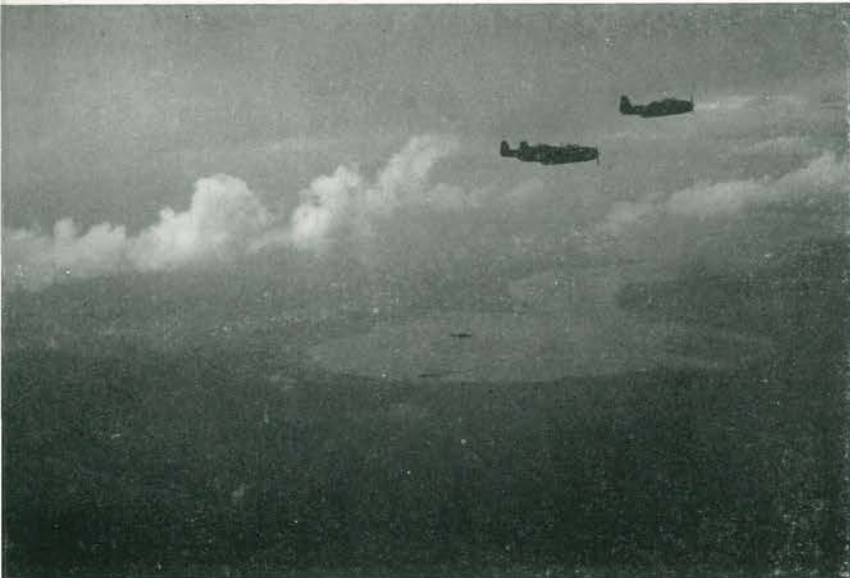


Gambier Bay being straddled.



Japs finally hit the Gambier.

BUT



Savo planes spot Jap Fleet.

after their initial set-back, the CVE's and screens came out slugging. Two DD's and a DE made suicide runs, but the enemy kept coming. We launched torpedo planes, then ran. Two Jap CA's and a BB broke off and gave chase. Shells were falling between our screen and the CVE's when, with victory in sight, the Japs turned and fled. Our torpedo planes kept attacking, and the enemy force was sinking or limping when the 3rd fleet returned at noon.

The *Gambier Bay* and *St. Lo* had gone down with three screening ships and nearly every "jeep" in the other carrier units were damaged, but we were unscathed.



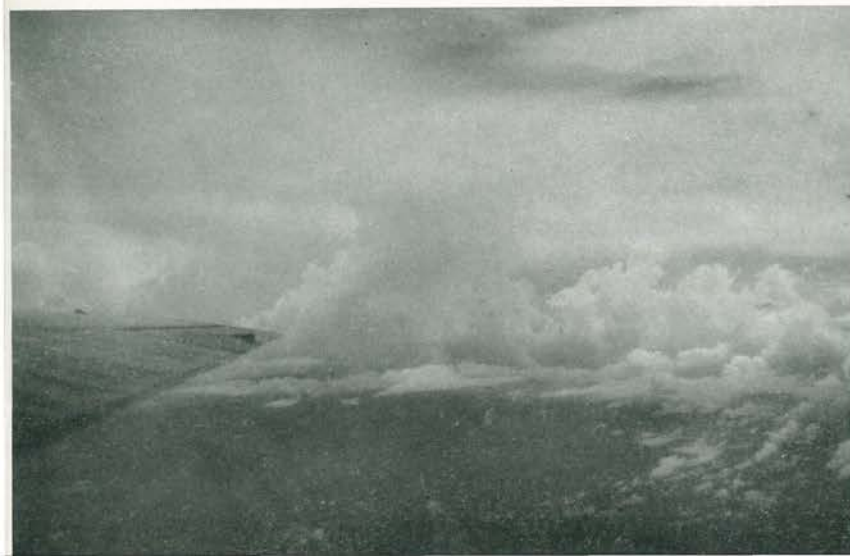
Japs try to evade torpedo run.



Score one for the Savo.

Jap force on the run.

"Saints" continue attack.



MINDORO . . .

Give-and-Take during eleven days and nights in hell

December brought no peace for the now battle-wise little ship. Our forces had a firm foothold in the Philippines, and the time was ripe to capitalize on the dearly-won victory at Leyte. December 10, 1944, witnessed the sortie from Kossol Roads in the Palaus of a strange diminutive task force composed of three old battleships, three cruisers, and six combatant escort carriers with their escorting destroyers bound for

Mindoro. In the van was an amphibious force whose object was to establish an airfield within striking distance of Luzon. Under the protection of a moonless night, our force slipped through the narrow Surigao Straits, where less than two months before a powerful Jap task force had met almost complete annihilation. In the fever of apprehension, we were committed to a venture in which there could be no turning back, for

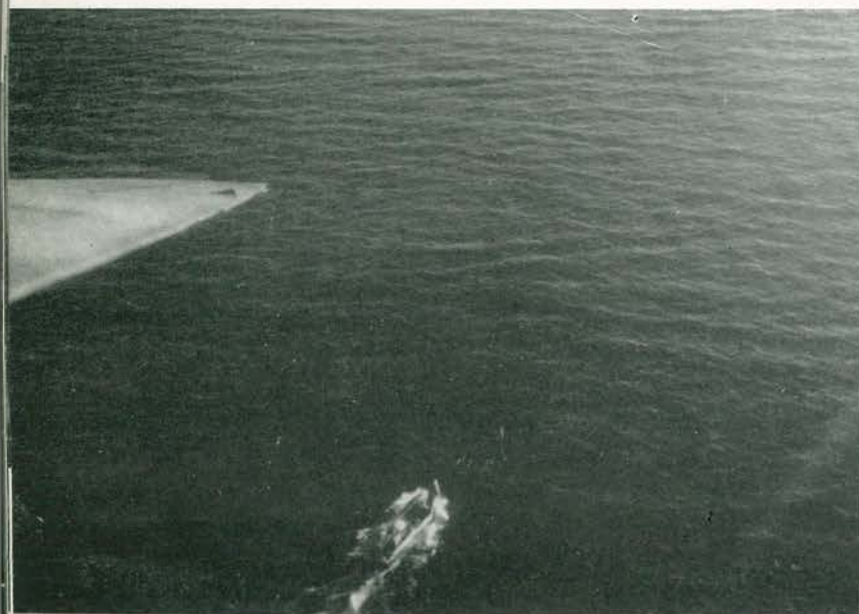
Surigao Straits

Mindanao Sea

Sulu Sea

Jap barge sighted in Mindanao Sea.

Barge straddled with direct hits



Jap barge aflame.

Barge's last look at the sky.

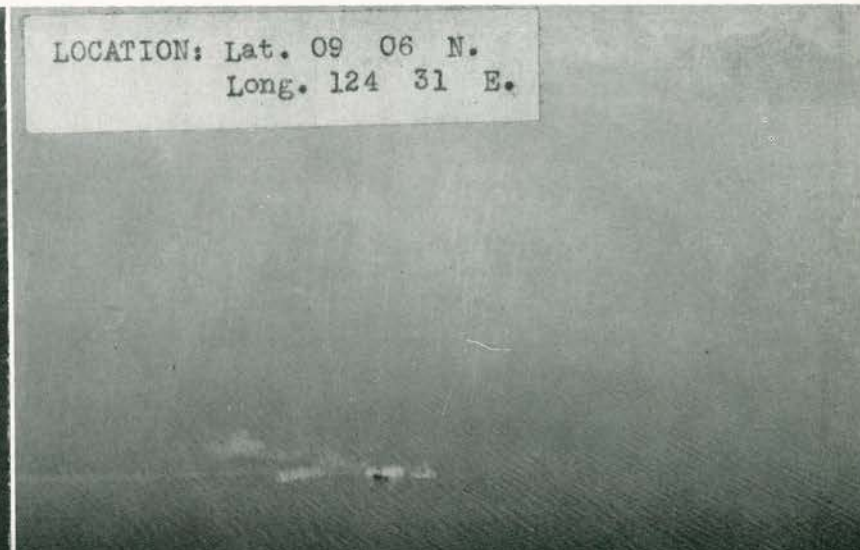


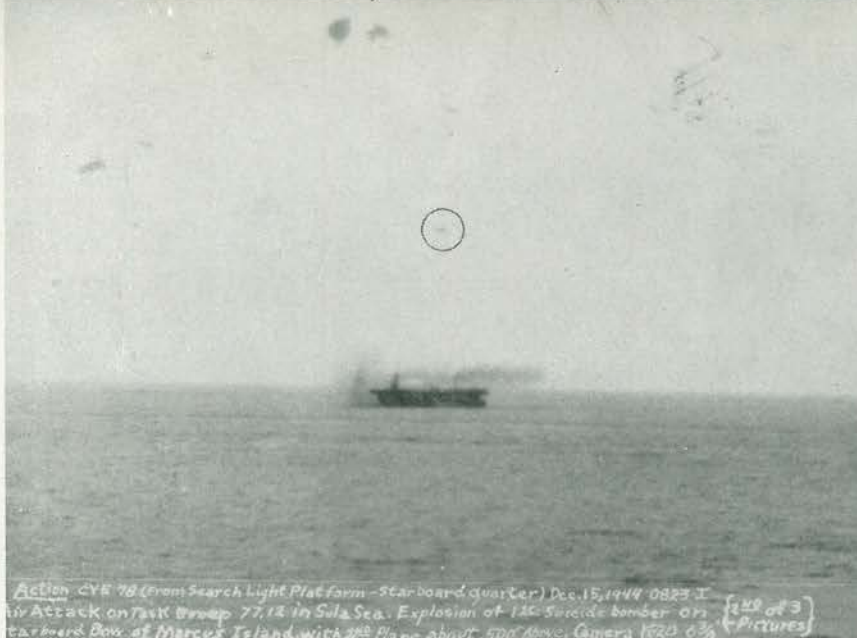
LOCATION: Lat. 09 06 N.
Long. 124 31 E.

LOCATION: Lat. 09 06 N.
Long. 124 31 E.



LOCATION: Lat. 09 06 N.
Long. 124 31 E.





Action C.V.E. 78 (from Search Light Platform - Starboard quarter) Dec. 15, 1944 0823 J. Air Attack on Task Group 77.12 in Sulu Sea. Explosion of 1st suicide bomber on the forward bow of Marcus Island with the plane about 500 yards. Camera 1020 636 (4 of 3) Pictures

One down—one to go (encircled).

here was enemy land and water on every side. A blazing sun rising over the glassy Sulu Sea brought out the first of the Japs to contest this audacious move of our little force.

Throughout the succeeding days (December 13-16) Squadron VC-27 alone shot down a total of nine enemy planes in combat and destroyed seven on the ground at the cost of one fighter pilot and plane (Ensign Moelter). The Savo's guns accounted for another one and a half Jap planes. Try as they might with suicide, bombing and torpedo runs, the Japs could not cripple our scrappy force. Despite the determined enemy air opposition, our force shepherded the invasion troops through to their objective and turned back for the straits and the comparative comfort of the open Pacific, dropping anchor again at Kossol Roads on December 19.

We remember the Mindoro operation for the goose-pimples it gave us when we first heard about it, for



Action C.V.E. 78 (Search Light Platform - Starboard quarter) Dec. 15, 1944 0823 J. Air Attack on Task Group 77.12 in Sulu Sea. The 2nd suicide bomber misses the Marcus Island and plunges into the water on the port beam Camera 1020 636 (3 of 3) Pictures

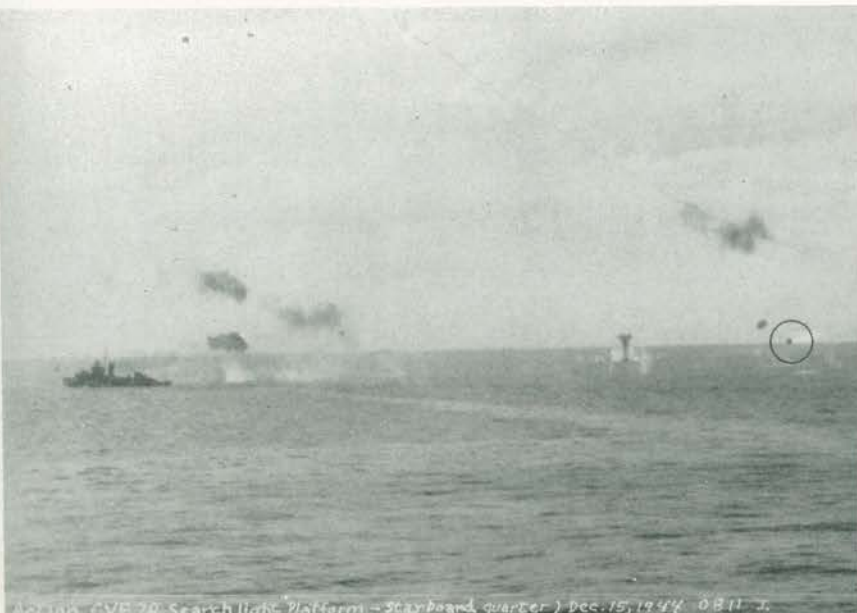
Two Kamikazes splashed—no damage to us.

the habit of sleeping in our clothes, for our first close-up of the Philippines as we sailed within a stone's throw of their enemy-held jungles and villages and stared at their brown-railed fishing boats entangled in our formation, for the two suiciders which singed the paint on the *Marcus Island*, for the resounding praise the Task Group Commander gave our "Battle Babies."

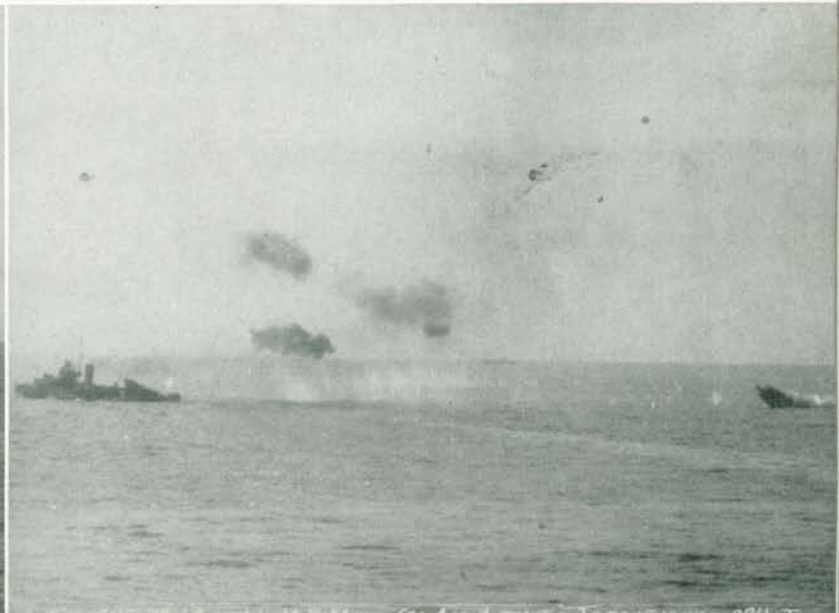
"On our retirement from a dangerous and trying mission outstandingly and startlingly accomplished, the Task Group Commander wishes to express his pride in your job. He considers it his privilege to have been associated with you in its accomplishments. This group is the first combat team to consist of escort carriers with old battleships, cruisers and destroyers. Beyond any possibility of doubt the "Babies" proved themselves the equal of any. To the gunners, the engineers, the communicators, and all others, but most especially to our superb flyers, a heartfelt 'well done.'"

A would-be suicider aflame.

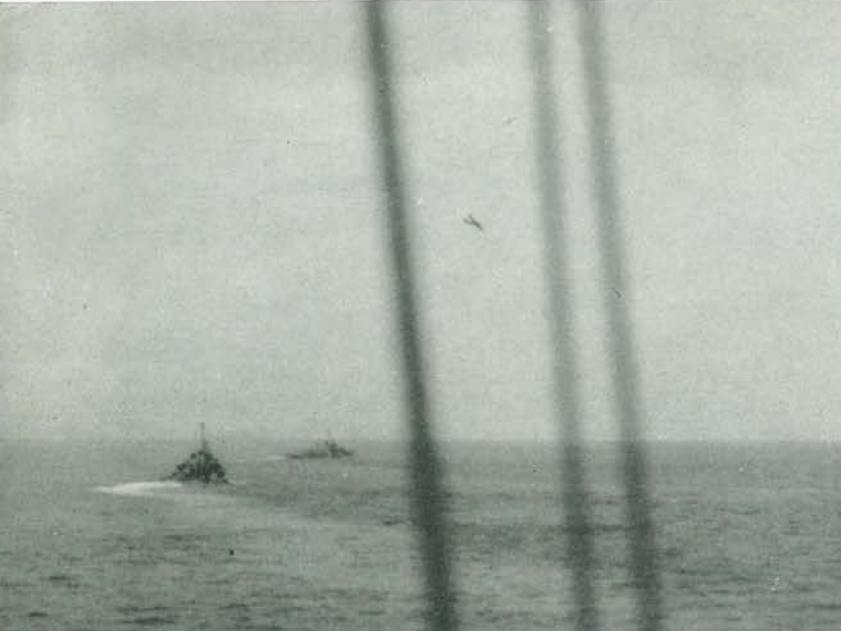
Another Jap visits his ancestors just aft the Ralph Talbot (DD-390).



Action C.V.E. 78 Search Light Platform - Starboard quarter) Dec. 15, 1944 0811 J.



Action C.V.E. 78 (Search Light Platform - Starboard quarter) Dec. 15, 1944 - 0811 J.



Jap Frances (twin engine bomber) commences bombing run.



Headed for cruiser (U.S.S. Denver).



Fire extinguished.



Prepares a run on U.S.S. Manila Bay.

Jap hits the water. (U.S.S. Manila Bay, left; U.S.S. Denver, right).



Bombs in Jap plane explode.





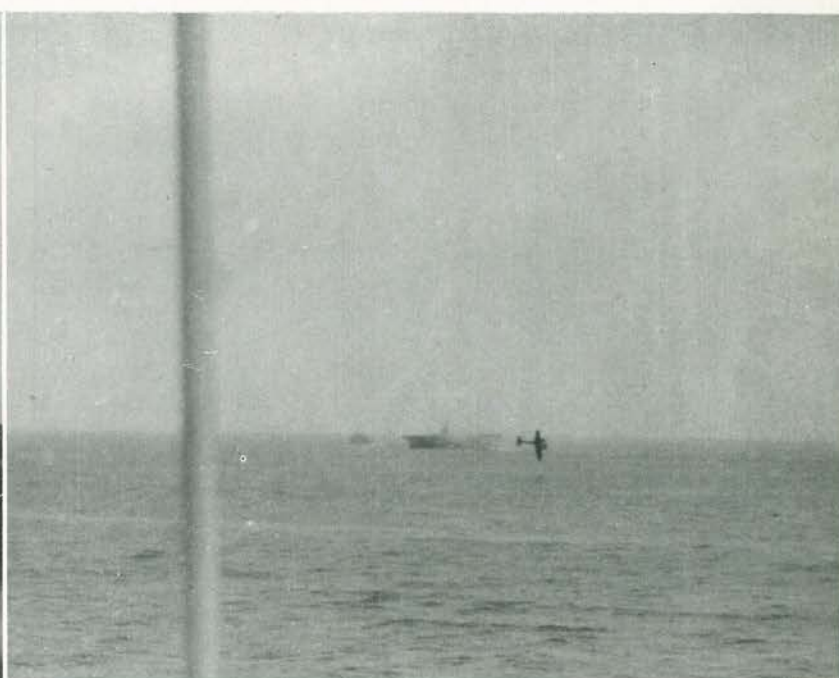
Changes direction toward U.S.S. Ommaney Bay.



Ommaney gunners score direct hits on Jap.

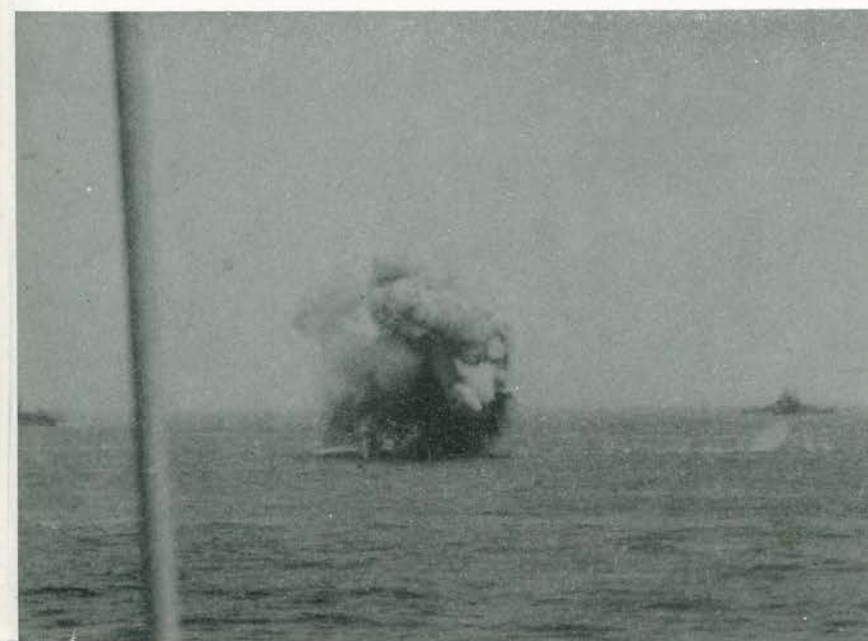


A perfect target for our gunners.

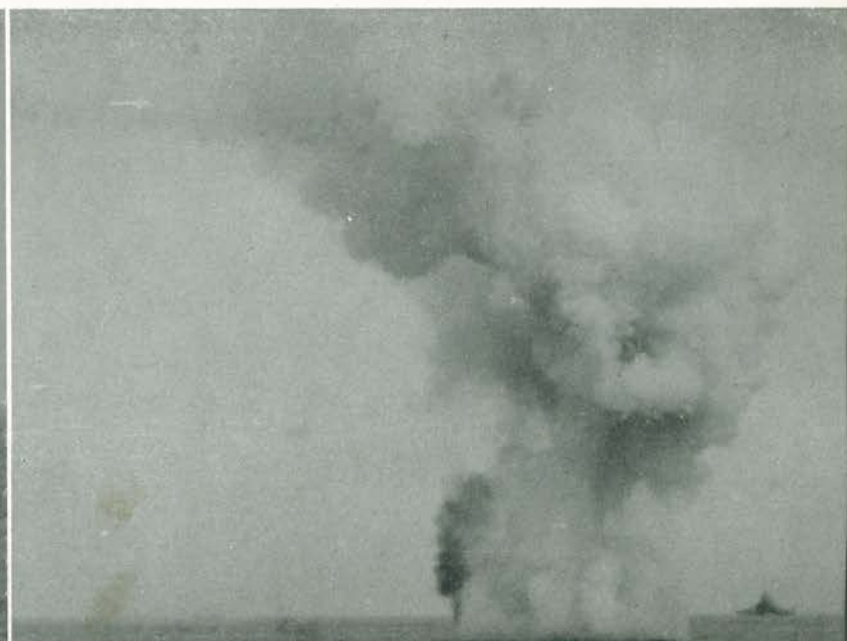


Looks like the finish.

Another explosion.



Smoke marks the spot. So Sorry!



LINGAYEN GULF

January 1—

Lady Luck Forsakes the Gallant Ommaney Bay

It was a hot Christmas in Seeadler Harbor, Manus, but a happy one even though most of our holiday gifts were moulding somewhere ashore in some ship's hold. But our respite was a brief one. The payoff on the great Philippine gamble was due. The *Savo* sailed from Manus two days later, ultimate destination Luzon, joined up with TG-77.4 at Kossol, and sortied on New Year's Day with 18 of her sister ships. This time the Surigao Straits held less awe, for our force packed a mighty wallop in the guns of its battleships, cruisers, destroyers, and planes.

Who will forget the sinking of the *Ommaney Bay* in the Sulu Sea after she was struck just off our port quarter, and the grim faces of the 72 of her crew who came aboard us that night? Or the suicider who kept on coming at us through a deadly hail of fire to tear away our antennas and signal halyards before smashing into the sea with a terrific explosion?

SURIGAO STRAITS

U.S.S. *Ommaney Bay* hit by Jap plane in Mindoro Strait.

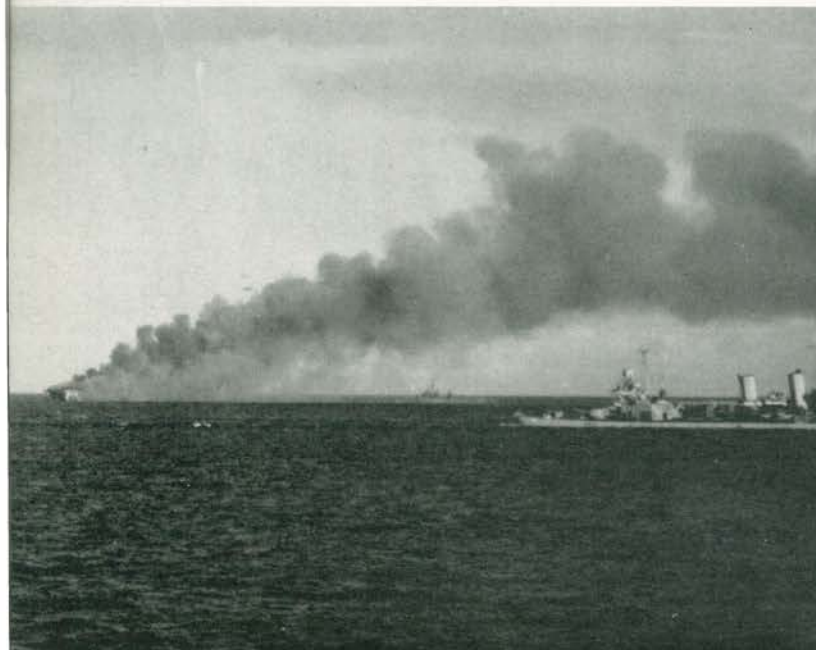
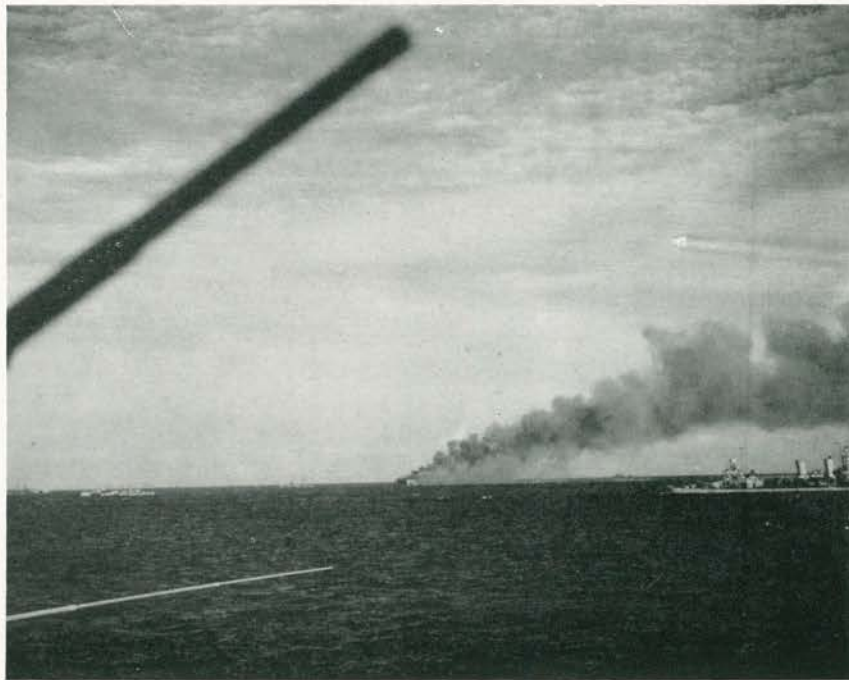
Ommaney out of control. (U.S.S. *Minneapolis* in foreground).



MINDANAO SEA

Task force circles the gallant ship giving protection.

Ommaney dead in the water. *West Virginia*, foreground, and *Ralph Talbot*, background—standing by to give aid.



AND LUZON

February 2, 1944

Those were hectic and desperate days. Our mission took us through the Sulu Sea into the South China Sea, thence to Lingayen Gulf, where for eleven days VC-27 poured lead and bombs into Jap defenses and fought off attackers over the ships in the gulf. This was the grand climax of our squadron's brilliant career, for during the period from January 3rd to 17th they shot down 25 enemy planes and sank a submarine as well as several small surface craft. The ship itself added another flaming Jap plane to its scoreboard.

The Combatant CVE's earned a permanent niche for themselves in naval history throughout the Philippine operations, though the price of glory was high—"A record for punishment absorption that has never been attained by any other type over such a short period."

*Then a
British Destroyer
and the
Manila Bay*

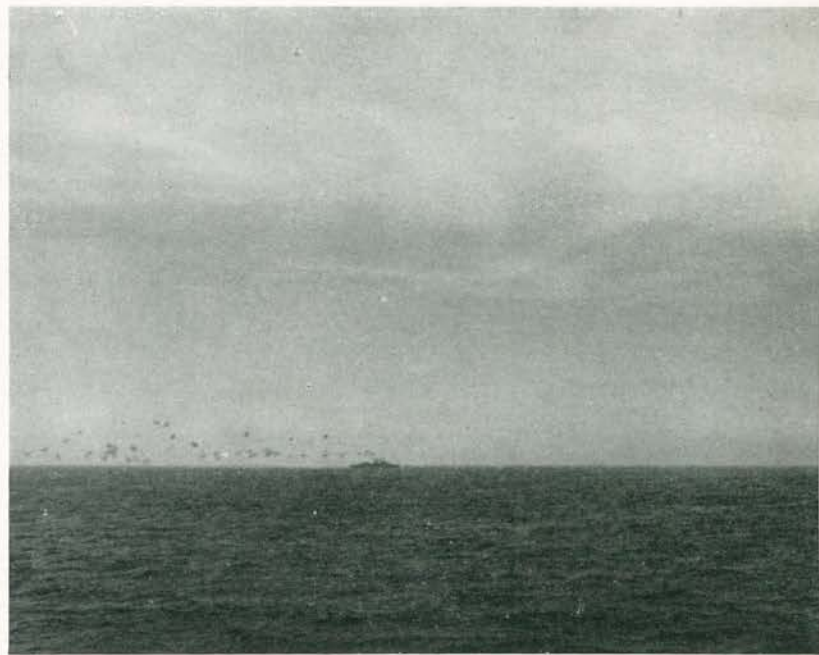
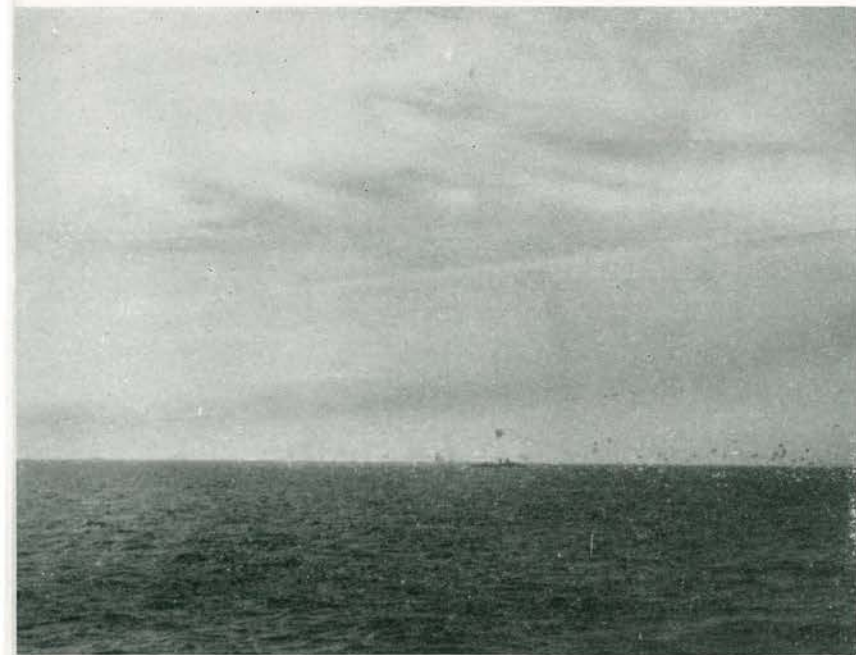
SEA

MINDORO STRAITS

EAST CHINA SEA

"Ralph Talbot" (DD-390) gets another.
Eyes sharp, boys; there are two up there.

Send us some more! Australian cruiser Shropshire bags one.
A Jap's getting through.



Three Strikes and They're Out!

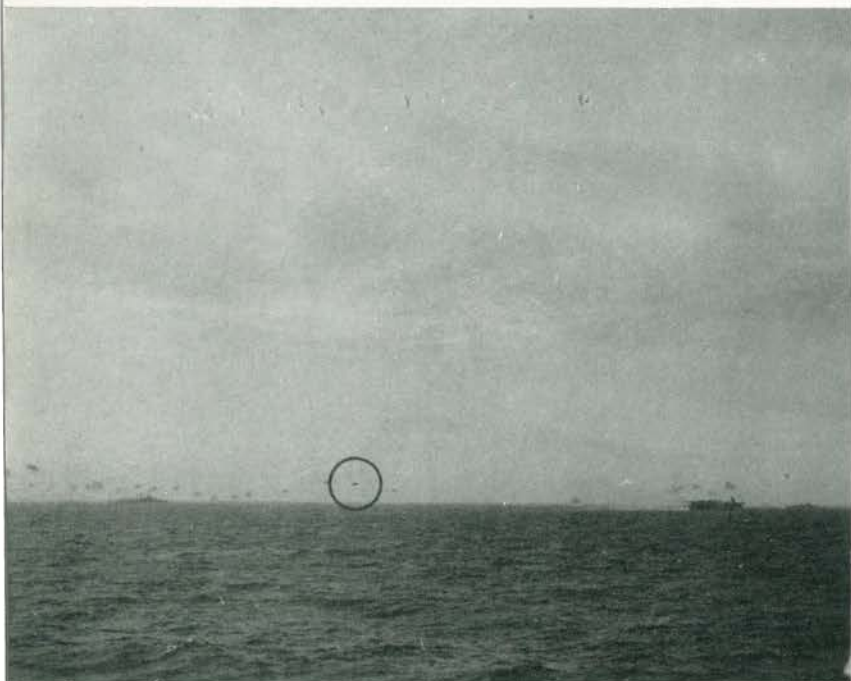


He's leading for the Manila Bay.

A clean hit amidships.

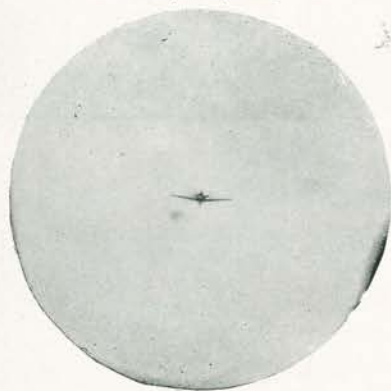
She's hurt all right, and watch No. 2 following through.

Stow the tears and bouquets, men; that second baby has OUR number!



Savo's Marksmanship Wins Duel to Death With "Banzai Boy"

I can see right up his gun barrels.
And they're spitting fire.



Look at that bomb under the fuselage.



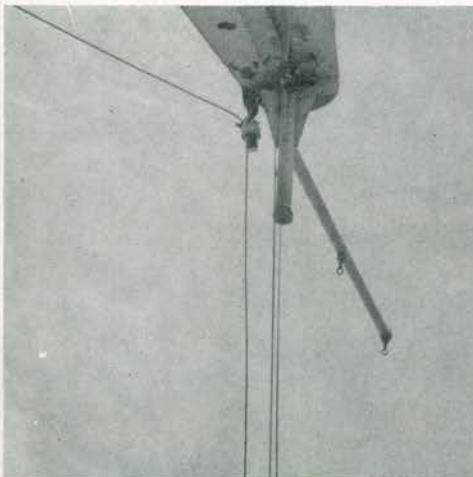
Whad'ye mean, let's get out of here.
Where can we go?



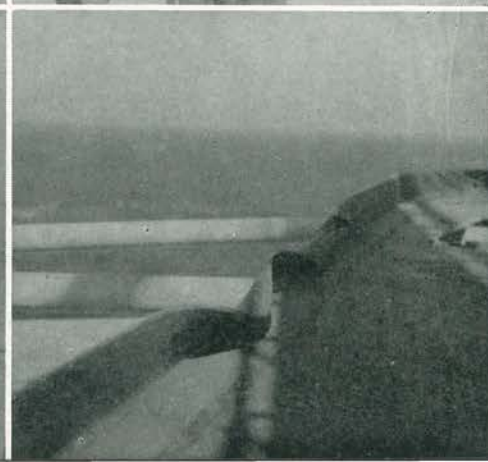
Whew, that was close.

Close? Why look at the mast above
the 24-inch searchlight.

Brother, we took a hit! Look at the
radar screen base.



And the radar screen platform. The kamikaze sheared
off his wing on our super-structure, scattering wreck-
age over the deck; but fell free of the ship and ex-
ploded in the water, riddling the skin of the hangar
deck with fragmentation.

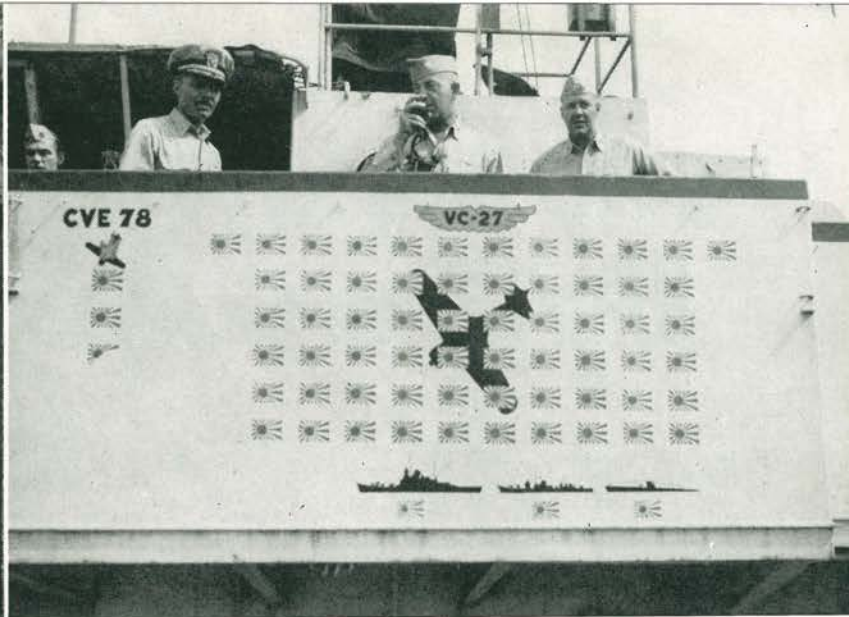
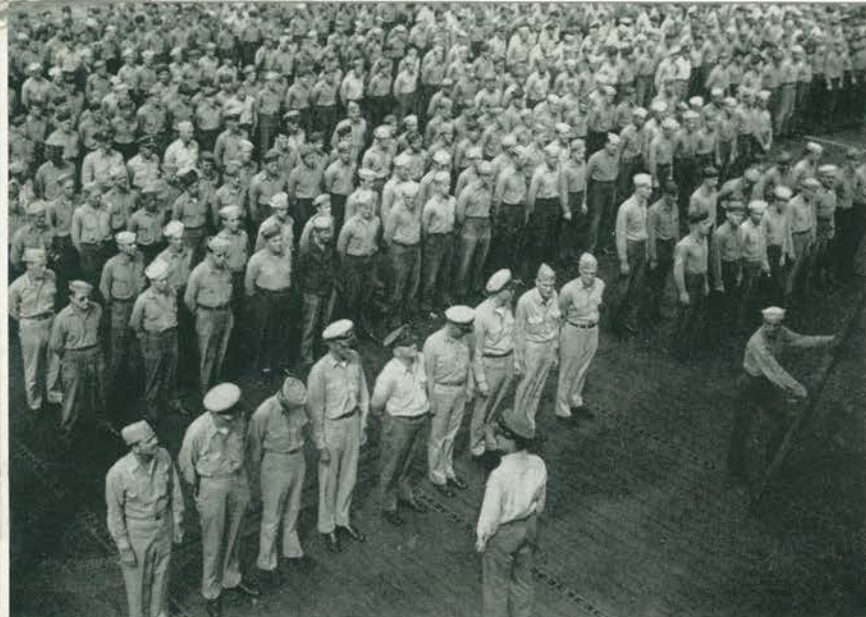


See him over there? What are you waiting for? Cut loose!



Hey, look what he did to our Flag. Now I am mad!





Commands change, but ships go on forever, and Jap pilots continued to meet their ancestors.

In brief ceremony, January 19, 1945, far west in the China Sea after Squadron VC-27's lucrative haul during the Luzon invasion, Captain William A. Anderson (center) relieved former *Savo Island* skipper, Captain Clarence E. Ekstrom (right). Comdr. Lowell S. Price (left), former air officer, pre-

viously had been elevated to executive officer.

The record-smashing VC-27 'Saints' were attached to the *Savo Island* during their seven-month Nip hunt from the Palaus to the Philippines. Records of both ship and squadron speak for themselves and their motto: "The Japs Hate the 78." Together they set a new high in front-line warfare for Uncle Sam's new armada of "baby flat-tops."



Comdr. Ralph R. Humes, USN



Capt. Wm. D. Anderson, USN

Subic Bay

Swan Song for VC-27

January 6, 1945, proved another big day in VC-27's terrific campaign against the Japs. On this morning, the Avengers were headed in to support the army's landings and to help them on the push to Manila, when they spotted below the placid surface of an enemy sub, which the "Saints" promptly converted to a *permanent* under-water craft.

VC-27 continued operations against the Japs until the end of January, 1945, at which time the ship and her squadron headed back east to Ulithi for a well-deserved rest and for the essential RE's—arming, fueling, and provisioning. Upon arrival in Ulithi, VC-27 was transferred aboard *U.S.S. Barnes*—destination stateside! The *Barnes* brought in

Savo's replacement squadron, VC-91, formerly in business aboard *U.S.S. Kitkun Bay* (CVE-71).

Savo and her new squadron next moved to Leyte Gulf to join the forces moving up for the Okinawa campaign. From Leyte to Okinawa, the 78 and VC-91 provided air cover for one of the largest convoys assembled in the Pacific. The ship remained in the Okinawa area until April 29, 1945, and on that happy day departed for home. *Savo's* squadron participated in many direct support missions against the Japs on Okinawa and in one mission against the Jap stronghold on Saka Shima.

BEFORE

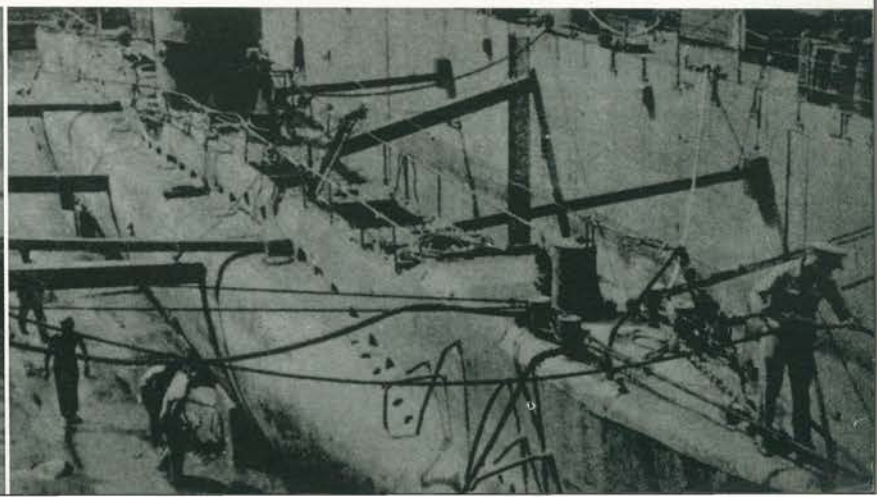
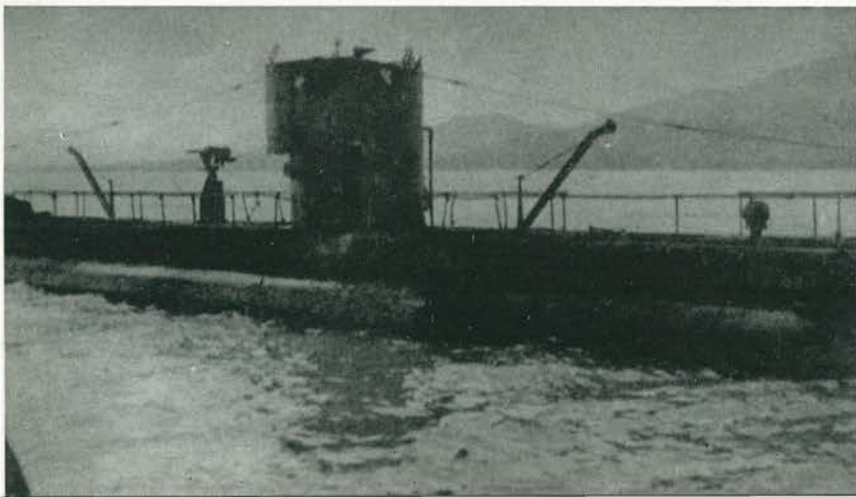


AFTER



Jap Sub (YU-3 Class) is floated by U. S. Naval Engineers and later . . .

. . . examined minutely in one of the Navy's worldly floating dry docks.



NAVY NIP HUNT *Aboard* *The* BANTAMWEIGHT CHAMPION

Back in June, 1945, for "Stateside" overhaul, this record-breaking escort carrier had concluded a ten-month foray from the Palaus to Okinawa, including three initial Philippine landings at Leyte, Mindoro and Luzon, and helping immeasurably to turn the tide in the famous Battle of Leyte Gulf.

Commissioned February 3, 1944, this "mighty midget" and her arm set a new high during the meteoric, grim, but colorful rise in front-line warfare. Among all of Uncle Sam's new armada of "baby flat-tops," she held all CVE records for the longest sustained operations; the greatest number of direct support roles; the greatest aerial damage to Japanese air, ground and sea forces. The combined ship and squadron scoresheet almost doubled preceding escort carrier records for certified kills—65 planes, a new heavy cruiser, a new destroyer and a submarine. Damage to Nipponese installations, fortifications, material, personnel, and supplies ran into millions of dollars. (Ship and squadron achieved, with ample surplus, their original motto: "The Japs will hate the 78!")

After two inaugural ferrying trips to the New Hebrides and the Solomons, the *Savo Island's* gallant combat history began early in September, 1944, with the occupation of the Palau Islands. This doughty, little escort carrier is typical of the CVE's which triumphed in crucial tests that resulted in converting their original assignment of ferrying planes into miniature bulwarks of direct assault coverage and preliminary encroachments into enemy territory.

The following photographs, none of which were staged in any way, were taken during the Easter Day opening of the assault on Okinawa. They typify a routine day of combat in escort carrier front-line battle fare—the war's most surprising jack-rabbit to come out of the Navy's hat.



No "painted ship upon a painted ocean," the only makeup acceptable to this queen of the CVE's are the touches of rouge on her battle-scarred bridge denoting Sons of Heaven who have been blasted into a descendency.

Each "meatball" represents one Japanese aerial victim accredited to this ship and her air squadron. Appropriate silhouettes also were to be added later denoting major class surface units sunk. All flags and silhouettes represent only certified kills. No emblems are posted for damaged units, probabilities, or planes destroyed on the ground.

But don't let this "bridgework" fool you. If you think it's easy to sink your teeth into Jap meat, try the following diet for months on end. It takes a lot of cooks to keep the Nip military machine in a stew!

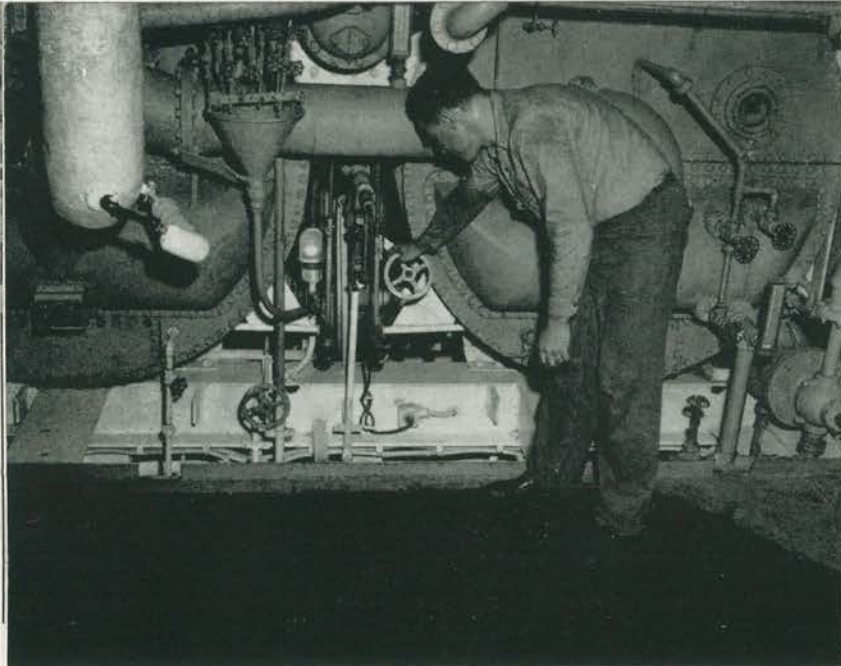
After a hasty but wholesome breakfast, pilots and crewmen gather in the Air Combat Intelligence Officer's compartment for final briefing. This information, vigilantly compiled throughout the night, contains last-minute strategic developments in both friendly and enemy deployments. Weather conditions of air and sea, also communication codes, are withheld until these final check-ups, which supplement lengthy nightly briefings in the ready room.

A CVE is a floating, self-sufficient, "wide-open" community of 1,000 population that never sleeps. Ship's crew carries on throughout the night in preparation for the pre-dawn flights by pilots and crewmen who "heave out and trice up" at seven bells (3:30 A.M.).

Surprisingly modern toilet facilities contribute to the speed of preparation and a gruelling day's grind, and remove much of the sting from civilian-fighters still unaccustomed to the unusual hours necessary to aerial combat operations.

Other departments are climaxing a long night's work maintaining every plane for peak performance every flight. Each plane has its own maintenance crew consisting of specialists for each structural component. Such unsung craftsmen have contributed beyond measure to American control of Japanese air. Maintenance is the Jap's greatest self-acknowledged weakness. It is one of the supreme strengths in American carrier warfare.





Deep in the bowels of the carrier engineers "wet nurse" the evaporators. Upon the extraction of salt from sea water and its filtration into an endless flow of soft, fresh water depends health and comfort of the crew and cooling units for the ships diversified engines.

Efficiency in such little-known, and even less-publicized, details spells the difference between defeat or victory.



Up from the cavernous garage-like hangar deck by elevator to the flight deck the mechanically-tested plane now is ready for "spotting," and arming, gassing, final check-ups on radio equipment and flight instruments.

Wings, folded for economical stowage below, are cranked into flight position and secured during the brief seconds the plane is rising on the elevator.

Bombs and depth charges of varying sizes and types adapted to each plane's specific targets are readied on the hangar deck for rapid loading the moment the planes arrive on the flight deck.

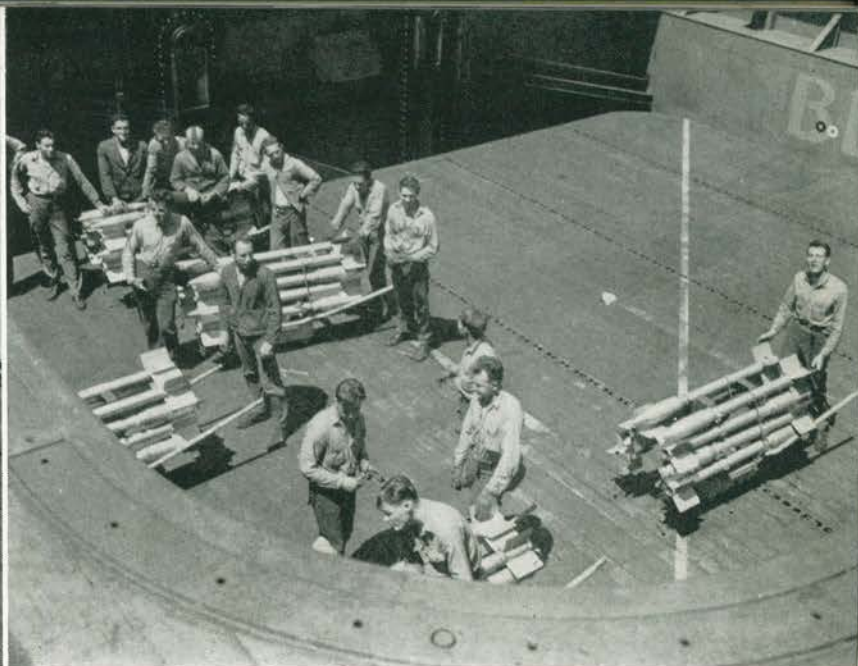
Planes are filled, hoisted and secured within seven minutes. The cool, impersonal, and extreme specialization of an escort carrier's maintenance crew lends a false impression of leisure and calm.





Final spotting is rushed to each plane's pre-designated space from which it can be serviced and rushed into action with minimum space and time.

The lethal "eggs" are loaded into the bombers—a bumper crop of leaden seeds sown in the fertile wings of the fighter planes. Strip-film cameras, synchronized with the machine guns, are developed in the carrier's photo lab to confirm pilot's reports and to study the enemy's evasive tactics. Unlike fresh water fishing, "the big ones" do not get away very often.



While planes ascend from the hangar deck to the flight deck on one elevator, their cargoes of destruction are hoisted on a second elevator. Fusing and priming already have been accomplished by specialized ordnance men during the night. Others will continue the supply of replacements throughout the day.

In only six months aerial rocket warfare matured from experimentation to the most efficient means of combating Japanese infantry defenses established in caves throughout the mountainous terrain common on all far western islands.

Final mechanical touch is the gassing. Extra mileage is accomplished by droppable auxiliary tanks attached beneath the wing. To minimize fire hazards aboard the "floating gas station," every plane is degassed at the conclusion of every day's operation. All these steps are accomplished in the short time pilots are dressing and eating.

Actually, every man from the unheralded grease monkey to the glamorized pilot justly feels that upon his shoulders rests an equal responsibility for the success of every sortie, every strike, every operation, every victory.





The flight deck crew, meanwhile, is standing by. Theirs will be the job of "spotting" as many readied planes as possible according to prearranged design into as little space as possible as rapidly as the planes arrive topside.

The strain of avoiding whirling propellers, choking exhausts, blinding slip streams and gas sprays places a premium on the ability to benefit from short snatches of relaxation. Conversations invariably are shop talk regarding the condition of accomplishments of their own carrier's planes. Concern about the enemy is rarely openly evidenced.

Simultaneously, the ship's First Lieutenant prepares for any exigency that may necessitate damage control or repair. Every piece of equipment aboard, even the weight distribution of personnel on station, is taken into consideration in the system of free-board weight and surface counter balance. His staccato adjustments will even compensate for the loss of the weight of the night's fuel consumption as he contributes the steadiest possible deck surface for precision launchings and landings.

Impervious to the hum of all this beehive of activity, members of the ship's gun crews and lookouts who stood midwatches (from midnight until 4 A.M.) catnap in special crew's shelters just off the topside catwalk until 5 A.M. general quarters.

Most inconsistent item of carrier life, in contrast with civilian routine, is the impersonal independence of various departmental personnel to the activities of other departments. Not only physically necessary, it is an unconscious approbation of mutual confidence. Each man does his job thoroughly and rests where and when he can in the calm assumption that his shipmates are doing their respective jobs with equal efficiency.

Eight decks below, throbbing boilers generate maximum heads of steam—horsepower sufficient to drive the 10,000-ton escort carrier into wind and wave. The slightest fatal faltering would spell disaster to the pilot's needle-sharp calculations of speed needed to clear the flight deck without dropping down into the path of the ship.





One-half hour has elapsed since the pilots "hit the deck." Mechanical preliminaries are completed and the airmen have concluded their pre-flight briefing. The design in the colorful daily pattern begins to take form.

However, there are many minute but essential details yet to be crammed into a final three minutes in this perfected teamwork between ship and squadron as the bullhorn summons, "Pilots, man your planes!"

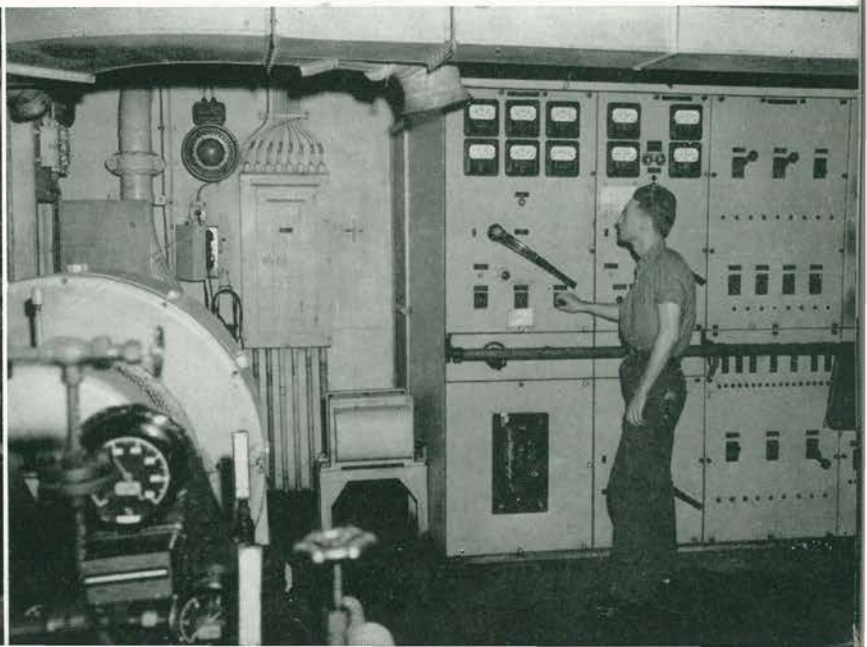
Meanwhile, ship's officers and men quietly fit their respective duties into the flight's jig-saw puzzle. Midway in the island super-structure, the Navigator double-checks the CVE's exact position and figures to a nicety where the planes will be able to find their floating nest at any given hour.

Such items as drift tides, currents, time zones, possible and probable speeds, and last minute tactical orders from the flagship are ever-fluctuating variables with which he must reckon, in addition to the routine complications of navigating strange waters in changing seasons. His information comprises the final pertinent facts delivered to the pilots prior to flight.

Engines are turned to a roaring crescendo as the Flight Deck Officer takes over to supervise the final stages of launching. With automatized gestures, he controls each final detail, insists upon a healthy-sounding motor, exact positioning for the take-off, and the critical coupling of bombers into the catapult groove.

Although bombers always are catapulted, fighters frequently are "shot off" during pre-dawn launchings in order to avoid accidents in the flame-specked darkness. Fighters also "ride the slingshot" in becalmed weather when combined ship's speed and wind velocity are deemed insufficient for safe "lifts."

Voltage is checked on the switchboom in the flat-top's electrical power plant. U. S. warships now operate on both direct current and alternating current. Smooth communications despite enemy jamming, essential lighting, and unfailing operation of critical tools during the height of battle are directly dependent upon the lifeblood of "juice" generated in this smooth-humming heart of the ship. Men and machines are awaiting a "green light" from "Sparks," the Electrician's Mate.





Final sightings to correlate navigation charts with pilots' maps climax the contribution from the bridge, high up on the island's conning structure.



Aerologists busily chart trackless skies for treacherous whimsies of nature, and calculate to perfection the chances of men and machines against the elements.

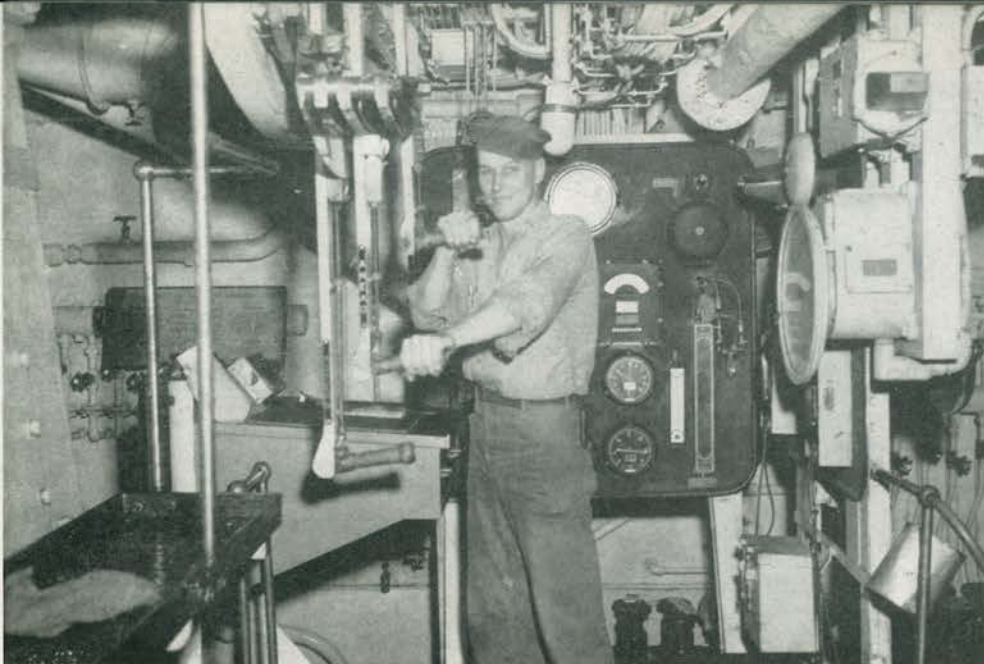
Reports from all these departments are checked through Air Plot (Flight Operations Office). In this nerve center the jigsaw puzzle of flight preparations is rapidly organized into a satisfactory composite representing the epitome of ship and squadron teamwork.

Three minutes have elapsed since the pilots were ordered to man their planes. All is ready. Nearly 1,000 men are straining brain and brawn, augmented by the world's best military training. The curtain is ready to rise. The word is passed directly through sound boxes to the Air Officer at "Fly Control" station on the bridge.

Thirty feet above the flight deck the Air Officer almost simultaneously receives the flagship's order to launch planes and Air Pilot's "up-check" on the ship's readiness to comply.

The Air Officer breaks out the green flag, and over the "bull horn" his voice bites through the dampness of early dawn: "Launch Aircraft!"





Deep down in the engine room all throttles are manned for instantaneous control to render advantage from the ship's heading as the pilots take off.

Forté of the CVE's is their finger-tip maneuverability. This facilitates dodging torpedoes, keeping station in intricate formation sailing, and adhering strictly to zig-zag plans. Precision turns are instantly available to keep the bow pointed directly into the wind. This means a considerable margin of safety to the pilot against skidding as he takes off and lands upon his bobbing "postage stamp."

Transmitters and receivers crackle with coded messages that fill the communications compartments with electrified tenseness. At the precise moment comes the terse fateful order from the flagship: "Execute to follow . . . Carriers, launch your strikes!"

That message is the culmination of a steady flow of directives, strategic adjustments, and final decisions that have kept the endless communications watch in a quiet and orderly hustle throughout the night.

The catapult and flight deck officers with their color-capped crews marshal the roaring planes into a line of march that will plummet them from the flight deck at 5-second intervals for the fighters and 1-minute intervals for the catapult bombers.

As the curtain rises, the deck is cleared of all except the catapult officer, as the bomb and rocket-armed "Avenger" is poised "in the groove." A final split-second expert appraisal and the plane will be actually shot by compressed air out in front of the ship's bow. Sufficient "lift" to remain airborne is attained by keeping the carrier headed directly into the wind, combining its velocity with the speed of the ship.





The curtain rises. The Launching Officer also has seen the Air Officer's green flag. His arms signal the fighter pilot in a dramatic gesture. The "Wildcat's" motor screams under full throttle as it thunders down the swaying 200-foot runway.



The show is on! The fighter leaps into the gray skies over the carpeted sullen expanses of the East China Sea. He will orbit at prearranged angles (altitude in thousands of feet) over his escort carrier while others in his division take off and join him in formation. Fighters fly in 4-plane divisions, subdivided into 2-plane sections comprised of a seasoned veteran as leader and his young wingman.

"... of mice and men" ... and the best of plans often go astray. Naval air photographers have discovered a new heavily camouflaged enemy airfield. They also flew over a Japanese carrier which had slipped to within striking distance during the night.

"Photo Joe's" pictures will be rushed through his CVE's compact photo lab and within 20 minutes will have been evaluated by the Air Combat Intelligence Officer and adjustments made to meet the emergency by the ship's captain and plane squadron commander.

Gunnery control takes over. Before Photo Joe's prints are dry, crewmen are building a reserve of ammunition in the clipping rooms directly under the catwalks behind the gun sponsons.





In shelters just off the catwalks along the gallery deck and directly beneath the flight deck "airdales" (plane handlers or "jockies") relax until time to prepare the next scheduled flight—or emergency. The multi-colors worn by the "plane pushers" and other flight deck personnel strikes the eye of the uninitiated as a scene from Mardi Gras. The various groups, typified by caps and dyed shirts in warm climates augmented by matching sweaters in northern latitudes, decorate the deck. This touch of carnival is not just a fad. The color schemes signify specialty. Red for gasoline and fire-fighting crews; blue for the "plane pushers"; brown for plane captains and mechanics; white for radiomen and the engineering bosses, and yellow for those men who direct the planes for respotting the deck.

Traditional Navy foresight pays off. Alert crews and readied ammunition are ready, willing, and able to make the Jap "surprise" a mutual affair.

Originally contemptuous of escort carriers' comparatively light armament, skilled gunnery has now driven Jap pilots to such suicidal tactics as the over-publicized Kamikazi special attack corps. Statistics already are proving the frustration and futility of Japan's desperately conceived program of suicide dive pilots. It's "suicide" all right, but in **reverse**—hari-kari of the Empire Air Force will be its ultimate attainment—and that's okay with American naval gunners.

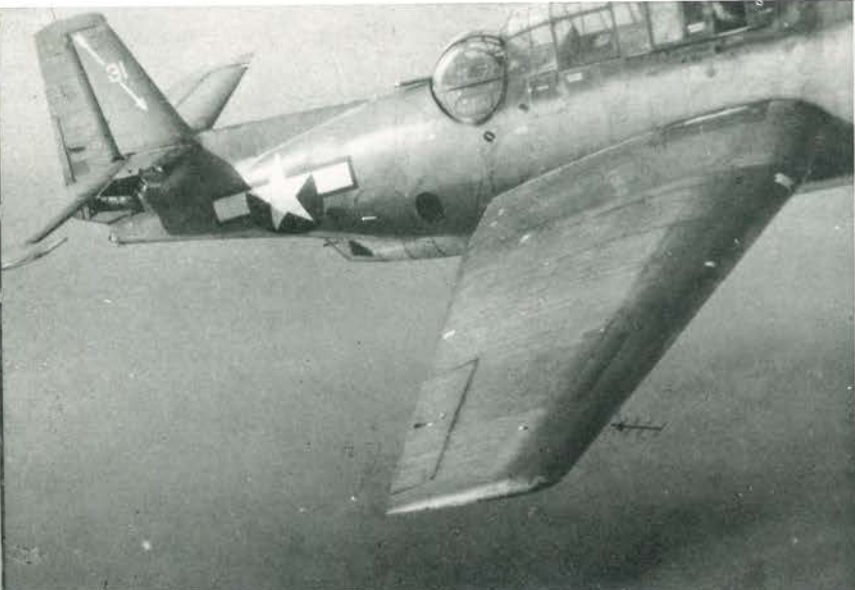
The inconsistency and incongruity of war—even during the height of carrier-based air support for a major invasion, those off duty continue ship's routine, which provides divine services for all races and creeds.

In this chapel, well forward in the leeward passage and also directly under the flight deck, shipmates relieve each other on watch so that all who desire may attend one of the numerous services—or hadn't you realized that "L-Day" at Okinawa was Easter Sunday, Asiatic time?

Successful in slipping through the aerial guard maintained around every carrier formation, Jap bombers dive in and out of the sun behind the carrier's Combat Air Patrol which has been vectored to intercept the main counter-attack. However, the intricate coordination of all departments has clicked with smooth precision and the boys find a hot reception which wipes out their "surprise" attack.

Meanwhile, the CVE's own planes continue scheduled strikes and coverage for Army and Marine landing forces.





But it is not all one-way traffic. Combined Jap fighter opposition and ack-ack fire has riddled this TBM "Avenger" during a bombing run on cave-constructed fortifications defying the ground advance in mountainous terrain.

Normal landings aboard carriers require all the skills "of the best pilots in the world." However, this pilot, his top turret gunner, and his tail radioman-gunner turn back to their CVE with slightly better than an even chance for survival. His distress signals trigger another chain of well prepared emergency operations back aboard ship.

Meanwhile damage control, medical aid, and fire-fighting parties stand-by for action. Every man aboard ship is riding in the cockpit of the crippled bomber, and nearly 1,000 heads and hearts are working with the finest of modern equipment to insure a successful landing.

By the time the crippled plane is within sight of its carrier, every contingency for an emergency landing has been anticipated. The signalmen flash to the pilot that all is ready to attempt the landing.

The plane jettisons its bombs and the Aldis lamp blinks its welcome message to come in—"Prep Charlie!"

During the approach, the plane's wheels have been downed and the tail hook extended to catch any one of the seven arresting cables that stretch four inches above and across the deck. Remember that, while planes launch into the wind, they land "against" the wind. The carrier heads into the wind for both launchings and landings.

Up right wing, then steady. If the pilot hasn't achieved maximum favorable position for landing during the final stages of the approach he will receive a "wave off" and re-circle his carrier until he gets "a cut" to land. "Mother is happy" and the pilot is guided into a satisfactory landing approved.





"Mother" (pilots' nickname for the Landing Signal Officer) spreads "her" arms in welcome. From his precarious perch on the after-starboard corner of the flight deck, the precise coordination with standardized signals between the LSO and the pilot will guide the plane into "the groove" for a clean landing "cut."

Assuming ship's speed, direction, and deck conditions are already adjusted, allowances still must be reckoned for such variables as visibility.

At night, the LSO (always himself a highly specialized pilot) wears a phosphorescent "zoot suit" and signals with lighted wands instead of colored paddles, and the deck is outlined with glow lights countersunk along the sides of the flight deck.

Note the safety net, "just in case."

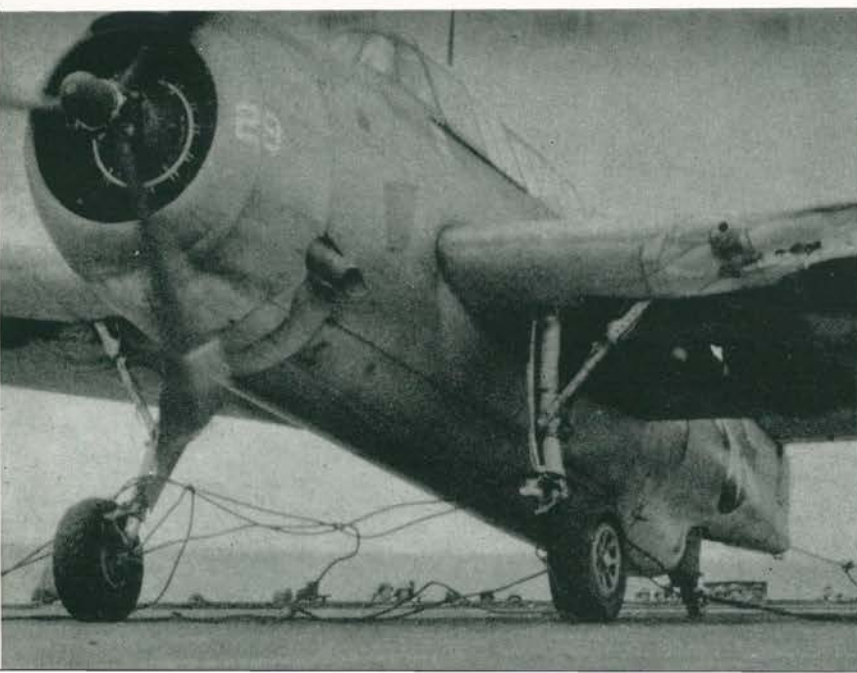
Months of "bounce drills" (practice landings) during storms and at night on land mockups and at sea while approaching target areas now pay off.

The plane crashes two barriers but suffered no personnel injuries and comparatively little material damage. Appraisal of the land, despite more serious damage from enemy fire than was estimated, draws low whistles of approbation from crewmen who realize the hazards that have just been overcome with deceptive ease.

The flight deck officer rushes the respotting of reserve planes that were being held in emergency launching position. They will be wheeled behind the high, cabled "barriers" which will serve as a fence between the landing plane and any possible overshoot that would crash it into the other planes on deck.

Dusk finds the escort carrier's eagles back in their nest. Each pilot reports his day's achievements while strip-film cameras verify his "kills." After a brief "unwinding" period of relaxation in the ready room, he will plan tomorrow's activities during a thorough briefing resulting from facts correlated by the Air Combat Intelligence Officer.

He may shoot a game or two of Acey Ducey, but it's two to one that he'll "hit the sack" early in preparation for tomorrow's flights and fights. He will sleep well—eased by that warm feeling of having been able to make a v.0 report—"mission accomplished!"



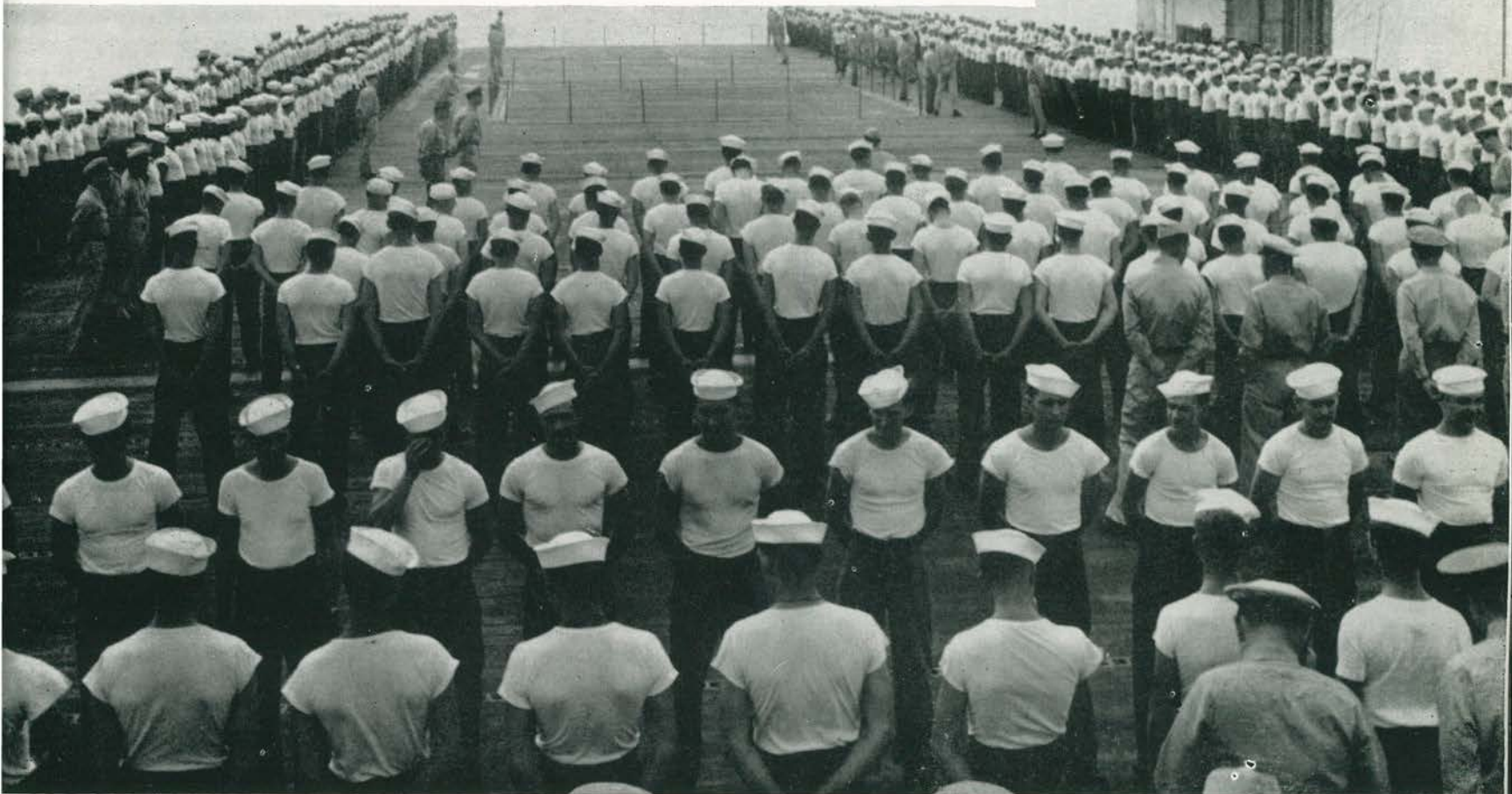
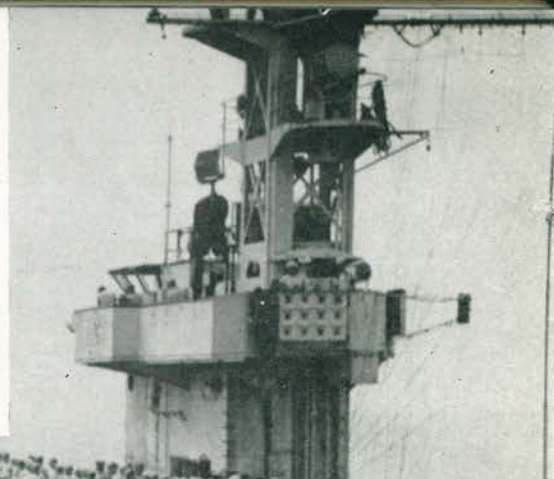
Virile Veteran...



In Retrospect

May 23, 1945, the *Savo* returned to San Diego for her first overhaul. The 15 months intervening since her commissioning had matured her from romanticized "Baby Flat-top" to war-wise, grim-visaged veteran with a swashbuckling roll in her salty stride.

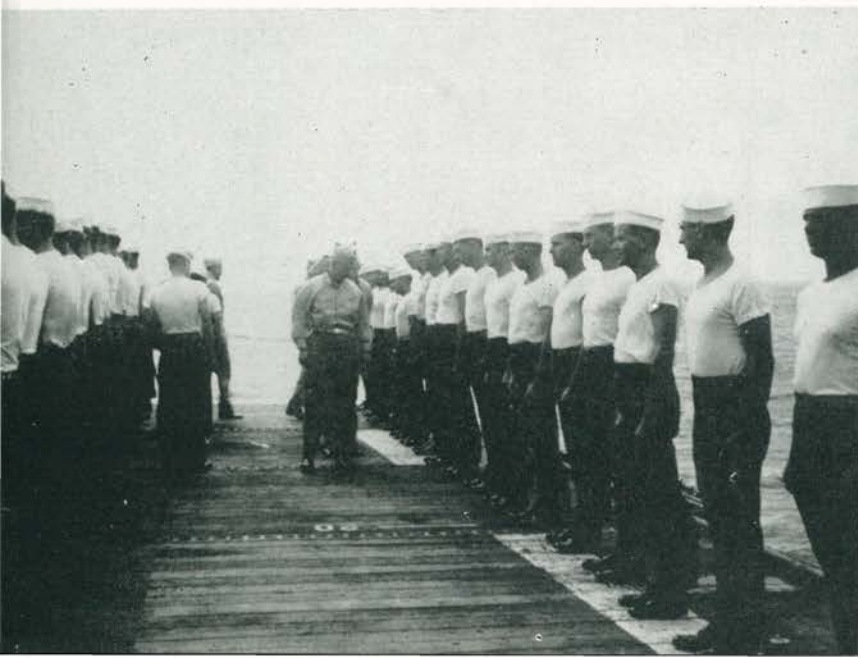
From her scarred decks, men had seen many things: fanfare, pomp and ceremony, comedy, tragedy, beauty and ugliness. They had learned many things, including how complicated a man's emotions became during the nightmare of war.

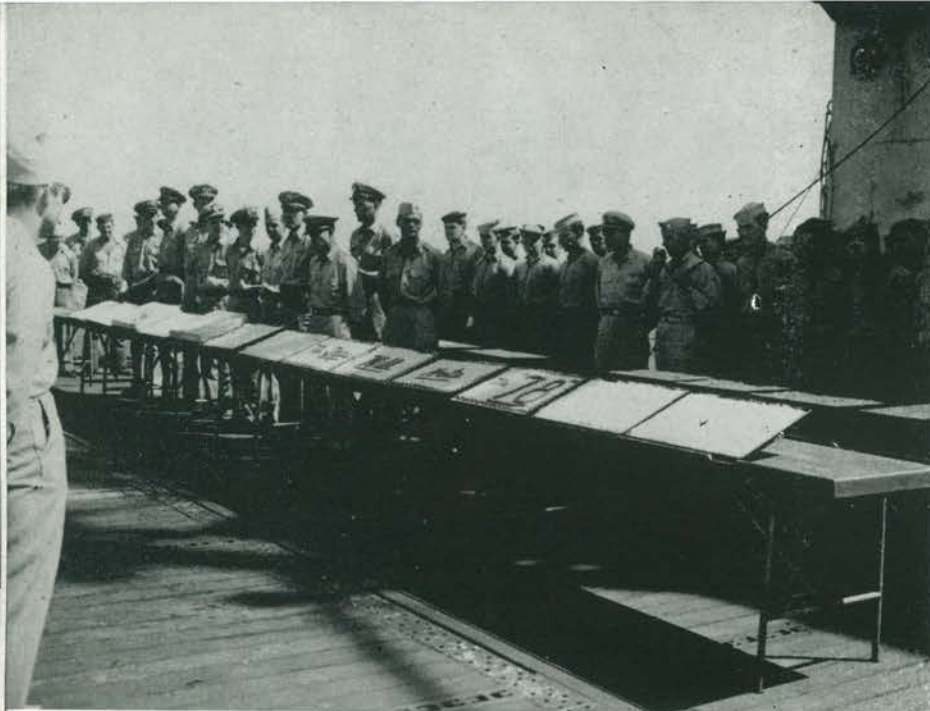


IN THE MOODY EAST CHINA SEA, TO ULITHI ATOLL, CAROLINES, AFTER THE FIREWORKS IN LINGAYEN GULF DURING THE INVASION OF LUZON, THE SAVO SQUARES AWAY FOR A DOUBLE CEREMONY

But first, the traditional inspection—as certain as time and tides.

Strained faces but robust bodies—the paradox of naval warfare.





One reason: Battle Baby "Savo Sue's" first birthday—and just lookit those cakes!



Plenty of cake—but the Savo is plenty of ship.



The other reason: VC-27's 3,000th landing—Lt. (jg) J. J. Miller, the pilot who made it, gets a full denture from Captain Anderson.

Eat, drink, and they'd make Mary—if she were there.





November 8, 1944, at Manus, Admiralty Islands—catastrophe strikes the ammunition ship, "Mount Hood."



September 22, 1944—A quiet Sunday afternoon rearming at Kerama Retto, Okinawa, Nansei Shoto—only seven air raids, but missed the later heavier raids by ten minutes.



August 17, 1945—The Savo "arrives" as "news." Big-name war correspondents visit her, between Willa-Waws, at Adak, Aleutians. Left to right: Lieut. Robert Hartman, P.I.O., Comdr. North Pacific; Murray Moler, V.P.; James Lindsey, A.P.; Capt. John B. Scudder, P.I.O., 11th Air Force.

Left to right: Moler, Scudder, Benton, Hartman.





CRASH

Landings!

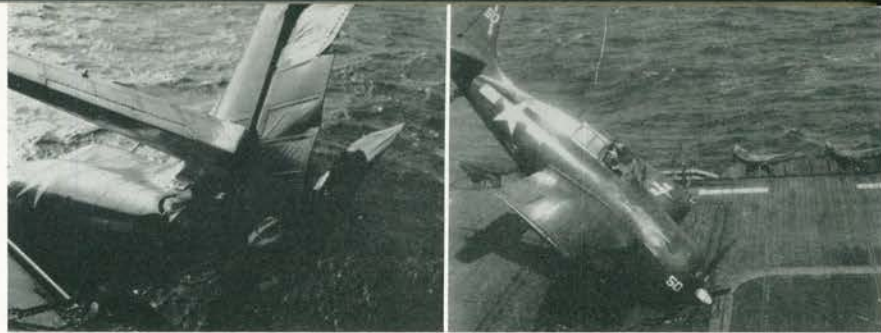


HEAD-ON

Sinkers, skimmers, twisters, tail splits—you name 'em—fickle ole "*Savo Sue*" had seen 'em all.

Some were fun, some were surprises. Others brought frozen fear in their inevitable destruction.

Look over a few and remember when—





Kuluk Bay, Sweepers' Cove, Adak, Aleutians—Mt. Moffet in the background.

RENDEZVOUS

Out of the murky dawn of August 14th, the first carrier to stage for North Pacific operations at bleak, treeless Adak glided silently, shrouded in secrecy and Aleutian fog, into the sullen depth of Kuluk Bay.

Bristling with special supplies, secretly selected personnel, and sealed orders, the doughty escort carrier veteran (*U.S.S. Savo Island*—CVE-78) of nearly every major assault operation from the Palau to Okinawa had a rendezvous to keep with history.

Bronzed and hardened by nearly two years Southwest Pacific warfare, the *Savo's* crew musters in the chill Arctic air as invisible fingers whisk vaporous curtains to reveal the silent dignity of the volcano-tipped islands that would mark, perhaps, the final milestone in their path to victory.

An electric tenseness seethes silently down the blue-jacketed line of parka-clad men-o'-war. Wearied, yet determined "to see it through," they are aware that sometime, somewhere, a possible armistice could give them a last-minute reprieve from another blistering landing operation—this time destined for the very heart of the Japanese home islands.

They also are equally alerted to the follies of wishful thinking. News of the *Indianapolis* tragedy, just received, has rasped on raw nerves the necessity for vigilant, watchful waiting. Throughout the night and early dawn, their ears had been keyed to the radios, but every hand had been at his battle station.

By mid-morning the harbor pilot is taken aboard, and the first carrier ever to stand in at Adak swings into a majestic inaugural approach to the inner waters of Sweepers' Cove. The pilot brings, with his navigational skill, also torturing, restless rumors. "On the beach they're betting . . ."

Snow-bloused mountains vie with their emerald-green petticoats in silent, conflicting impressions of sparkling beauty and sullen treachery. Each veteran, playing poker with his hopes and fears, inhales this conflict in Nature and recognizes it as a reflection of the same secret he has been trying to keep hidden from shipmates who understand only too well.

Such is the unspoken language and mutual understanding of service men in those timeless hours and days and weeks in which the renaissance of sanity hovers in the balance.





WITH HISTORY

Somehow, in some way, "the word" flashes from man to man, compartment to compartment, by such eloquence as lifted eyebrows, shrugged shoulders, winks, grins, growls and curses. "Beach radios are on alert. Could be anything. Probably another rejection or just another stall."

Yet . . . Maybe . . .

The *Savo* ties in at Sweepers Cove. It is 1300 Navy time—1 P.M. civilian time in the Aleutians—and 7 P.M. "back home" in Washington. Final conning is completed by skipper Captain William D. Anderson, U.S.N., and by Executive Officer, Commander Ralph R. Humes, U.S.N., (left to right in leather coats).

A communicator with tight lips and flushed face relays to the quartermaster a message for the Captain. It came with numbing swiftness and deceptive brevity. The metallic click on sound-boxes and the colored lights on all communication lines answer to the immediate touch of Captain Anderson's deliberate, darting fingers. His voice is calm yet imbued with a contagious buoyancy.

The first arrival of a carrier in the Aleutians had kept its final rendezvous. Destiny had replaced that rendezvous with history instead of war. With one simple sentence a thousand lives, in one escort carrier, were reborn: "Attention, all hands. The war is over!"

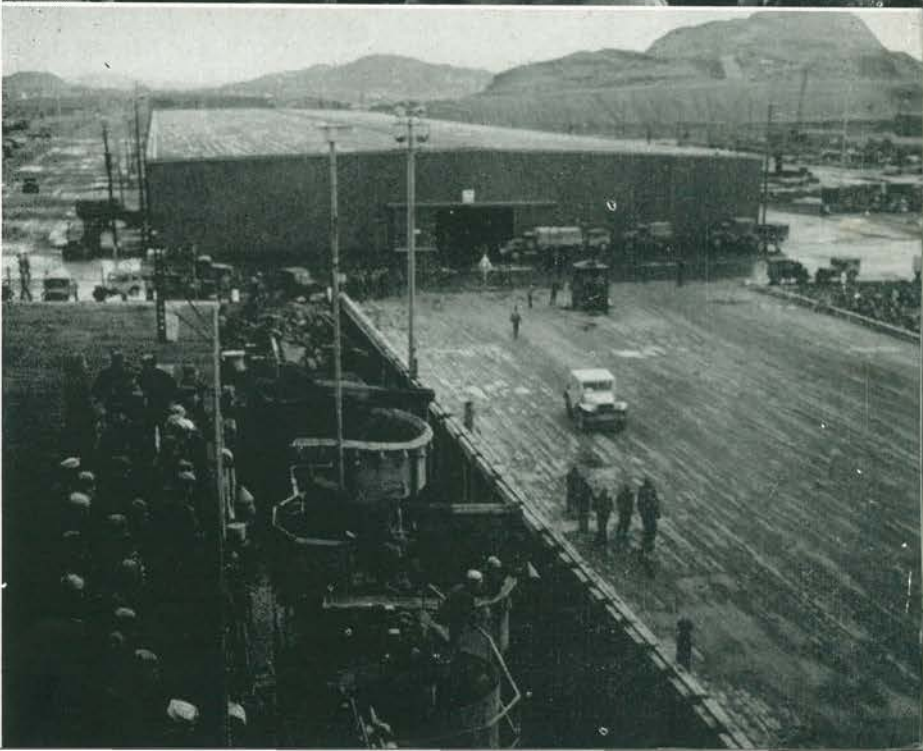
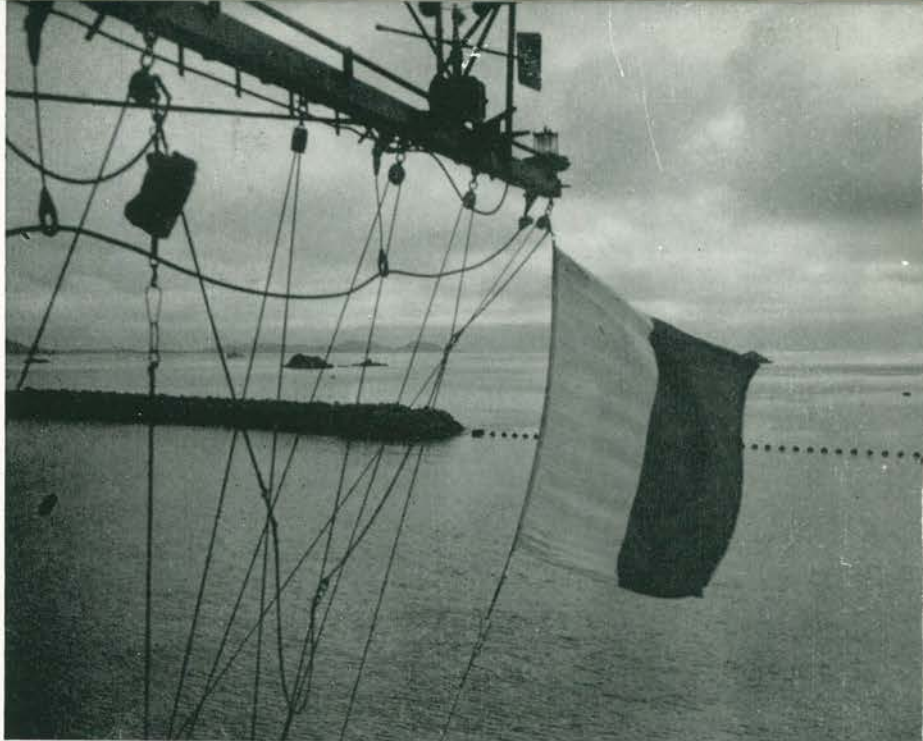
The reaction was as rapid as it was unexpected. The ship echoed to one long, tremendous shout—then utter silence. An identical reaction was heard and noticed at every quonset hut, storage building, and neighboring vessel that lined the waterfront. From every shipboard port, hatch, lightlock and compartment men swarmed to breathe the exhilarating air of a new, but surprisingly quiet and self-contained exuberance.

Men from ashore streamed from every building and rapidly gathered in quiet little groups on the dock. Men in the ships silently clustered in knots along the sponsons, gunmounts, and flight deck. They stood there, almost reverently still, for fifteen minutes and just stared at each other. Perhaps it was the shock, or perhaps relief—call it the "unwinding" after years of constant nervous tightening.

Like men awakening from a nightmare, they finally broke up and filtered toward little, puttering jobs—anything to keep hands busy, lest they be caught trembling. Now an occasional remark could be heard. "Boy, am I gonna get stinkin' drunk tonight! . . . So what do we do now! . . . Think we'll be kept in long? . . . What about a new point system for discharge? . . ."

All those remarks were just a bit too lightly uttered, just a bit too careless in tone, just a pitch too high. Nobody intended them to be taken seriously, and no one did.

Then, one by one, the men slipped into those countless little "sacking-out" and "corking-off" hideaways that only shipboard sailors can discover and keep hidden. Some stole surreptitious reviews of snapshots, photographs of sweethearts, wives, children. Others stole into corners and started laboriously composing the letter home. There were many who disappeared into solitary sheltered nooks where a guy could hold a sort of silent communion with those he loves back home, or with God, or with former shipmates who will never return home—and where some lug wouldn't be able to misinterpret that damned Aleutian mist that gets in a fellow's eyes at a time like that.



"It's Over!

Watchful waiting tracks "scuttlebutt" along the air waves.

Reports assume a more official tone.

Sporadic outburst of sheer, physical jubilation; then a return to that peculiar soul-satisfying silence.

REACTION

Although hopefully expected, the order to cease fire came with brief, stunning suddenness at 1300 (Navy time) at Adak, Alaska, August 14, 1945. After the initial jubilant shouts, reactions were the antithesis of civilian orgies. The men became pensive, rather serious, and remained unusually quiet. That the long, hard, and bloody road to victory had finally come to an end just seemed too good to be true.

Stunned silence and quiet satisfaction as the word at last becomes official.

Squadron VC-3 "on the beam" with that "victory glow."



..... "We've Won!"

Captain Anderson proclaims the *Savo's* own special V-J Day celebration while anchored in Kuluk Bay, the evening of August 15, 1945.

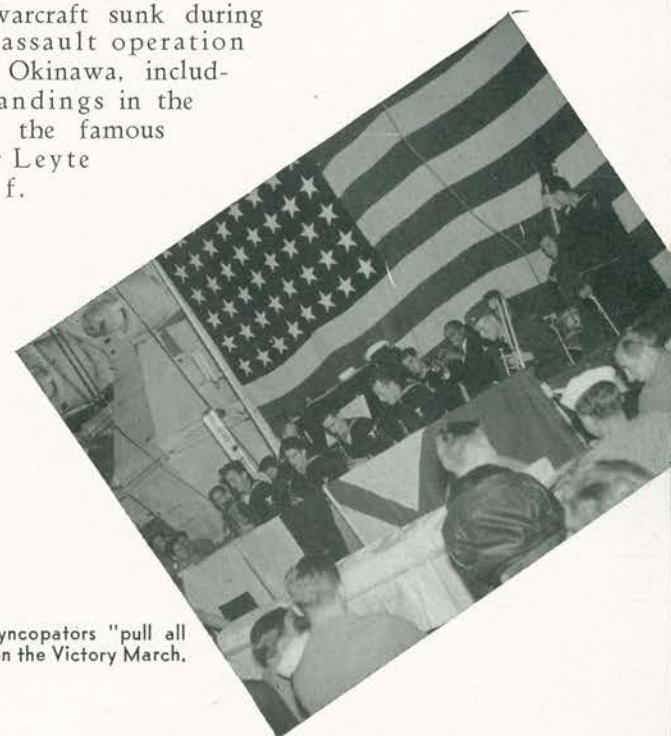
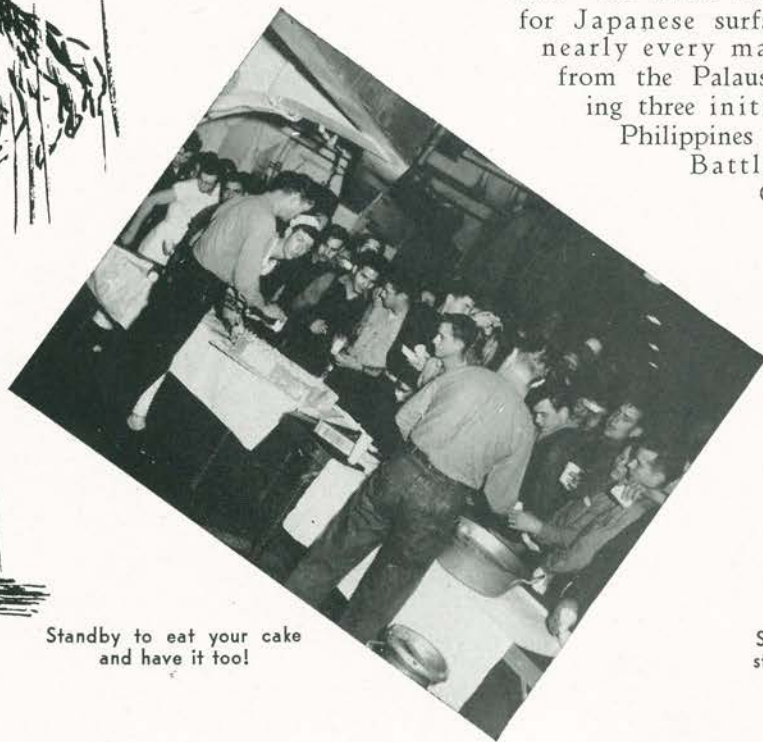
The Skipper throws the steel at a softer target as Chaplain James J. Cullinan and Baker 3/c Meisenburg standby to pass the pastry instead of ammunition.

Commander Humes continues the attack.



CELEBRATION

Sweet are the fruits of victory, especially to the crew of the *Savo Island*, that climaxed one of the best escort-carrier combat records with this V-J Day party. . . . Preparing to pass the pastry instead of ammunition, for the first time since her commissioning, the *Savo Island* had prowled in quest of the enemy in every operational zone from the New Hebrides, "way down under" the equator, north to the Aleutians. Her bridge wears 65 "meat balls" for aerial victims and three silhouettes for Japanese surface warcraft sunk during nearly every major assault operation from the Palaus to Okinawa, including three initial landings in the Philippines and the famous Battle for Leyte Gulf.



Standby to eat your cake and have it too!

Savo Syncopators "pull all stops" on the Victory March.

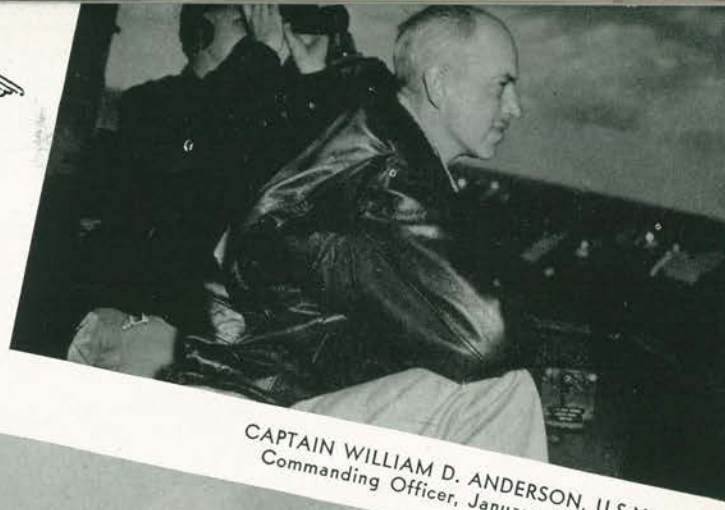


The Men Who Manned Her...





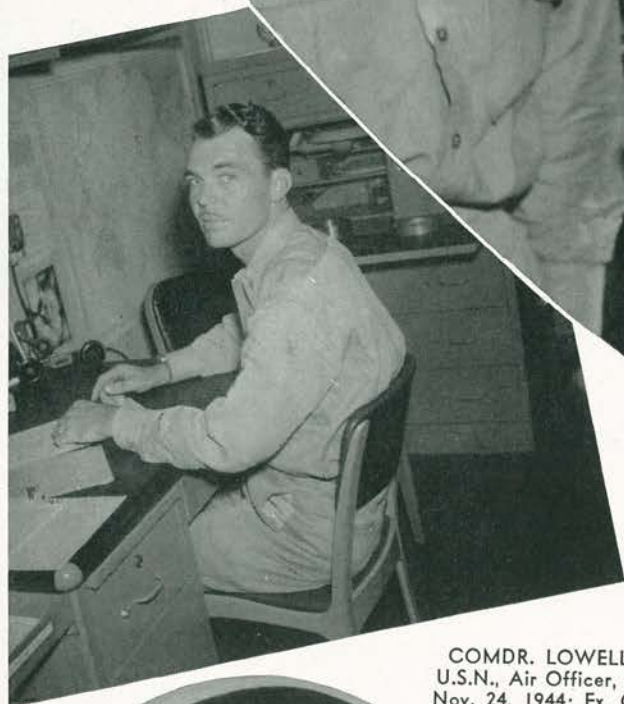
CAPTAIN CLARENCE E. EKSTROM, U.S.N.
Commanding Officer, Dec., 1943-Jan. 19, 1945



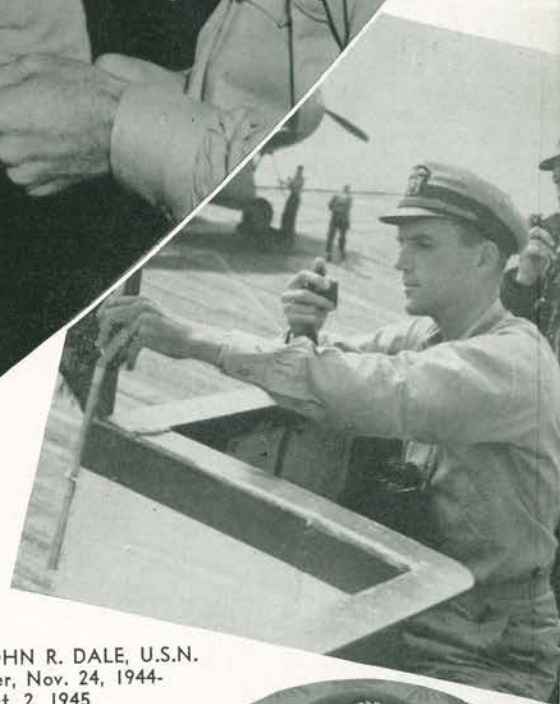
CAPTAIN WILLIAM D. ANDERSON, U.S.N.
Commanding Officer, January 19, 1945



LT. COMMANDER M. D. COOPER, JR.
U.S.N.R., Navigator
CPT. WILLIAM D. ANDERSON, U.S.N.
COMMANDER LOWELL S. PRICE, U.S.N.



COMDR. LOWELL S. PRICE
U.S.N., Air Officer, Jan. 19, 1944-
Nov. 24, 1944; Ex. Off., Nov. 24,
1944-July 1, 1945



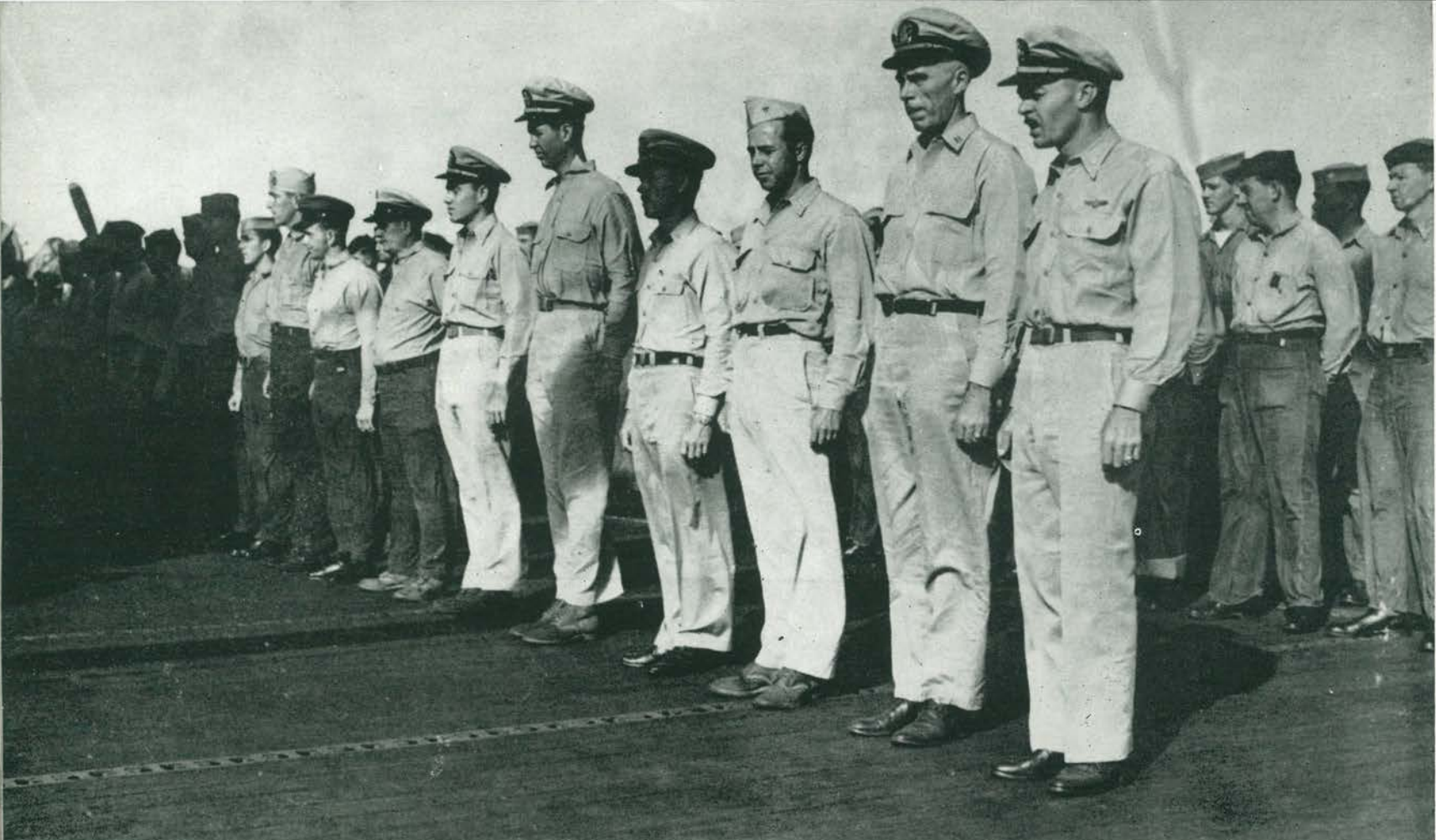
COMDR. JOHN R. DALE, U.S.N.
Air Officer, Nov. 24, 1944-
Oct. 2, 1945



COMDR. THOMAS E.
GILLESPIE, U.S.N.
Ex. Off., Dec., 1943-
Nov. 24, 1944



COMDR. RALPH R. HUMES
U.S.N., Ex. Off.,
July 1, 1945



Some Become Heroes .

Line up, boys, and take your punishment. R-L: Comdr. Lowell S. Price; Lt. Alexander W. Parker; Lt. Kenneth R. Carey; Lt. (jg) Garth D. Miller; Lt. (jg) James P. White, Jr.; Lt. (jg) Forrest F. Glasgow; John H. Huff, ACMM; Owen N. Coffee, ACMM; O. H. Pearce, ACMM; D. Brown, TM1c; Charles D. Medley, then AMM1c; T. J. Cymmer, ART1c; George E. DeNoma, then AOM1c; Daniel W. Rado, AMM3c; David N. McCallum, then AMM1c; Howard F. Reser, then PhoM1c.



Captain William D. Anderson pins a Navy Cross over the wings of Comdr. John R. Dale who distinguished himself by extraordinary heroism in flight operations against the enemy off the Philippines.



Comdr. Lowell S. Price received the Bronze Star Medal for meritorious achievement during operations against the enemy. Later to become our Executive Officer, he was at that time serving as Air Officer of the Savo Island.



The Letter of Commendation, with privilege to wear the special Navy Commendation Ribbon, is awarded to those who have distinguished themselves by acts or outstanding services performed. Here Lt. (j.g.) Garth D. Miller, Catapult Officer, is congratulated on receipt of his citation.

PHOTOGRAPHS ARE NOT AVAILABLE FOR

LT. ALEXANDER W. PARKER, Air Combat Intelligence Officer—Commendation Ribbon.

LT. KENNETH R. CAREY, Flight Deck Officer—Commendation Ribbon.

LT. (jg) WILLIAM L. DIFFEE, JR., Landing Signal Officer—Commendation Ribbon.

LT. (jg) FORREST F. GLASGOW, Aviation Ordnance Officer—Commendation Ribbon.

MEDLEY, CHARLES D., then AMM1c, Aviation Engineering Crew—Commendation Ribbon.



Lt. (jg) James P. White,
Jr., Officer-in-Charge of
Arresting Gear, receives
a Commendation Ribbon



Cymmer, T. J., ARTlc,
Aviation Radio Crew —
Commendation Ribbon



Huff, John H., ACMM,
Arresting Gear Chief —
Commendation Ribbon



McCallum, David N.,
then AMMlc, Plane Di-
rector — Commendation
Ribbon



Coffee, Owen N., ACMM,
Hangar Deck Chief —
Commendation Ribbon



Reser, Howard F., then
PhoM lc, Aircraft Pho-
tographer — Commen-
dation Ribbon



Pearce, O. H., ACMM,
Flight Deck Chief —
Commendation Ribbon



DeNoma, George E.,
then AOMlc, Aviation
Ordnance Chief —
Commendation Ribbon

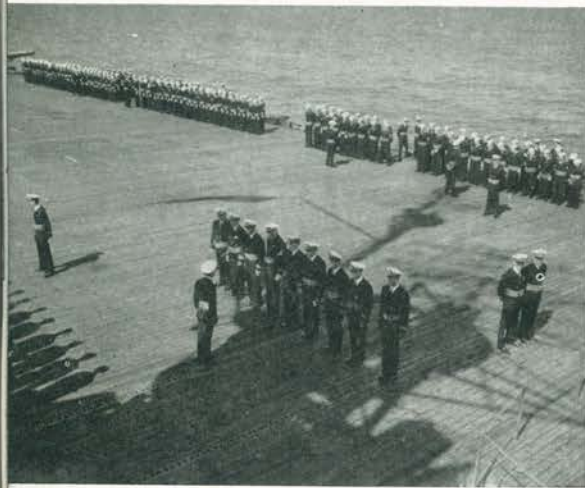


Brown, D., TMlc, Avia-
tion Ordnance Crew —
Commendation Ribbon



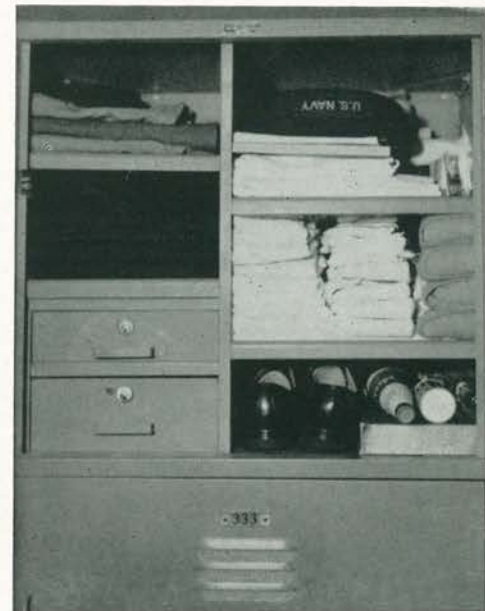
Rado, Daniel W., then
AMM3c, Plane Director
— Commendation
Ribbon

HOW THEY



Very blue, but not downhearted! The usual full-dress inspection en route Stateside.

How the well-stowed seaman's locker should look. Anyway, it was better than the seabag used in pappy's day.



September Morn—and every other damned morning, too—at 0500!



Jealousy at first sight!



Basin Street, Beal Street, Harlem—Savo had 'em.

'Twas plain hell, men—always the rumble of heavy guns.

[93]
92



LIVED



Inspired literature.



Junior Officers—aren't they the dirty ole cut ups!



He's taking quite a shine to it.



I'd rather have a paper Dollie—who said that?



Clean of mind and body—don't slip on the soft soap.

Luxurious, spacious quarters—if you don't mind small change.





Movies coming aboard.



Men at work on the fantail.

HOW THEY WORKED

Chiefs: (Front Row) Dion, CEM; Freye, CRT; Dionisopoulos, CQM; Hebert, CBM; Hall, CSF; Ostrander, CEM; Henderson, CRM; (Second Row) Reser, CPhoM; Hawk, ACMM; Bennett, CY; DeNoma, ACOM; Morgan, CBM; Therriem, CB; Clabaugh, CWT; Neville, CGM; Bougher, CMoMM; (third Row) Beck, CMM; McDowell, CMM; Moll's, CPhM; Addy, ACMM; Cole, ACOM; Pelvit, CWT; Robinson, CCS.

L-R: Lt. Comdr. Cooper; Lt. (jg) Willits; CQM Dionisopoulos, reading the sun to obtain ship's position.



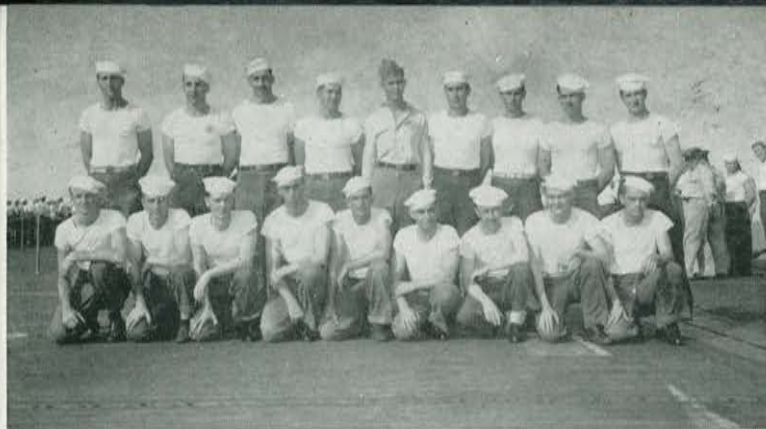
Ship's Library—L-R: Cross, Y3c; Chevalier.



Y3c, Librarian's Assistant, and Frazier, STM1c. Flight deck crew spotting a TBM (torpedo bomber) aft.



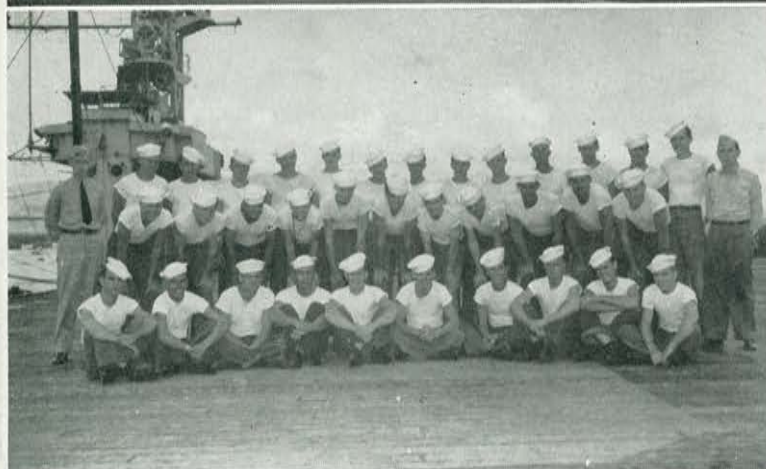
Loading ammunition at Kerama Rotto, Nansei Shoto.



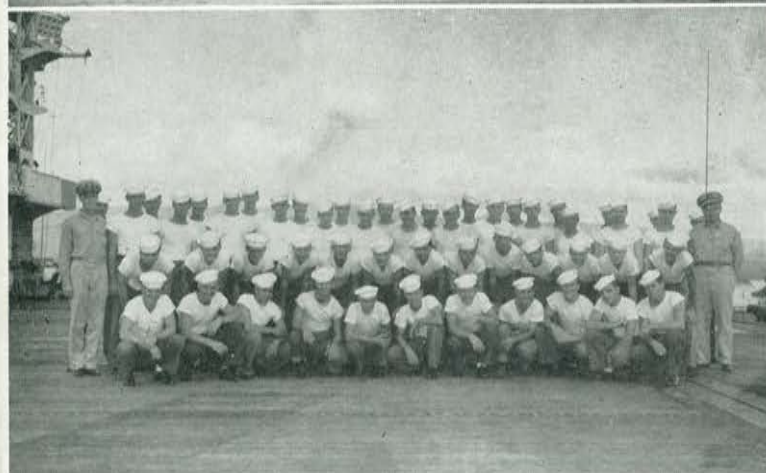
A
—
DIVISION



B
—
DIVISION



1st
—
DIVISION

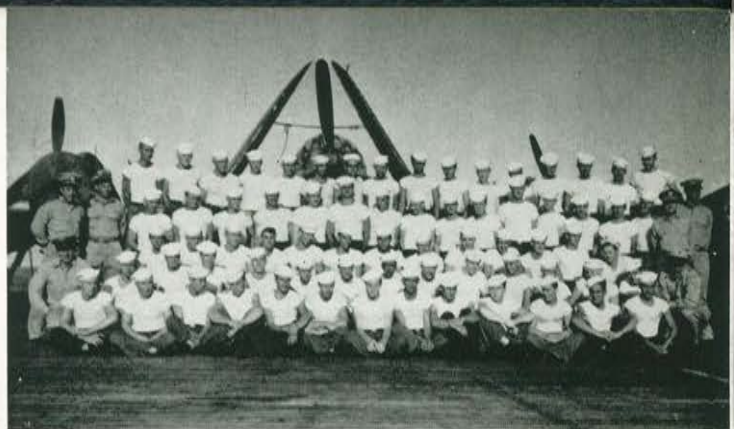


2nd
—
DIVISION

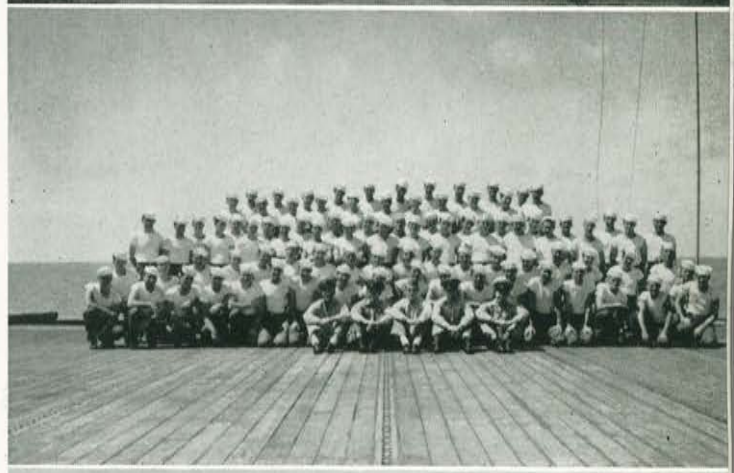


3rd
—
DIVISION

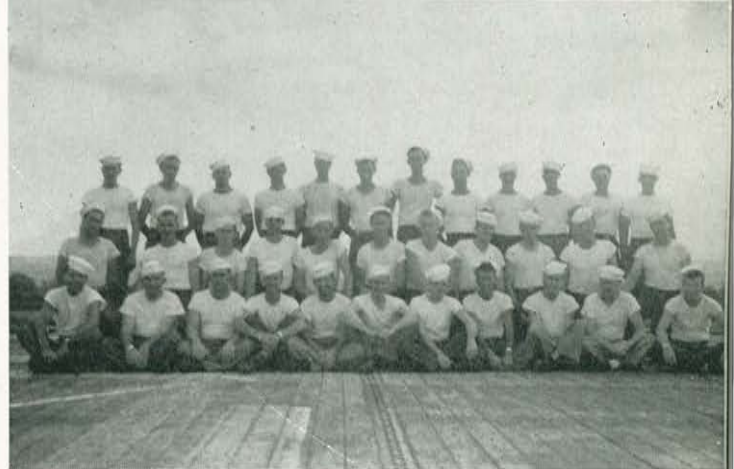
V1
—
DIVISION



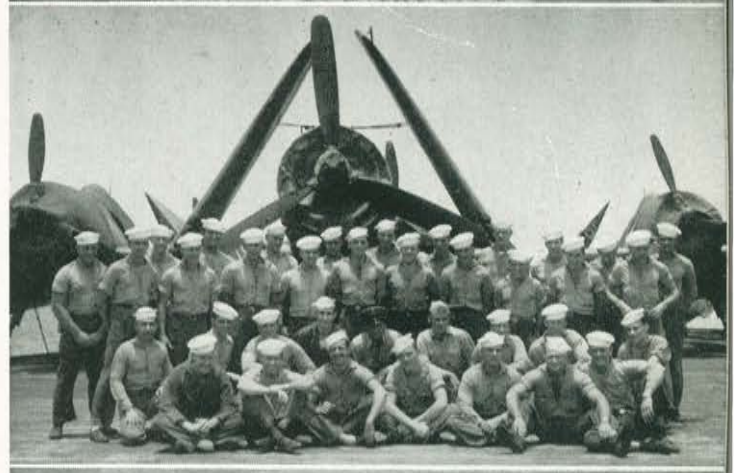
V2
—
DIVISION



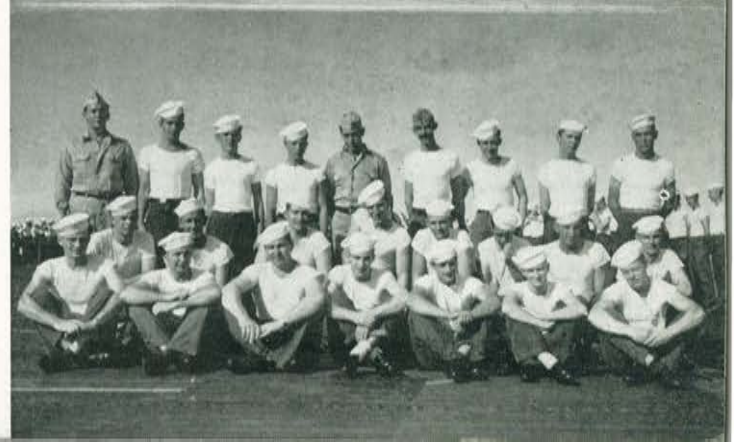
V3
—
DIVISION



V4
—
DIVISION

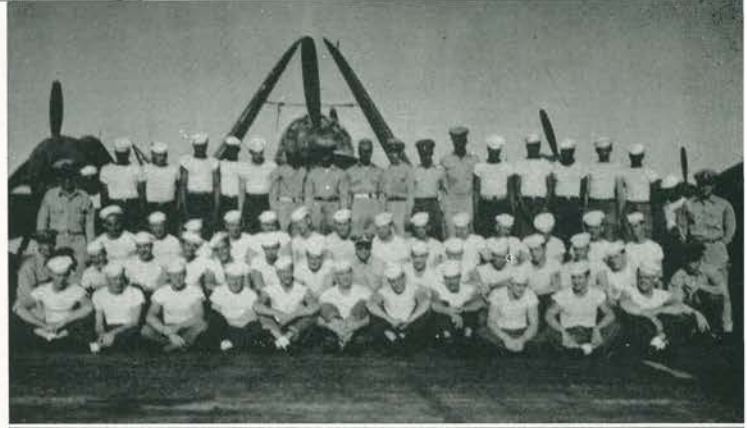


E
—
DIVISION

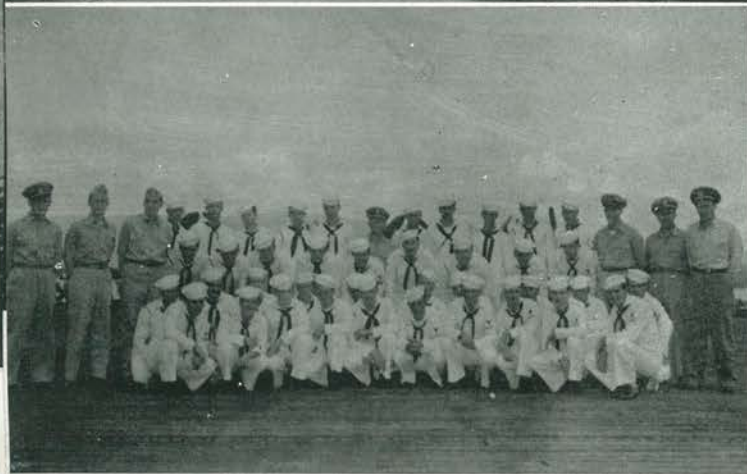




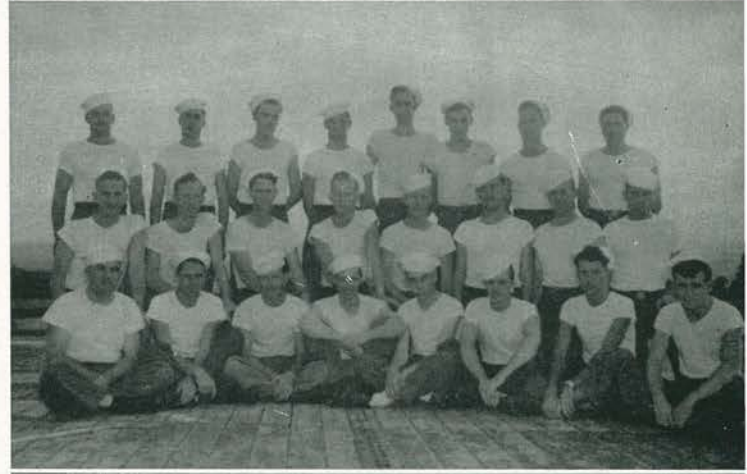
H-DIVISION



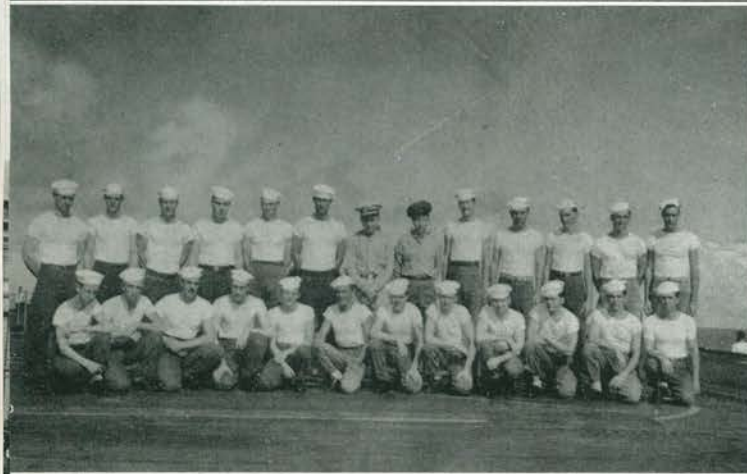
S-DIVISION



K-DIVISION



RADAR TEAM



M-DIVISION



GASOLINE GANG



N-DIVISION



CATAPULT CREW



R-DIVISION



PLANE MECHS



Lt. R. W. Hanes, USNR
Lt. W. A. Lucas, USNR
Lt. A. C. Pfautz, USNR



Lt. V. J. Clayton, USNR
Lt. (jg) A. R. Lea, USNR
Lt. A. T. Tisone, USNR



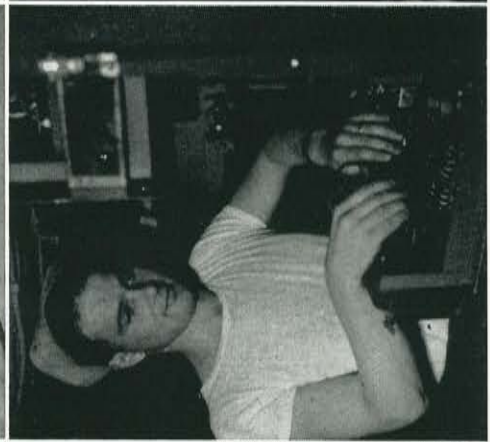
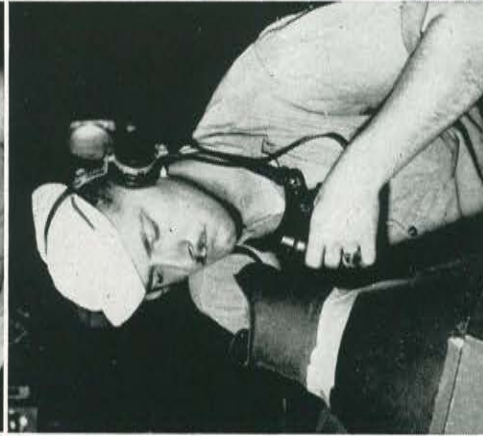
Lt. (jg) K. O. Bates, USN
Lt. W. R. McClintick, USNR
Ch. Pharm. C. E. Wenlock, USN



Lt. (jg) E. L. Kyffin, USN
Lt. Q. B. Nichols, USNR
Lt. L. J. Goler, USNR



Lt. Comdr. C. G. Crenshaw, USN
Lt. L. E. Giles, USNR
Lt. (jg) H. O. Willits, USNR



F. S. Kueneman, QM 3/c

R. M. Johnson, Rd M 2/c

G. W. Kirby, QM 3/c

B. B. Love, Rd M 3/c

R. E. Dumaine, Sp (A) 1/c

L. L. Carpenter, Rd M 2/c

G. S. Williams, Rd M 2/c

A. F. Protz, Rd M 2/c

D. M. Richardson, Rd T 1/c

S. E. Robbins, RM 2/c

R. F. Lisowski, Rd M 2/c

H. E. Megison, Rd M 2/c

W. I. Burtis, Rd M 2/c

D. L. Brumbaugh, Rd M 2/c

R. I. Jayne, Rd M 1/c

HOW THEY PLAYED

Flight Deck Field Meet and Happy Hour at Manus, Admiralty Islands

OCTOBER 10, 1944



The medicine ball relay race.

Captain presenting athletic awards won during Happy Hour.

The Sack Race Winner, Ray, S1c, V-1 Div.



Pie Eating Contest.

The 100-Yard Dash.



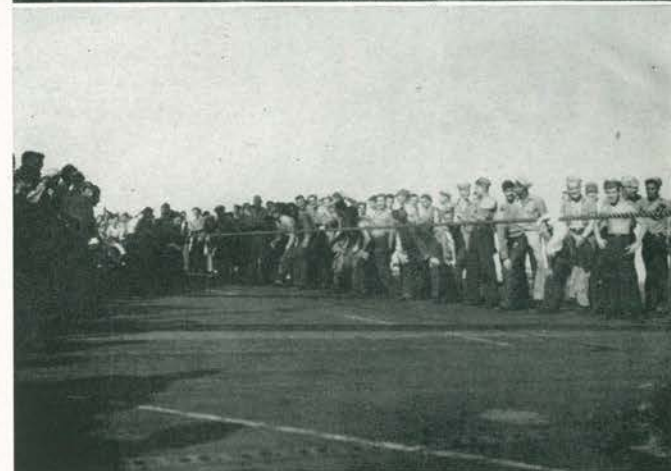
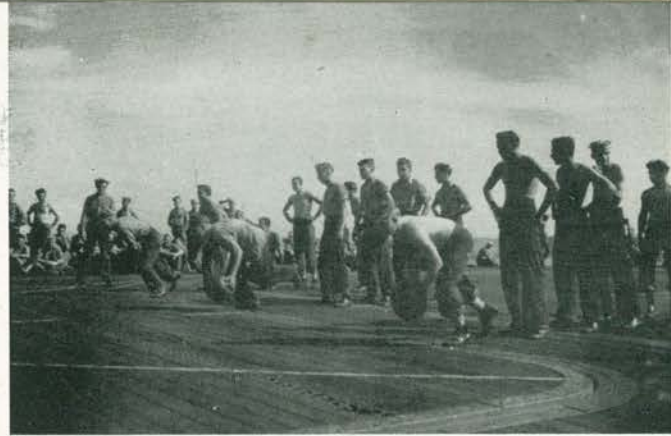
Get ready, set go!

Tug-O-War — Airdales vs. Deck Hands. Airdales—winner!



The winnah! DeGino, Cox, 2nd Div.

Chaplain Dolan presenting prizes to winners.

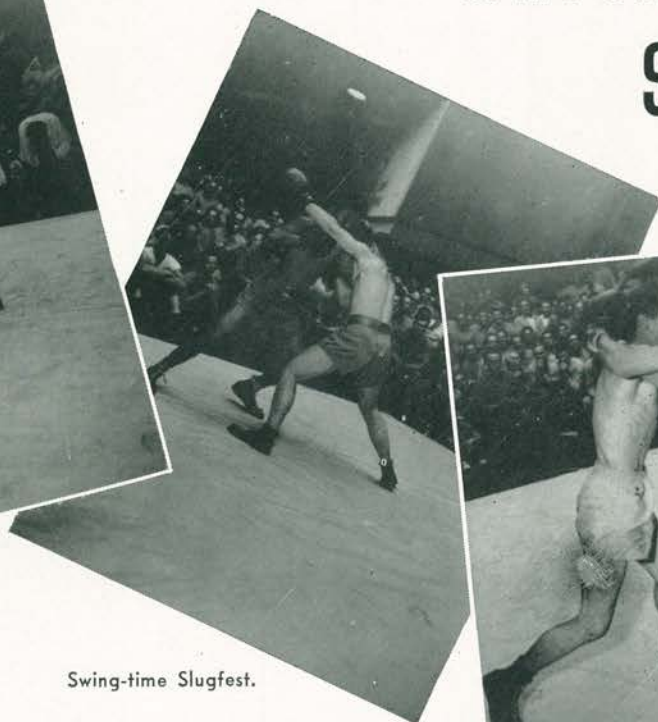




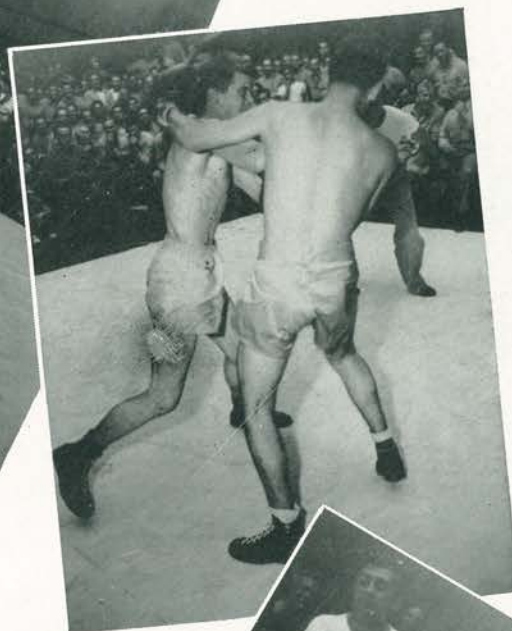
WATCH 'EM SOCK 'EM —



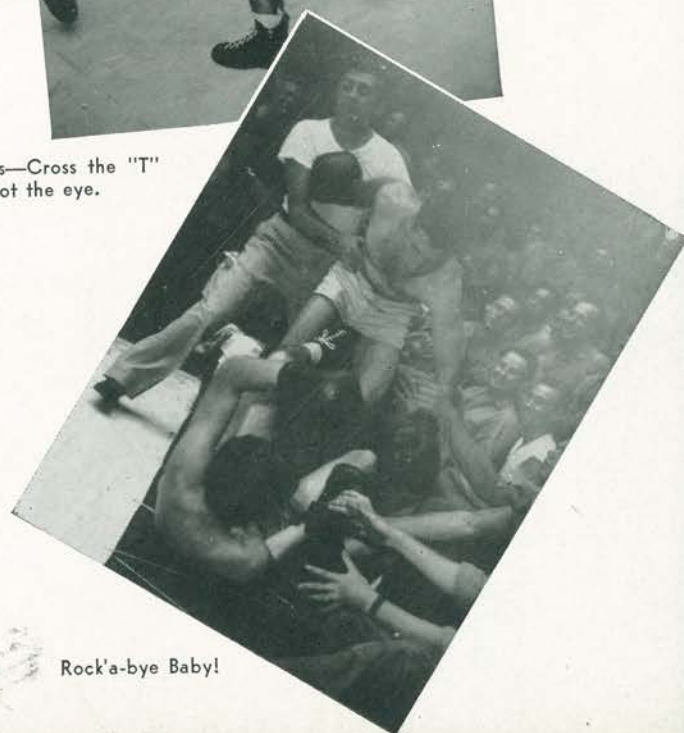
Cum out
cloutin'.



Swing-time Slugfest.



Navy tactics—Cross the "T"
and dot the eye.



Rock'a-bye Baby!



Hangar Deck Hoop Harange.



Carrier Court Conflict.



Signalman—Ship's volleyball champs—1944: Lt. Giles, coach, L-R: (Front Row) Broeckelmann; (Second Row) Mahlmeister, Donnenworth, Olson, Eller; (Third Row) McDonald, Hunt, Bailey, Hull, Hurlbut.

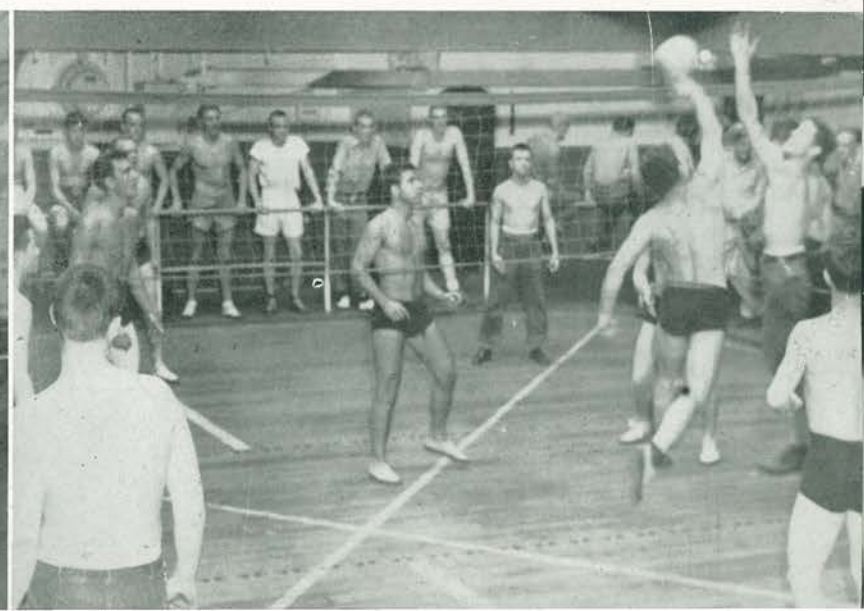


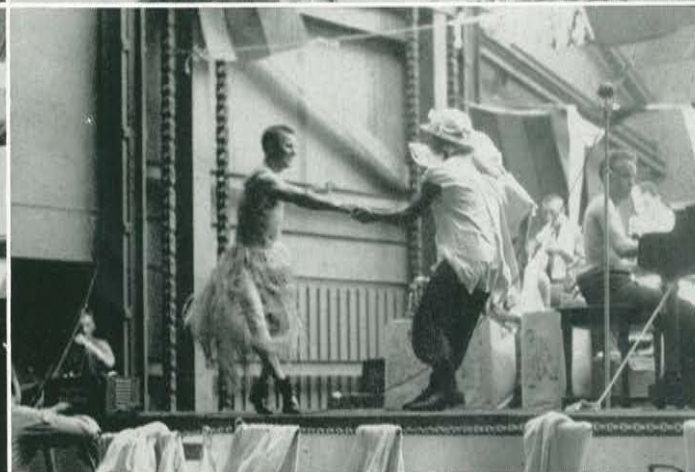
Planned economy—eliminating waist. L-R: Lt. (jg) White, Lt. Kurhajec, Lt. Comdr. Gelb, Lt. (jg) Hook, Lt. McClintick, Lt. Carey, Lt. (jg) K. O. Bates, Ch. Aerog. Robbins.

Victory is the summation of net results.



A velly voluable vitamized volley.





THE SAVO ISLAND SYNCOPIATORS

ORGANIZED BY
CHAPLAIN
LIEUTENANT JAMES J. CULLINAN
USNR-Ch.C.



B. G. Earlywine, S1c, USNR



J. O. Perdue, S11c, USNR



R. S. Hurlbert, ARM3c, USNR



D. L. Smith, RM3c, USNR



L. B. Lamolinara, AMM3c, USNR



Ens. W. S. D'Pagnier, USNR



C. P. Jones, EM2c, USNR



Lt. (jg) J. I. Murphy, USNR



E. A. Winiarski, Flc, USNR



J. R. Lolley, AMM2c, USNR



Ens. D. A. Richter, USNR

HOW THEY RELAXED



Fishermen, but not liars.



South Sea Socialite.

"Dear Mom . . ."



"Saint"ly Sinners.



Your brass is out.



Inseparable, indivisible, insufferable
(Who sed dat?)



"Pop" Jared's Jewelry Emporium.



The relentless quest
— for "Forever Amber."



Fantail Follies.



Juke-box Johnnies.

Home was never like this!



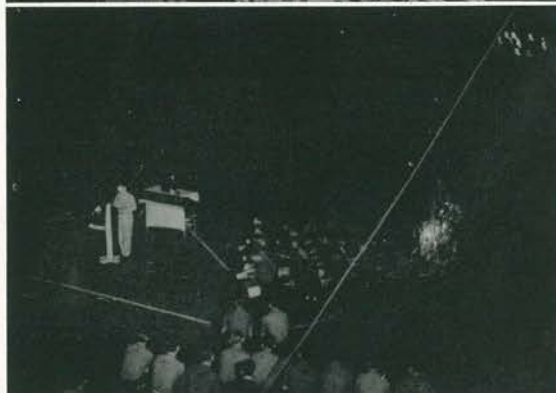
War is Hell!



It's contagious.



Christmas, 1944, at Manus.



S. O. . . .
F. O. . . .
Oh! Oh!



Poker-Packin' Poppa.



Ain't athletics grand!

Heigh ho, Hendrickson!

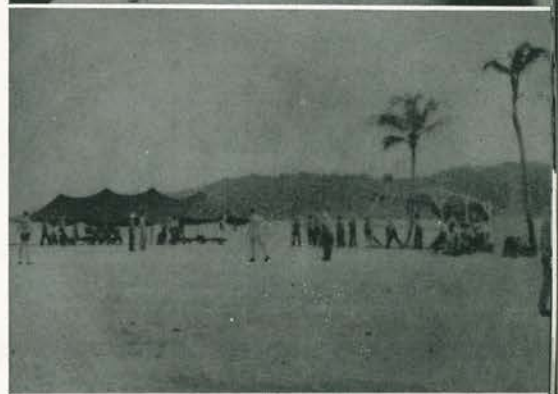
Good work — if you can get it.

Games are where you play them — at Tulagi.

At Guadalcanal.

No white ties, but plenty of tails.

Under Ulithi skies.

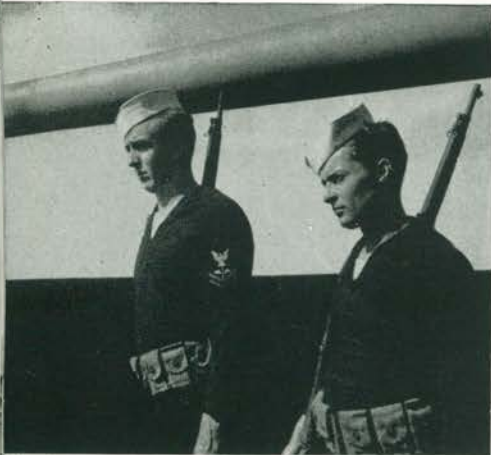


"FROM THE MOUNTAINS - TO THE OCEAN



Ship

D. R. Jacobs, West Haven, Connecticut
R. E. Larmer, Stratford, Connecticut



L. J. Nolan, W. F. Cahill, and L. B. Bladen,
Washington, D. C.



R. C. Winn, and D. T. Hamilton,
Atlanta, Georgia



G. Molina, Socorro, New Mexico
C. A. Quintana, Cuervo, New Mexico
B. R. Garcia, Albuquerque, New Mexico



R. S. McDuffie, Selma, North Carolina
H. Outlaw, Goldsboro, North Carolina



G. L. Wilson, Grand Forks, North Dakota
W. C. Kippley, Beach, North Dakota



R. E. Hart, Casper, Wyoming
P. Zowada, Acme, Wyoming



D. B. Ward, Haleyville, Alabama
J. W. Wilson, Kennedy, Alabama



F. H. McGraw, and R. E. Tate,
Birmingham, Alabama



TO THE PRAIRIE - WHITE WITH FOAM"

Mates



G. E. Hayes, Readville, Massachusetts
G. R. Sullivan, New Bedford, Massachusetts
H. J. Ford, Fall River, Massachusetts



V. J. Miller, Las Vegas, Nevada
B. F. Winn, Reno, Nevada



A. R. Schilling, Plainfield, New Jersey
W. A. Lucas, Pennsville, New Jersey
B. B. Benton, Bernardsville, New Jersey
S. Semel, Paterson, New Jersey



J. C. Jefferson, Belton, South Carolina
E. Jeter, Union, South Carolina



H. L. Mayle, Thornton, West Virginia
C. P. Lord, Martinsburg, West Virginia
J. H. Berry, Huntington, West Virginia



E. A. LaBelle, Burlington, Wis.; H. H. Wendt, Milwaukee, Wis.; R. L. Schwartz, Stoughton, Wis.; F. E. Uler, Milwaukee, Wis.; R. O. Morris, Milwaukee, Wis.



R. A. Thursby, Bisbee, Arizona



J. J. Larra, and E. B. Benner,
Tucson, Arizona



J. D. and C. W. Sherwood
Phoenix, Arizona





T. C. Segovia, Douglas, Arizona
R. A. Sedberry, Phoenix, Arizona
G. L. Rubio, Mesa, Arizona



J. A. Laftwich and L. E. Williams, Eudora, Arkansas



S. T. Young, Desha, Ark.; E. F. Ward, Hamburg, Ark.; D. W. Crouse, Princeton, Ark.; J. M. Thompson, Helena, Ark.; B. H. Alberson, England, Ark.



J. L. Earney, D. A. Reed, and J. M. Victory, Little Rock, Arkansas



J. W. Vastbinder, Manila, Ark.; E. E. Brown, Knobel, Ark.; R. G. Wheat, Blytheville, Ark.; E. R. Harris, Piggott, Ark.



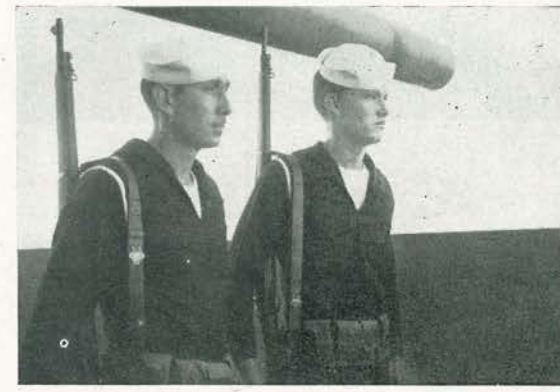
P. Marler, O. Simpson, and F. L. Minyard, Russellville, Arkansas



K. C. Trimble and E. L. Woods, Pomona, California



Top Row: R. Binder, W. A. Westling, E. Van-Eyk, G. R. Strohecker, R. J. Dashiell, Los Angeles, Calif. Center Row: L. Ward, J. H. Sands, L. W. Stanchfield, F. R. Slater, J. L. Lang, Los Angeles, Calif. Bottom Row: T. N. Bowers, R. E. Fletcher, G. L. Carr, V. L. Schierling, Los Angeles, Calif.



R. H. Becerra and J. F. Tone, Santa Barbara, California



H. F. Baker, Martinez, Calif.; C. H. Ingham, Oakland, Calif.; W. G. Boyce, Alameda, Calif.; L. C. Dunning, Hayward, California



A. H. Rosenberger and J. V. Williams, Fresno, California



M. C. Yocum and A. P. Manhart, Pasadena, California



F. Turner, Michigan, Arkansas
A. Grant, McGee, Arkansas



H. L. Springmeyer, Siloam Springs, Ark.;
K. F. LaRue, Mountainburg, Ark.; R. D.
McGhee, Paris, Ark.



R. C. Godfrey, Waldron, Arkansas
D. A. McGaugh, Parks, Arkansas



E. E. Harrison, Carlisle, Ark.; S. Holliman,
Harriett, Ark.; D. J. Bowers, Dover, Ark.;
J. O. Bateman, Conway, Ark.



Top Row: E. W. Wesselman, Maywood, Calif.;
R. A. Perrin, Bell, Calif.; J. J. O'Brien, Gar-
dena, Calif.; J. F. Stutz, Maricopa, Calif.
Bottom Row: J. D. Bray, Fontana, Calif.; T. O.
Wheatley, Glendora, Calif.; R. A. Swenson,
Ontario, Calif.; A. A. Caudillo, Riverside,
Calif.



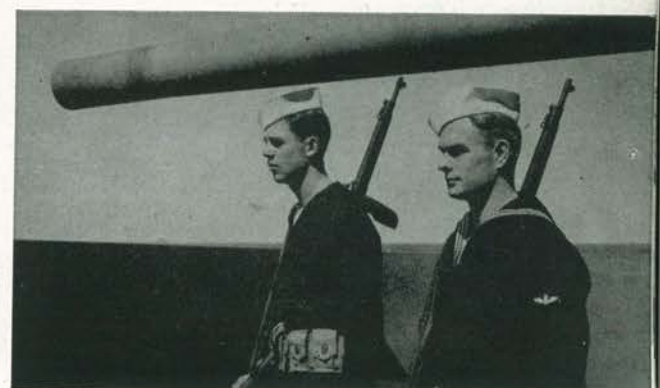
G. W. Smith, J. V. Moyers, and N. O. Shock,
Pine Bluff, Arkansas



D. L. Lager, San Francisco, Calif.; E. Alterman, San
Francisco, Calif.; W. M. Shekels, Sunnyville, Calif.



D. M. Richardson, J. W.
Staple, C. J. Gomez, Co-
lusa, California



R. M. Helman, Duartd, Calif.; J. B. Tyler,
Sierra Madre, Calif.



R. I. Jaycox, L. O. Wing, S. A. Scarlett,
W. J. Goeman, Sacramento, Calif.



D. E. Hronesh, A. W. Smith,
A. E. Morris, Ventura, Calif.



I. W. Brown, Van Nuys, Calif.; L. H. Drager,
Redondo Beach, Calif.; R. M. Johnson, Pico,
Calif.; P. G. Svensk, Torrance, Calif.



W. F. Gary, Jr., Stockton, Calif.; J. E. Victor, Stockton, Calif.; W. H. Ray, Modesto, Calif.



H. Dieterle and H. J. Walesky, Greeley, Colo.



C. W. Kulbe, Sterling, Colo.; R. E. Finker, Akron, Colo.



L. H. Fewkes, Meridan, Idaho; A. L. Thompson, Boise, Idaho; W. E. Wilson, Euhl, Idaho; C. W. Ferbrache, Mountain Home, Idaho



E. L. Lounsberry, Havana, Ill.; J. L. Wilcoxon, Springfield, Ill.



Back Row: A. F. Protz, L. J. Dinnocenzo, R. F. Camden, J. R. Artwohl, Chicago, Ill. Front Row: E. Kroichick, C. L. Hawk, G. C. Scherschel, Chicago, Ill.



L. J. Wintz and R. R. Toomey, Evansville, Indiana



R. L. Lechilitner, Nappanee, Ind.; R. R. Roth, Goshen, Ind.



H. C. Stults and R. G. Earlywine, Fort Wayne, Indiana



G. E. Todd, Burlington, Iowa; R. I. Oge, New London, Iowa; Henry F. Wirth, Davenport, Iowa



H. R. Handke, Oto, Iowa; P. R. Carlsen, Anthen, Iowa



M. J. Cohea, Waterloo, Iowa; D. L. Hurlbut, Cedar Falls, Iowa; A. T. Hoppenworth, Ionia, Iowa



P. G. Wynkoop, Mack, Colo.; H. E. Neese, Mineral Hot Springs, Colo.; H. Ackerson, Paonia, Colo.



J. E. Farnes, Swan Valley, Idaho; C. K. Burke, Grace, Idaho; E. Welker, St. Anthony, Idaho



D. A. Robb, L. E. Dunnagan, H. A. Hufty, Denver, Colorado



L. W. Davis, Quincy, Ill.; J. H. Tice, Cowling, Ill.



G. F. Kahle, Rock Island, Ill.; G. W. Reid, Moline, Ill.; D. L. Smith, Polo, Ill.



R. G. Larsen, Maple Park, Ill.; W. I. Burtis, Hoopeston, Ill.



P. A. DeVoss, Knoxville, Iowa; G. E. Titler, Marion, Iowa



T. V. Wendling and J. C. Marlin, Keokuk, Iowa



J. M. Morris, New Castle, Ind.; B. D. Cordray, Edinburg, Ind.; G. W. Kirby, Marion, Ind.



R. E. Bentsen, Frankfort, Kan.; N. A. Benson, Topeka, Kan.; M. M. McDonald, Junction City, Kan.; V. L. Maddy, Kansas City, Kan.



A. G. Corper, Spencer, Iowa; B. Blumenthal, Graettinger, Iowa; I. Brown, Spirit Lake, Iowa



E. J. Beck, Tipton, Kan.; L. E. Shamburg, Scottsville, Kan.; V. Hochstatter, Hoisington, Kan.; C. E. Renner, Great Bend, Kan.



Robert L. Gray, Baughman Heights, Danville, Ky.; Forrest P. Johnson, Goddard, Ky.



Melvin H. Webb, Springdale, Ark.; Loren S. Basler, Erie, Kan.; Donald L. Wilson, Arkansas City, Kan.; Thomas H. Weston, Walnut, Kan.; Joe Suddock, Emporia, Kan.



Fred V. Hosmer, Pineville, Ky.; Ernest Combs, Carrie, Ky.; Willard H. Wilson, Bowling Green, Ky.



James E. Claybrook, Logansport, La.; Kenneth L. McVay, Vivian, La.; Roger R. Presley, Blanchard, La.; James V. Carlisle, Rodessa, La.



Joseph Giordano, Fardoche, La.; Franklin P. Yates, Baton Rouge, La.



August R. Meche, Branch, La.; Shirley Roger, Carencro, La.; Herman E. Megison, Abbeville, La.; Joseph Roseberry, St. Martinville, La.; Ludovice A. David, Youngsville, La.



Wilbert M. Shuron, Ernest L. Snead, Archie Robinson, William W. Simms, Donald E. Smith, Baltimore, Md.



Norman J. Miller, Jack Lancaster, Frederick N. Wood, Detroit, Mich.



Adam C. Gerlach and Richard W. Kulis, Baltimore, Md.



Orville J. Gladen and Carlton H. Johnson, Bemidgi, Minn.



Willard J. Hass, Westbrook, Minn.; Norval E. McGregor, Morton, Minn.



Roy A. Comstock, Thief River Falls, Minn.; Edward C. Stenroos, Brittmount, Minn.; Reynard E. Weinhold, Elk River, Minn.



George W. L. Thompson, James A. Anders, William C. Spaulding, John T. Whalen, Louisville, Ky.



Lester C. Donelson, Eddyville Prison Guard, Ky.; Robert C. Overby, Mayfield, Ky.; William H. Choate, Princeton, Ky.



Karl J. Vosloh, New Orleans, La.; Willie R. Campbell, New Orleans, La.; Don D. Mottinger, New Orleans, La.; Julius W. Bense, New Orleans, La.; Robert W. Leonard, Algiers, La.; Joseph G. Manno, New Orleans, La.; Joseph J. Difatta, New Orleans, La.; Alfred P. Schlumbrecht, New Orleans, La.; Leopold B. Borne, Edgard, La.



Walter Green, New Orleans, La.; Earnest Jackson, Westwego, La.; George E. Wilson, Haynesville, La.



Walter J. Rivette, Southeast Louisiana; Marion L. Satterlee, LaPlace, La.; Joseph E. Chenier, Vacherie, La.



Noah N. Miller, Welsh, La.; Henderson Louviere, Iowa, La.; Elwin J. Fontenot, Kinder, La.



Raymond L. Wells, Plainwell, Mich.; John Westra, Kalamazoo, Mich.



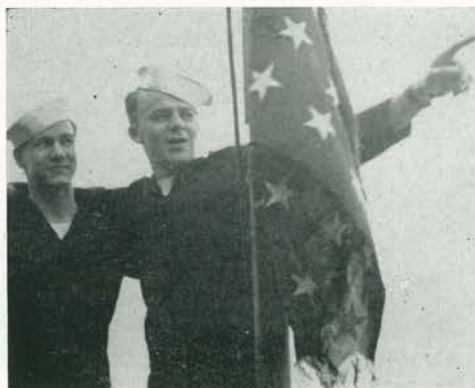
Glenn M. Kartje, James D. Dalton, Melbourne F. Ferstle, Dearborn, Mich.



Roman F. Lisowski, Hamtrack, Mich.; Henry J. Gacioch, Wyandotte, Mich.; Winfield J. Skuyter, Hazel Park, Mich.



Donald D. Loucks, St. Paul, Minn.; Panagiotis A. Dionisopoulos, St. Paul, Minn.; Terrance J. Campion, St. Paul, Minn.



Richard L. Davidson, Thomas W. Bauers, Duluth, Minn.



Raymond M. Myslicki, Richard H. Libby, Harold W. Geye, Minneapolis, Minn.



Harry E. Heflin, Kansas City, Mo.; Euler H. Cary, Garden City, Mo.; Floyd C. Hancock, Holden, Mo.; James H. Joel, Fairview, Mo.



Joseph Kargacin, Frank B. Brown, Gerald G. Meredith, Woodrow Wilson, Eugene A. Hauenstein, Robert R. Hermann, St. Louis, Mo.



Joseph L. Cassady, Jr., Donald L. Glidewell, Denton L. Steele, Kirksville, Mo.; Donald E. Carlyle, Greentop, Mo.



Emory E. Emerson, Wolf Point, Mont.; William E. Westrup, Comertown, Mont.



Richard H. Cameron, Camas, Mont.; Dick G. Shurtliff, Lima, Mont.



Everett A. Bennett, San Diego, Calif.



Stanley L. Toner, Vincent J. Clayton, Brooklyn, N. Y.



Bernard J. Kijewski, James J. Barry, Bronx, N. Y.; Salvator Modica, New York City



Francis X. O'Brien, Queens, N. Y.; William Kornhauser, Jamaica, N. Y.



David J. Simerlink, Youngstown, Ohio; Leland C. Clay, Medina, Ohio; Nick Voglein, Akron, Ohio; Anton A. Lambos, Massillon, Ohio



Raymond Lawson, Middletown, Ohio; Eugene Lacey, Norwood, Ohio



John E. Kilbane, Fred J. Mölls, Joseph Kalina, Cleveland, Ohio



Anton R. Kelski, Great Falls, Mont.; Kenneth M. Eller, Simms, Mont.; Victor D. Fatz, Carter, Mont.; James A. Allen, Fort Benton, Mont.



Carl E. Smith, Dixon, Mont.; George A. Untinen, Philipsburg, Mont.; Ralph R. Rose, Charlo, Mont.



James T. Singleton, Sikeston, Mo.; LeRoy C. Doza, St. Mary's, Mo.; Ralph B. Patton, Richwoods, Mo.



Robert A. Larson, Omaha, Neb.; Dionysius C. Westerman, West Point, Neb.; Jack A. Schere, Cedar Bluff, Neb.; John H. Welch, Filley, Neb.



Soren E. Paterson, Madrid, Neb.; Richard D. Viter, Gothenburg, Mo.; Beuford L. Birdwell, Dalton, Neb.; John E. Fahrlander, Brule, Neb.



Donald F. Murray, New Rochelle, N. Y.; Jules A. Wicksman, Laurelton, N. Y.; Victor Prusky, Hudson, N. Y.



Reinhart J. Schuler, Queens, Long Island, N. Y.; Robert A. Roessle, Richmond Hill, Long Island, N. Y.



Warren Weininger, Tiffin, Ohio; Robert E. Woodall, Troy, Ohio; Clair W. Welling, La Rue, Ohio; Homer W. Clabaugh, Galion, Ohio; Cecil E. Barton, Tiffin, Ohio.



Richard C. Rosenberg, Lorain, Ohio; Leonard J. Goler, Cleveland, Ohio; W. Warren Weininger, Tiffin, Ohio



Braxton B. Crabtree, Robert L. Wright, Sapulpa, Okla.



Kenneth R. Keaton, Muskogee, Okla.; Thomas H. Thompson, Tahlequah, Okla.



Arthur E. Stull, Bartlesville, Okla.; Marion F. Jackson, Dewey, Okla.



Thomas F. Ritchie, Freedom, Okla.; Vernon L. Peterson, Gage, Okla.; Calvin E. Smith, Hardesty, Okla.



Britt Jones, Jr., Shawnee, Okla.; William R. White, Cleveland, Okla.



Harvey E. Reed, Keystone, Okla.; William E. King, Oklahoma City, Okla.; Eugene H. Ross, Micawber, Okla.



Robert F. Jorgenson, James A. Leslie, Jr., Merle O. Keller, Ernest G. Bachofner, John L. Marquardt, Portland, Ore.



Royce D. Wilson, Erie, Pa.



Ferninard C. Engesser, St. Helens, Ore.; Joseph H. Lozier, Hood River, Ore.



Denver R. Parks, Chester, S. D.; Robert H. Kornemann, Belle Fourche, S. D.



Raymond Sorensen, William B. Dupree, Rapid City, S. D.



Walter A. Fisher, Butler, Pa.; Clarence R. Saylor, New Kensington, Pa.



Jose H. Fierro, Alpine, Tex.; Ruben Ramirez, Mission, Tex.; John E. Ward, Mercedes, Tex.; James R. McAdams, Victoria, Tex.; Gerald S. Hill, Leakey, Tex.



Rupert L. Roberts, John L. Hemby, Bonham, Tex.



James H. Taylor, Hull, Tex.; Senobio G. Ramirez, Southeast Texas; Julius Welborn, Vidor, Tex.; Harry L. Wiltz, Port Arthur, Tex.



Galen H. Gilbert, Kiefer, Okla.; Roy E. Williamson, Mutual, Okla.



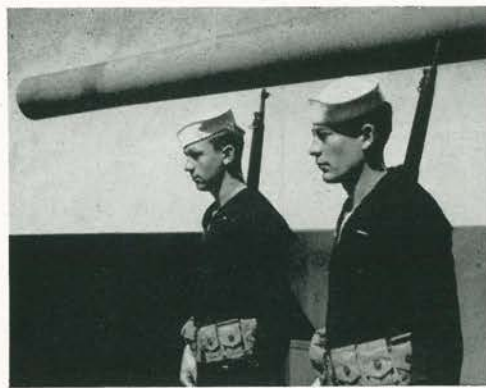
Robert E. Ridley, Leonard P. Stumpff, Billy J. Coggin, Tulsa, Okla.



Paul C. Terrall, Vinita, Okla.; Rayful D. Sears, Nowata, Okla.; Harry R. Humphrey, Collinsville, Okla.; Hoyet Seals, Broken Arrow, Okla.



William H. McCorkle, James G. Roberts, Forrest F. Glasgow, Charles D. Corlew, Nashville, Tenn.



Harold D. Davis, Herbert W. Knight, Knoxville, Tenn.



Thomas W. Childress, Bradford, Tenn.; Jack R. T. Davis, Milan, Tenn.; Quinton M. White, Leoma, Tenn.; Vance C. Newman, Bakewell, Tenn.



Leo G. Neitzler, Hermleigh, Tex.; Billy J. Hudson, Hamlin, Tex.; Basil B. Love, Manahans, Tex.; Weaver F. Medlin, Stamford, Tex.



Henry T. Shaw, Jr., German S. Bass, Cleburne, Tex.



Odis G. Stanton, Three Rivers, Tex.; James W. Spear, San Antonio, Tex.



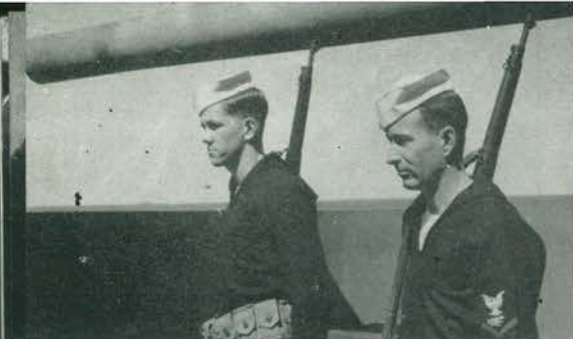
Louis B. Lamolinara, Crabtree, Pa.; Charles E. Kier, McKeesport, Pa.



John J. Battistini, Eugene A. Winiarski, Basilus Pildis, Philadelphia, Pa.



Edward T. Snyder, Easton, Pa.; Ray C. Stover, Williamsport, Pa.



Joe R. Pierce, Glenn S. Williams,
Austin, Tex.



"J" Carroll Deaton, Pittsburg, Tex.; Ray-
mond S. McKinney, Avinger, Tex.; Preston
T. Fitzgerald, Chandler, Tex.



John T. Rash, Haskel R. Fincher,
Canton, Tex.



John F. Torrence, Milton Tartakov, John C. Tulk,
Houston, Tex.; James E. McKinney, South Houston,
Tex.



Charles C. Smith, Rosenthal,
Tex.; Travis H. Williams, Waco,
Tex.



Sigsby C. Alexander, Groveton, Tex.; Oscar L.
Red, Wheeler, Tex.; Burford A. Hammond, Chil-
dress, Tex.; Walter E. Owens, Pampa, Tex.



Robert H. Roberts, Normangee, Tex.;
Bernice J. Meadors, Franklin, Tex.;
Johnnie W. Wells, Crockett, Tex.



Lon Hooley, Pleasant Grove, Utah;
Thomas K. Keller, Manti, Utah; Glen
"B" Thacker, Mount Emmons, Utah



Floyd R. Rieper, Elgin L. Smith, Robert
L. Stewart, Forrest J. Schindler, San An-
tonio, Tex.



Harry W. Wareham,
Camas, Wash.



Arthur McCutchen, Trimble, Va.; Freddie
B. Jacobs, Douglas, Va.



Norman R. Young, Lindy L. Sonnabend,
Yakima, Wash.



Dale Fluke, Pe Ell Wash.;
Donald L. Morgan,
Longview, Wash.



Tom N. Hewlett, Chester P. Jones, Harold A. Staton, James C. Middleton, Oswald D. Reed, Jack H. Usher, Melvin E. Sides, Claude R. Wells, Gerald S. Davis, Dallas, Tex.



Willie C. Tucker, Tyler, Tex.; Louis Arce-neaux, Raywood, Tex.; Grady O. Wilson, Texarkana, Tex.



Eugene J. and Edwin J. Vaculik, Hallettsville, Tex.



Vergin Porter, Escalante, Utah



Augustus S. Black, Norfolk, Va.; Kermit K. Dotson, Coeburn, Va.; Frank L. Wright, Roanoke, Va.; Orville G. Wise, Ridgewater, Va.; Marshall J. Thomson, Arlington, Va.; Edward S. Boze, Richmond, Va.; Henry Perzekow, Newport News, Va.; Raymond A. Garner, Richmond, Va.



Lowell A. Wentz, Salt Lake City, Utah; Marlyn E. Hatch, Provo, Utah.



William M. Davidson, Roy C. Ostman, John A. Olson, Seattle, Wash.



Boone Willmott, Puyallup, Wash.; Lawrence Burfiend, Olympia, Wash.



Jack H. George, Seattle, Wash.; Lawrence E. Giles, Pullman, Wash.; Lawrence G. Anderson, Spokane, Wash.



Amado Landa, Perry B. Alers, Apolonio Varela, El Paso, Tex.



John R. Mikeska, Brenhan, Tex.; Willie T. Reynolds, Belton, Tex.; Paul E. Niemann, Comanche, Tex.; Curtis F. Juenke, Fredericksburg, Tex.



Armando J. Gomez, Shelby F. Erwin, Fort Worth, Tex.; Joseph B. Stephens, Azle, Tex.

And Now Good-bye . . .



They Got the Point(s)

Perhaps the most intimate of unwritten and unspoken languages is that common understanding, born in those fitful, frenzied episodes in which the warp and weal of warfare measures time.

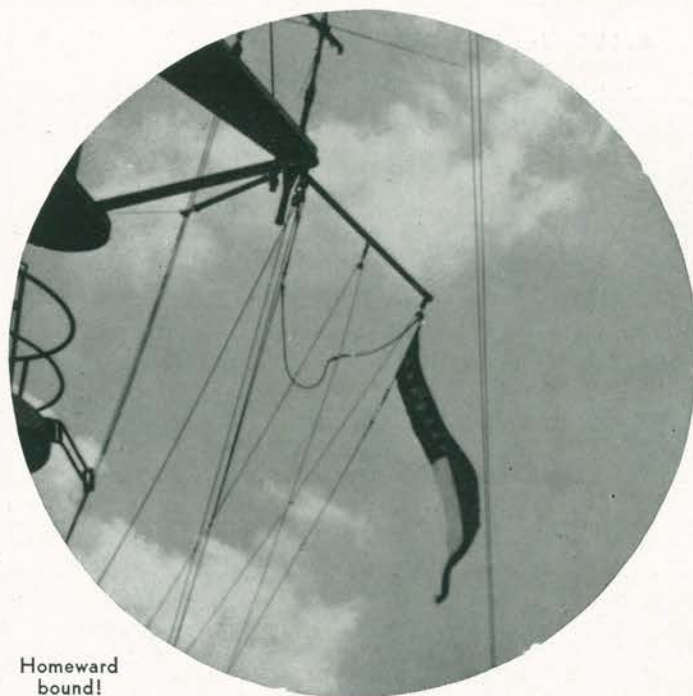
Instead of words, it's a brief, firm handshake; a slap on the shoulder; a quiet nod; a silent glance.

In such actions are evidenced the sincerity of purpose, the appreciation of skill, the loss of friendships still-born.

This is the code of the men who man battle-baptized aircraft carriers and their alter-egos — the men who fly.

In such language, with such words, by such actions, the men of the *Savo Island* toss off their toast to those who remain aboard, and to those who have returned home or transferred to new billets.. There is strength, solidity, and sincerity in its homely simplicity.

"So long, fellows. It was swell to have known you. Bon voyage, smooth sailing, and happy landings — next and always."



Homeward bound!



Walker, ARM2c, USNR
August 30, 1945



Lt. (jg) S. B. Francovich, USNR
August 31, 1945



Lt. (jg) P. Goodman, USNR
August 31, 1945

11111111



P. A. Dionisopoulos, CQM, USNR
October 2, 1945



P. E. Bougher, CMoMM, USNR
August 30, 1945



C. W. Henderson, Jr., USN
October 2, 1945



G. M. Sanders, SC1c, USNR
August 30, 1945



T. S. Evans, AOM1c, USNR
August 30, 1945



R. F. Moody, S1c, USNR
August 30, 1945



CRE W. H. Martin, USNR
August 31, 1945



Lt. A. H. Gipson, USNR
October 2, 1945



Lt. K. R. Carey, USNR
October 2, 1945



Lt. L. E. Giles, USNR
October 2, 1945



Lt. Comdr. W. M. Davidson, USNR (MC)
Pending



Lt. R. W. Hanes, USNR
October 2, 1945



R. R. Toomey, WT 1/c



R. L. Kilgore, QM 2/c



C. M. Kemp, S 1/c



W. Green, StM 1/c, USNR
October 2, 1945



A. Grant, StM 1/c, USNR
October 2, 1945



C. L. Hawk, Jr., ACMM, USN
October 2, 1945



J. O. Perdue, St I/c, USNR
August 31, 1945



Lt. A. C. Pfautz, USNR
August 30, 1945



Lt. Q. B. Nichols, USNR
August 30, 1945



Lt. Comdr. M. D. Cooper, Jr., USNR
October 2, 1945



Lt. W. A. Lucas, USNR
October 2, 1945



Lt. B. B. Benton, USNR
October 2, 1945



G. F. Barrow, PhoM I/c, USNR
October 2, 1945



G. E. DeNoma, ACOM



H. Seals, MS I/c



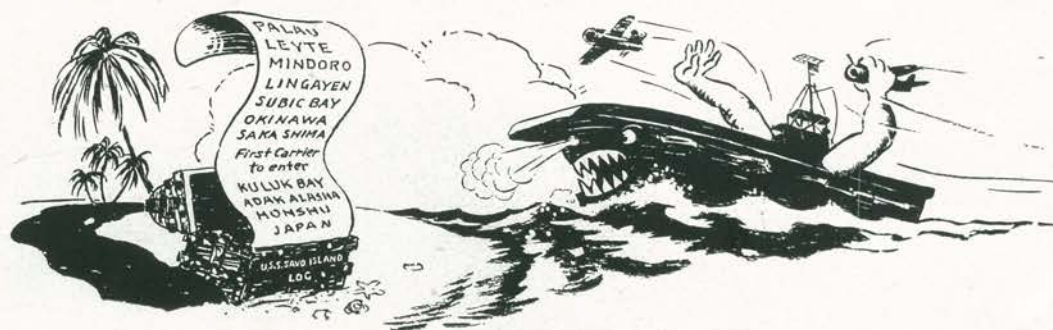
G. E. Titler, S I/c



I. Frazier, StM I/c, USNR
October 2, 1945



W. S. Freisleben, EM I/c, USNR
October 2, 1945



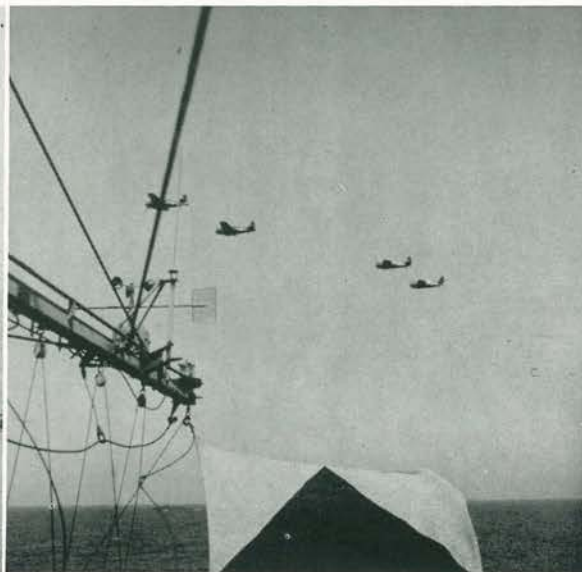
THE LAST LOOK

First Occupation of Ominato Naval Base, Honshu, Japan

11 SEPTEMBER, 1945



Old Glory in Japanese home waters.



Eagle wings over Ominato.



So this is Honshu? Huh!

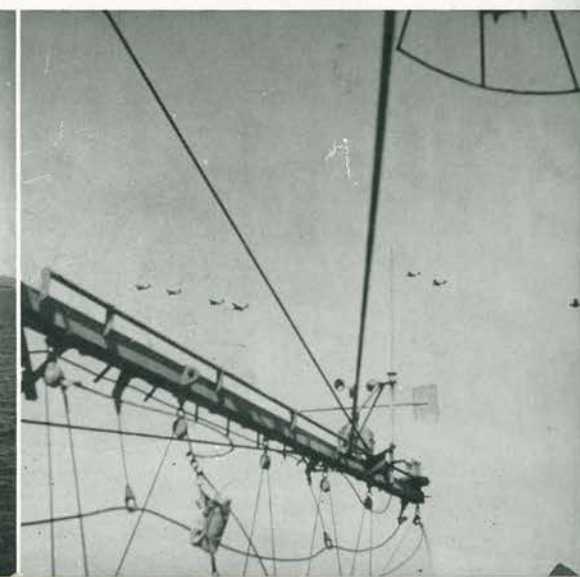
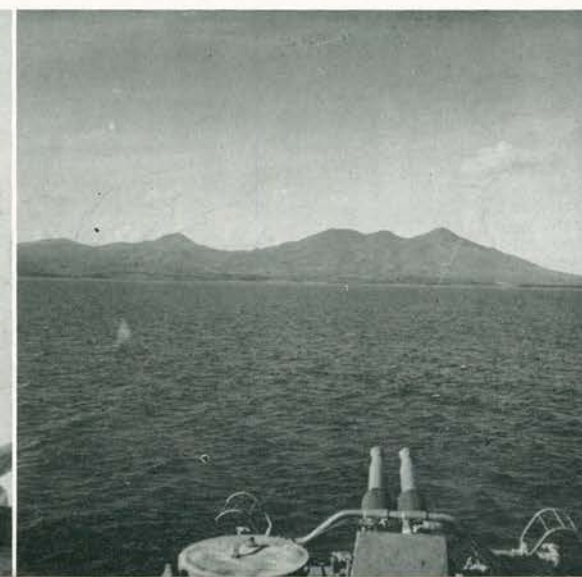
The End of the Road!



And across Tsugaru Strait is Hokkaido.

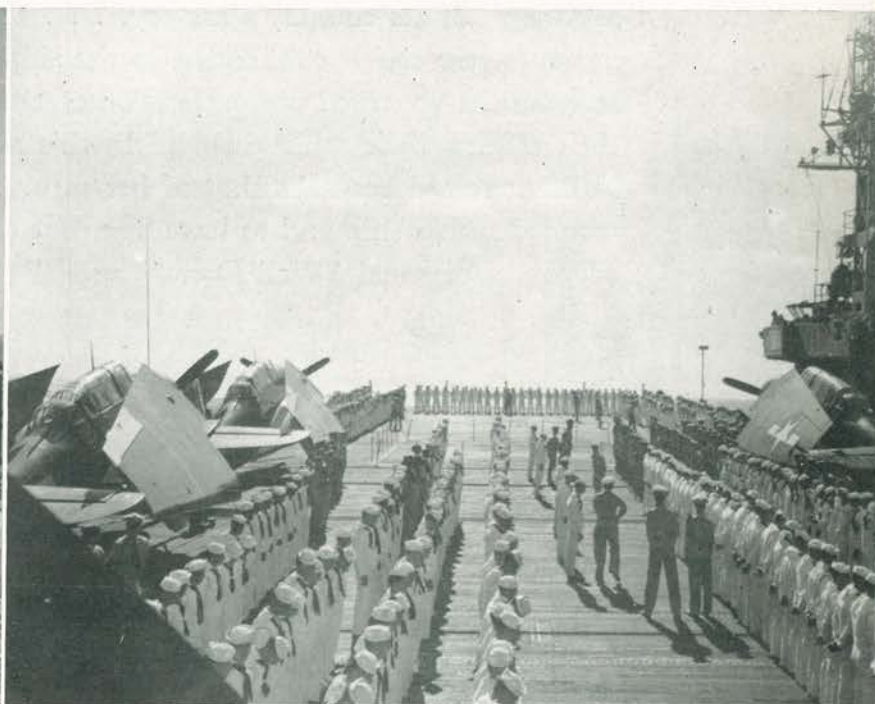
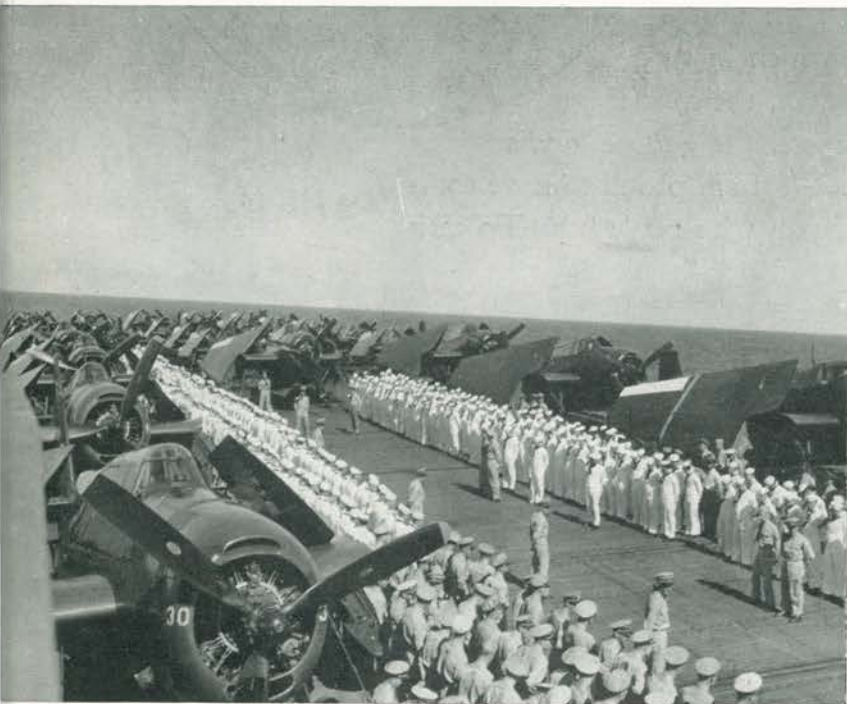
Pardon our pointing (so sorry).

Lest there be any doubt.



THE LAST INSPECTION . . .

ONE DAY OUT FROM
PEARL HARBOR, THE FINALE
OF SAVO
SPIT 'N SHINE DAYS
PASSES INTO THE
LAND OF LIMBO FOR MANY A
HOME-COMING TAXPAYER!



THE LAST WORD . . .

From
CAPTAIN WILLIAM D. ANDERSON, U.S.N.
Commanding

A ship reflects the characteristics of its crew. As such, the record of the *Savo Island* mirrors a "well done" tradition that evolves an ever increasing heritage to each succeeding member of Ship's Company. . . . This heritage could have been neither bribed nor bought, wheedled not won. It was *earned* as only a ship of the line, and the men who man her, can earn its proud position in the panorama of its country's history. . . . In such united endeavor, the self is sublimated to the ship which in turn becomes the voxtexted personification of the men, their cause, their efforts, their achievements. In this respect, the *Savo Island's* brilliant record bespeaks that of her men. . . . I am proud to have commanded such a ship and to have been one of you who made her. To each of you, a personal "Well Done," and "Best of Luck."



From
COMMANDER RALPH R. HUMES, U.S.N.
Executive Officer



You have served in war and, as a U. S. Naval Reservist, yours is the privilege and duty to continue to serve in peace; not only at sea, but also at home. . . . Your knowledge has increased and your outlook has broadened. You have met people from every state in the union and foreign countries, and made friends with many of them. They have taught you more geography than books ever could. You have learned their viewpoints on religion, school, labor, politics, and numerous other topics. . . . You learned first hand that the South Sea Islands aren't inhabited by beautiful girls and that Alaska isn't solid snow and ice. You know that other lands aren't what your geography teacher unknowingly misrepresented them to be. You now have a knowledge of things outside your home town. The longer you were away the less provincial and biased you became. . . . Most important of all, you saw nothing better anywhere than you have at home. *Keep it that way.*

SHIP'S COMPANY

as of

RETURN TO PEARL HARBOR

From Occupation of Ominato, North Honshu
Monday, September 24, 1945

Capt. William D. ANDERSON	Lt. (jg) Albert R. LEA
Comdr. Ralph R. HUMES	Lt. (jg) Emmert E. LUDEMAN
Comdr. John R. DALE	Lt. (jg) Marvin E. NELSON
Lt. Comdr. Maurice D. COOPER, JR.	Lt. (jg) Paul C. PARKER
Lt. Comdr. Charles G. CRENSHAW	Lt. (jg) Paul PETERS
Lt. Comdr. William M. DAVIDSON	Lt. (jg) Don A. REED
Lt. Comdr. Edward W. LANE, JR.	Lt. (jg) Fred G. SCHROEDER
Lieut. Brantford B. BENTON	Lt. (jg) Robert L. STARLING
Lieut. Edward S. BOZE	Lt. (jg) Sheldon WAXENBERG
Lieut. Kenneth R. CAREY	Lt. (jg) Harold O. WILLITS
Lieut. Kenneth R. CASEY	Ens. Bruce BOLTON
Lieut. Vincent J. CLAYTON	Ens. Malcolm J. BRUNET
Lieut. James J. CULLINAN	Ens. James C. DALTON
Lieut. Edward FLORES	Ens. Lawrence A. DIRNBERGER
Lieut. Lawrence E. GILES	Ens. Robert E. DUFFY
Lieut. Allen H. GIPSON	Ens. Harlen FEREDAY
Lieut. Leonard J. GOLER	Ens. Hugh T. FORSHA
Lieut. Robert W. HANES	Ens. Emil A. FRENIERE
Lieut. Frank S. HARRYMAN	Ens. Harold D. HARDIN
Lieut. Wayland A. LUCAS	Ens. Willard L. HOLLOWAY
Lieut. Quincy B. NICHOLS	Ens. Robert C. ROSENBERG
Lieut. Addison C. PFAUTZ	Ens. Paul W. SETTERHOLM
Lieut. Robert F. SNIPES	Ens. Cecil R. SHABER
Lieut. Edward J. TERHAAR	Ens. Welsch W. WEININGER, JR.
Lieut. John C. TULK	Ch. Gun. Paul W. BRADEN
Lt. (jg) Kenneth O. BATES	Mach. Harry E. FERGUSON
Lt. (jg) William G. BENNETT	Bos'n Raymond R. JORDAN
Lt. (jg) William F. CAHILL	Ch. Rad. El. Walter H. MARTIN
Lt. (jg) Graham FINLEY	Ch. Pay Clk. John F. MATTHEWS
Lt. (jg) Roopert J. FISHER	Sh. Clk. John H. WELCH
Lt. (jg) Forrest F. GLASGOW	Ch. Phar. Charles E. WENLOCK
Lt. (jg) Donald L. HENSLEY	Carp. Dan D. MOTTINGER
Lt. (jg) Robert R. HERMANN	Elect. Ralls H. SHAW
Lt. (jg) Elwyn L. KYFFIN	Mach. Burton R. TABBERT

SHIP'S COMPANY

ENLISTED MEN

ACKERSON, Harlan (n), GM3c(T), USN
 ALBERSON, Bennie Harlow, S1c, USN
 ALERS, Perry Baldwin, RT3c(T), USN-1
 ALEXANDER, Richard Earle, Y1c(T), USN
 ALEXANDER, Sigsby Cleon, S1c, V6
 ALLEN, Frederick Earl, AOM2c(T)(CA), V6
 ALLEN, George Washington, SKV3c, V6
 ALLEN, James Arthur, S2c, SV6
 ALPERS, Gerald Carl, MM3c(T), SV6
 ALTERMAN, Edward (n), SK2c(T), SV6
 ANDERS, James Audly, S1c, SV6
 ANDERSON, David Livingstone, Ptr2c(T), V6
 ANDERSON, Elmer Thomas, S2c, SV6
 ANDERSON, Frank William, SC2c(T), USN
 ANDERSON, Joseph Uel, SSML3c(T), SV6
 ANDERSON, Laurence Gordon, S2c, V6
 ANDREWS, Arvell (n), WT2c(T), V6
 ANDRUS, Joseph Havard, SSML3c(T), SV6
 ANGUS, William Glen, WT3c(T), V6
 ARCENEUX, Louis (n), St3c(T), SV6
 ARMSTRONG, Walter Allen, Jr., S1c, USN
 APNZEN, Cyril "T.", F1c(EM), SV6
 ARTWOHL, James Robert, ABM(CP)3c(T), SV6

BACHOFNER, Ernest Gottfried, S1c, V6
 BAKER, Harold Francis, S2c, SV6
 BAKER, Henry Clayborn, Jr., FCO3c(T), V6
 BAKER, Theodore Sylvester, Jr., S1c, V6
 BALDWIN, William Henry, S1c, V6
 BARROW, Gordon Frank, PhM1c(T), SV6
 BARRY, James Joseph, S1c(AMM), V6
 BARTON, Cecil Eugene, S1c, V6
 BASLER, Loren Stanley, EM2c(T), V6
 BASS, German Stanley, AOM3c, V6
 BATEMAN, Jessie Oscar, S1c, SV6
 BATSON, Charley Ray, F1c, V6
 BATTISTINI, John Joseph, Y1c(T), SV6
 BAUERS, Thomas Warren, WT3c(T), SV6
 BECERRA, Richard Henry, S2c, V6
 BECK, Ernest John, CMM(AA)(T), V6
 BEHREND, Dale Mino, SSM2c(T), SV6
 BENNER, Edward Boynton, EM2c(T), SV6
 BENNETT, Everett Alfred, CY(T), USN
 BENSEL, Julius William, Jr., S2c, V6
 BENSON, Norman Alvin, SC3c(T), USN
 BENTSEN, Raymond Elmer, S2c, USN-SV
 BERRY, James Harold, S1c, V6
 BINDER, Richard (n), S1c, SV6
 BIRDWELL, Beuford Leon, F1c(EM), SV6
 BJORK, Eugene Vincent, GM3c(T), SV6
 BLACK, Augustus Stevenson, Jr., SKD1c, V6
 BLADEN, Lawrence Bernard, S1c(AMM), USN
 BLUMENTHAL, Ben (n), Jr., S1c, SV6
 BOND, Troy Alfred, AOM2c(T), V6
 BORNE, Leopold Baptiste, S1c, SV6
 BOUCHER, Joseph Henry, GM3c(T), SV6
 BOWERS, Jasper Dow, S1c, SV6
 BOWERS, Thomas Noel, F2c, SV6
 BOYCE, William George, S1c, SV6
 BRANCH, "O" "B.", F2c, V6
 BRAY, John David, S2c, V6
 BREWER, Raymond Osborn, SC3c, V6
 BROCK, John Martin, CM3c(T), SV6
 BROECKELMANN, Richard Joseph, SM3c(T), USN
 BROOKS, Harold Leon, S1c, SV6
 BROUGHER, Harry Ernest, CMoMM(AA)(T), V6
 BROWN, Elmer LeRoy, S1c, SV6

BROWN, Elvin Eugene, F2c, SV6
 BROWN, Frank Bernard, RM3c(T), V6
 BROWN, Irving Walker, Jr., RdM3c(T), V6
 BROWN, Ivan (n), SF2c(T), SV6
 BROYLES, Weldon Clayton, AM1c(T), V6
 BRUMBAUGH, Darrell Lee, RdM3c(T), SV6
 BRUNSON, Leland Nolan, S2c, SV6
 BRYANT, Robert Lee, St2c(T), SV6
 BURFIEND, Lawrence (n), Cox(T), SV6
 BUPKE, Charles Kay, S2c(RdM), V6
 BURTIS, William Irwin, RdM2c(T), SV6
 BUTLER, Elmer Calvin, Jr., S2c, V6

CALLAHAN, Glenn "D.", S1c, SV6
 CALLAHAN, John Louis, F2c, USN-1
 CAMDEN, Robert Francis, AOM2c(T), SV6
 CAMERON, Richard Haynes, S2c, SV6
 CAMPBELL, Royce Neal, RdM3c(T), V6
 CAMPBELL, Willie Robert, S1c, SV6
 CAMPION, Terrance John, S1c(AOM), V6
 CARLISLE, James Vernon, F2c, V6
 CARLISLE, Willis Clifford, F1c, SV6
 CARLSEN, Peter Ray, S1c, SV6
 CARLYLE, Donald Earl, PR2c(T), SV6
 CARMICHAEL, Walter Lee, SSML3c(T), SV6
 CARPENTER, Louis LaVern, RdM2c(T), SV6
 CARR, George Henry, S1c(GM), SV6
 CARR, Glen Dale, C2c, USN
 CARROLL, Richard John, S1c, SV6
 CARTER, Lanier Ray, Cox(T), SV6
 CARY, Euler Harwood, EM3c(T), SV6
 CASSADY, Joseph Lincoln, Jr., S1c(AMM), V6
 CASTLEBERRY, Leslie Donald, F1c, V6
 CAUDILLO, Abundio Arredondo, S2c, V6
 CHAMBERS, Glen Elba, F2c, V6
 CHENIER, Joseph Elphege, Jr., F2c, USN-1
 CHERRY, Cleo Sweetman, S1c(AOM), V6
 CHEVALIER, James Robert, S1c, SV6
 CHILDRESS, Thomas Willard, SKV3c(T), SV6
 CHISOLM, William Albert, Ck1c, USN
 CHOATE, William Hayden, S1c, V6
 CHRISTIAN, Dale Roland, S2c, SV6
 CLABAUGH, Homer Wesley, CWT(T), USN
 CLANCY, Andrew Martin, RM2c(T), USN
 CLAY, Leland Charles, ABM(AG)2c(T), SV6
 CLAYBROCK, James Edward, F2c, SV6
 COGGIN, Billy Jake, AMM2c(T), V6
 COHEA, Melvin Jesse, SM2c(T), V6
 COLLIE, Guy Finis, S2c, SV6
 COLQUITT, George Grady, S1c, SV6
 COMBS, Earnest (n), S2c, SV6
 COMSTOCK, Ray Allen, MM3c(T), V6
 COOK, Clifton (n), F1c, V6
 COOK, Marvin Veryl, S1c, SV6
 COOPER, George Washington, Jr., S1c(SM), V6
 COOPER, Glynn (n), S2c, SV6
 CORBELL, James Russell, MM2c, V6
 CORDELL, James Aulbin, AMM1c, USN
 CORDAY, Bice Dale, AMM3c, SV6
 CORLEW, Charles David, EM3c(T), SV6
 CORPER, Avery George, WT3c(T), SV6
 COSSAIRT, Raymond Leroy, S1c, V6
 COWLEY, Joseph Greenleaf, QM3c(T), SV6
 COX, Leon Carroll, PR3c, SV6
 CRABTREE, Braxton Balantine, SF3c(T), SV6
 CREWS, Elmer Leroy, S1c, V6
 CROTWELL, Hamlet Hansel, S1c, V6
 CROUSE, Doris Woodrow, CM2c(T), USN
 CROW, Robert Brandt, S1c, USN

CROWNOVER, Leslie William, S1c, USN-1
 CRUMP, Frederick Kenneth, F2c, V6
 DALTON, James Dewhurst, PhM2c(T), SV6
 DASHIELL, Robert James, S2c, V6
 DAVID, Ludovice Anthony, F2c, V6
 DAVIDSON, Richard Louis, MM3c(T), V6
 DAVIS, Floyd Raymond, Bkr3c(T), SV6
 DAVIS, Gerald Sidney, Y3c(T), SV6
 DAVIS, Harold David, S1c, V6
 DAVIS, Lester Woodrow, GM3c(T), SV6
 DAVIS, "R" "T.", SC3c(T), SV6
 DAVIS, Russell Lawrence, F1c, V6
 DEATON, James Carroll, EM3c(T), SV6
 DELAO, Joseph Gerard, F1c, V6
 DE MARTINO, Anthony Tony, BM2c(T), USN
 DENEAU, Harold Leo, ARM2c, USN
 DE NOMA, George Earl, ACOM(AA)(T), V6
 DENTON, John Wilbur, Jr., S1c(AOM), SV6
 DESSELL, John Oliver, S1c, V6
 DETRAZ, Robert Roscoe, MMR3c(T), SV6
 DE VOSS, Paul Amos, S1c, SV6
 DIETERLE, Harry (n), S2c, V6
 DI FATTA, Joseph James, S1c, USN-1
 DINNOCENZO, Louis Joseph, Jr., AMM2c, USN-SV
 DION, Louis Francis, CEM(AA)(T)(1C, V6
 DIONISPOULOS, Panagiotes Allan, CQM(AA)(T), Q-1
 DOBBINS, William Mayes, SM2c(T), SV6
 DONELSON, Lester "C.", AMM3c(T), SV6
 DONNELL, William Charles, F2c, SV6
 DOTSON, Kermit Kennedy, S1c, SV6
 DOZA, LeRoy Clemons, S2c, SV6
 DRAGER, Louis Harvey, RdM3c(T), V6
 DUFFY, Gilbert LeBaron, QM2c(T), V6
 DUMAINE, Roger Eugene, Sp(A)1c(T), V6
 DUNCAN, Donald David, S1c, SV6
 DUNN, Elijah (n), StM2c, SV6
 DUNNAGAN, Leland Elroy, S1c(AOM), SV6
 DUNNING, Leonard Chalmers, QM3c(T), SV6
 DUPREE, William Bryan, S1c, V6
 DUTTON, Houghford (n), Jr., QM3c(T), USN
 DYE, Thomas (n), Jr., FCO2c(T), SV6
 DYER, James Edgar, Jr., AOM2c(T), USN-1
 EARLYWINE, Bobby Gail, S1c, SV6
 EARNEY, John Leonard, QM3c(T), SV6
 EDWARDS, Garman Earsel, S1c, SV6
 EDWARDS, James Edwin, EM1c(T), V6
 ELLER, John Anthony, S1c, V6
 ELLER, Kenneth Marion, SM3c(T), V6
 ELSWICK, Chester Lee, S1c(SM), V6
 EMERSON, Emory Elwood, Cox(T), V6
 ENGESSER, Ferdinand Clement, MM1c(T), V6
 ENLOW, George Washington, F1c, USN-SV
 ERRICO, Nick (n), S1c, SV6
 ERWIN, Shelby Polk, F1c(MoMM), V6
 ESLER, Charles Marshall, S1c(AOM), V6
 ESTES, Oliver Eugene, S1c(AOM), V6
 EVANS, Enfer Eugene, WT1c(T), V-2
 EVANS, Harold Lloyd, AOM2c(T), V6
 EVANS, Troy Sutton, AOM1c(T), V6
 FAHRLANDER, John Edwin, F1c(EM), SV6
 FARNES, Jay Elmer, S1c, V6
 FATZ, Victor Domnick, S2c, SV6
 FERBRACHE, Calvin Walter, Jr., AMM3c(T), V6
 FERSTLE, Melbourne Francis, SC3c, SV6
 FEWKES, Leslie Harold, S2c, SV6
 FIERRO, Jose Navarette, S1c, SV6

ENLISTED MEN (Continued)

FINCHER, Haskel Ray, F2c, SV6
 FINKNER, Ralph Eugene, F2c, SV6
 FINLEY, Clyde Lee, WT3c(T), V6
 FISCHER, Edward James, SC3c, SV6
 FISHER, Walter Albert, F2c, V6
 FITZGERALD, Preston Taylor, SK3c(LC), SV6
 FITZZALAND, Charles Whitfield, AM3c, V2
 FLETCHER, Robert Eugene, S2c, V6
 FLUKE, Dale (n), S2c, SV6
 FONTENOT, Elwin Joseph, S1c, SV6
 FORD, Herbert Joseph, ABM(CP)1c(T), V6
 FOSTER, Albert Lee, S2c(GM), USN
 FOSTER, George Pierce, S1c, V6
 FOUNTAIN, Richard Carrow, GM2c(T), V6
 FRAZIER, Ivory (n), StM1c, V6
 FREDERICK, "C" "B," Y3c(T), SV6
 FREDRICKS, Elliott Joseph, S2c, V6
 FREISLEBEN, William Sterling, EM1c(T)(IC), V6
 FREYE, Wallace Howard, CRT(AA)(T), V3
 FRITZSCHE, August Junior, Cox(T), SV6
 FUSELIER, Ellie (n), S1c, SV6

GABELHOUSE, Bill Junior, F2c, SV6
 GACIOCH, Henry Joseph, AMM3c(T), SV6
 GARCIA, Benny Reardon, S1c, USN
 GARCIA, Justo (n), S1c, SV6
 GARDNER, Ivan Leonard, S2c, SV6
 GARNER, Calvin Ray, S1c, SV6
 GARNER, Raymond Allen, AM3c(T), V6
 GARREN, Edward Carter, Jr., S1c(Y), SV6
 GARY, William Franklin, Jr., S2c(RdM), SV6
 GENTILE, Joseph Gaton, Jr., Cox(T), SV6
 GEORGE, Jack Harold, AOM3c, V6
 GEORGE, Raymond Forest, S1c, SV6
 GERBER, Melvin Earl, WT1c(T), USN
 GERLACH, Adam Charles, Jr., AM2c, V6
 GEYE, Harold William, S1c, SV6
 GILBERT, Galen Hunter, F2c, V6
 GILLIAM, Harland Douglas, S1c, V2
 GIORDANO, Joseph (n), EM3c(T), V6
 GLADEN, Orville James, S1c, SV6
 GLASS, Finis Johnson, S1c, SV6
 GLASSCOCK, Leonard Louis, S1c, SV6
 GLIDEWELL, Donald Lee, SK3c(T), SV6
 GODFREY, Ray Clinton, S1c, V6
 GOEMAN, Walter Joseph, S2c, V6
 GOMEZ, Armando Juado, S2c, SV6
 GOMEZ, Conrad Joe, S1c, SV6
 GRANKE, Raymond Kenneth, S1c(AMM), SV6
 GRANT, Albert (n), StM1c, SV6
 GRAY, Robert Lois, Flc(EM), SV6
 GREEN, John Dale, S2c, SV6
 GREEN, Walter (n), StM1c, SV6
 GRIFFITH, Winston Churchill, SSMB3c(T), SV6
 GRIGGS, Troy Filmore, S2c, SV6
 GROAT, Bernard Charles, S2c(GM), SV6
 GUERRERO, Genaro Sandoval, S1c, V6
 GUSTAFSON, George Luther, Jr., S1c(AMM), V6

HACKNEY, John Fieldon, S2c, V6
 HAGAN, Fred (n), Jr., StM1c, V6
 HALL, Bethal Leon, CSF(AA)(T), USN
 HALL, Charles Nixon, S1c, SV6
 HAMILTON, Douglas Tuggle, Jr., AOM1c(T), USN
 HAMILTON, Gilbert Sterling, PhoM2c(T), SV6
 HAMMOND, Bufford Anderson, S2c, SV6
 HAMMOND, Robert Nelson, ARM, V2
 HANCOCK, Floyd Charles, RdM3c(T), SV6
 HANDKE, Herald Ralph, S1c, SV6
 HARDING, Ferman Travis, SC3c(T), SV6

HARDWICK, Jack Dean, S2c, V6
 HARPER, Howard (n), S2c, V6
 HARRIS, Earl Ray, S1c, V6
 HARRIS, Paul (n), Flc(B), SV6
 HARRISON, Elmer Ellis, S2c, V6
 HART, Roy Ernest, S1c, SV6
 HASS, Willard James, S1c, SV6
 HATCH, Marilyn Ephraim, RT3c(T), SV6
 HAUENSTEIN, Eugene Alphonse, SSML2c(T), SV6
 HAWK, Carl "L." Jr., ACMM(AA)(T), O-2
 HAYES, Gerard Eugene, WT2c(T), V6
 HAYES, Thomas Michael, S1c, SV6
 HEBERT, Roy (n), CBM(AA)(T), USN
 HEFLIN, Harry Elijah, Flc, USN
 HELMAN, Richard Myron, S1c(AMM), V6
 HEMBEY, John Lee, Y3c(T), SV6
 HENDERSON, Charles William, Jr., CRM(AA)(T), USN
 HENDERSON, Jack Prince, S2c, SV6
 HENRIE, Wayne Leroy, AM3c(T), SV6
 HENSLEY, Harvey (n), S1c, SV6
 HEPNER, Everett Leon, S2c, SV6
 HERBEL, Ted (n), S2c, SV6
 HERDA, Edward John, PhM1c, V6
 HEWLETT, Tom Newman, RT3c(T)(LC), V6
 HIJAR, Perfecto Regalado, F2c, SV6
 HILL, Gerald Stevenson, S1c, SV6
 HINMAN, Leon Carter, S2c, V6
 HOCHSTATTER, Victor (n), Jr., S1c(AOM), SV6
 HODNETT, John Henry, StM1c, SV6
 HOFMEISTER, Elmer Carl, S2c, SV6
 HOLLENBACH, Harold Loyd, S1c, V6
 HOLLIMAN, Stanley (n), S1c(RM)(LC), SV6
 HOLMES, Everett Jerome, S1c, SV6
 HOOLEY, Lon (n), S2c, SV6
 HOPPENWORTH, Arnold Theodore, Y2c(T), SV6
 HOSMER, Fred Vincent, AMM3c(T), V6
 HOUSE, Lundy Allwin, RT2c(T), SV6
 HOWELL, Lonnie Oakland, S1c, SV6
 HRONESH, Delwyn Edward, Cox(T), V6
 HROSCH, Michael John, S2c, SV6
 HUDSON, Billy Joe, Y3c(T), SV6
 HUFTY, Harry Addison, S2c, SV6
 HUMPHREY, Harry Ray, S1c, SV6
 HUNT, Elward "J," AMM3c, SV6
 HURLBERT, Richard Stanton, ARM3c, V6
 HURLBUT, Dallas Lee, SM3c(T), USN-SV
 HURST, Charles Cecil, S1c, SV6
 HUTCHINSON, Charles Raymond, S1c, V6
 HYLAND, Glea Lewis, AMM2c, V6
 HYLINSKI, Carl Adam, GM2c(T)(HD), USN-I

INGHAM, Charles Herbert, AMM1c(T), V6
 INSELMAN, Robert Joseph, S2c, V6
 IRVING, Francis Patrick, S1c, V6

JACKSON, Earnest (n), Jr., StM1c, SV6
 JACKSON, Marion Francis, F2c, USN-I
 JACOBS, David Raymond, AMM2c, V2
 JACOBS, Freddie Baldwin, Jr., StM1c, SV6
 JAHNKE, William Frederick, S1c(GM), SV6
 JAHCOX, Robert Irwin, S1c, SV6
 JAYNE, Robert Ingelbe, RdM2c(T), SV6
 JEFFERSON, "J" "C," StM1c, SV6
 JENKINS, Russell Henry, GM3c(T), SV6
 JENNINGS, Glenn Eli, S1c(QM), SV6
 JETER, Eugene (n), StM1c, SV6
 JOEL, James Huston, WT2c(T), USN-SV
 JOHNSON, Carleton Harvey, Jr., AMM2c, V6
 JOHNSON, James Elbert, S2c(RdM), V6
 JOHNSON, Robert Maurice, RdM2c(T), V6

JONES, Britt (n), Jr., S1c, V6
 JONES, Chester Paul, EM2c(T), SV6
 JONES, Gaylord Theron, BM1c(T), V6
 JONES, Wallace (n), StM1c, SV6
 JONSSON, Karl (n), Jr., S1c(GM), USN-I
 JORGENSON, Robert Fred, Flc, V6
 JUENKE, Curtis Frank, S2c(kdM), SV6

KAHLE, Gene Francis, AMM13c(T), SV6
 KALINA, Joseph (n), S1c, SV6
 KANGAS, Roy Carl, RM3c, SV6
 KARGACIN, Joseph (n), Jr., RM3c(T), USN
 KARTJE, Glenn Marlan, F2c, V6
 KEATON, Kenneth Raymond, S2c, V6
 KELLER, Merle Orvin, S1c(GM), USN
 KELLER, Thomas Keith, S2c, SV6
 KELLY, Raymond Wesley, AM2c, V6
 KELLY, Thomas Wilson, S1c(AOM), V6
 KEMP, Charles Milton, S1c, SV6
 KIER, Charles Earl, ABM(AG)1c(T), V6
 KIJEWSKI, Bernard Joseph, S1c(Y), SV6
 KILBANE, John Edwin, S2c(GM), V6
 KILGORE, Randal Leroy, Jr., QM2c(T), USN
 KING, Eugene Earl, S2c, SV6
 KING, James Earl, MM2c(T), SV6
 KINT, William Enos, S2c, V6
 KIPPLEY, William Charles, F2c, V6
 KIRBY, Gaylord Wayne, QM3c(T), V6
 KNIGHT, Hubert William, S1c, V6
 KOLSKI, Anton Robert, S2c, USN
 KONETSKI, Clayton James, S1c(GM), SV6
 KORNEMANN, Robert Henry, PhM1c, V6
 KORNHAUSER, William (n), ART3c, SV6
 KULBE, Charles Willis, RM3c, SV6
 KULIS, Richard William, MM3c(T), USN
 KROICHICK, Edward (n), SKD1c(T), SV6
 KUENEMAN, Frank Simon, QM3c(T), V6

LA BELLE, Edward Arthur, Cox(T), V6
 LACEY, Eugene (n), S1, SV6
 LACOMBE, Joseph Howard, S1c(RM), v6
 LAGER, Donald Leonard, S1c, V6
 LAMBORN, Warren Chandler, ABM(GA)1c(T), V6
 LAMBOS, Anton "A," AMMC1c(T), V6
 LAMOLINARA, Louis Bernard, AMM3c, V6
 LAMP, Clyde Albert, S2c, V6
 LANCASTER, Jack (n), S1c, SV6
 LANDA, Amado (n), S1c(RM), V6
 LANG, John Louis, S1c(AM), SV6
 LANGAGER, Vernon Merle, S2c(RdM), SV6
 LARMER, Robert Edward, S2c, V6
 LARRA, Joe Garcia, S1c, SV6
 LARSEN, Robert George, S1c(GM), V6
 LARSON, Robert Arthur, S1c(GM), USN-SV
 LaRUE, Kenneth Forrest, S2c, V6
 LAWSON, Raymond (n), S1c, SV6
 LAYMAN, William Harvey, MM3c(T), SV6
 LECHLITNER, Robert LRoy, S1c(AMM), SV6
 LEE, Alton Reuben, S2c, SV6
 LEFTWICH, Joel Adderson, Flc, SV6
 LEONARD, Robert Willie, S2c, V6
 LESLIE, James Andrew, Jr., MM3s, V6
 LIBBY, Richard Harold, WT3c(T), V6
 LIGHTNER, Roy Harry Edward, AOM3c, SV6
 LISOWSKI, Roman Frank, RdM3c(T), SV6
 LITTLEJOHN, George Milton, S2c(RdM), V6
 LOLLEY, John Robert, AMM2c(T), V6
 LOPAC, John Peter, S1c, SV6
 LORBIECKI, Donald Stanley, S1c, V6
 LORD, Charles Preston, Jr., S1c(AMM), SV6
 LOUCKS, Donald Dale, PhM2c, V6
 LOUNSBERRY, Edwin LaVerne, M3c, USN
 LOUVIERE, Henderson (n), MM3c(T), SV6

ENLISTED MEN (Continued)

LOVE, Basil Bradford, RdM3c(T), SV6
LOZIER, Donald Haysmer, S1c(GM), SV6
LYNCH, Arnold Edward, S1c, SV6

MADDEN, Joe Kelly, SSML3c(T), SV6
MADDY, Verne Leroy, S1c, V6
MALAFA, Frank Edward, PhM3c(T), SV6
MANATT, Charles Gibson, S1c, USN
MANHART, Arthur Paul, S1c, USN
MANNO, Joseph Gasper, S2c, V6
MARLAR, Pat (n), F1c, V6
MARLIN, James Carl, S1c(GM), SV6
MARQUARDT, John Landen, F1c(EM), SV6
MARTIN, Dennis Eldon, F2c, SV6
MARTIN, Edwin Junior, WT3c(T), SV6
MASK, Jasper (n), MM2c(T), SV6
MATTHEWS, Robert Shepard, S1c, V6
MATYUEF, John (n), Jr., AM3c(T), SV6
MAYLE, Hershel Luther, S1c, SV6
MC ADAMS, James Rufus, S1c, SV6
MC CALLUM, David Newell, AMM1c, USN
MC COMBS, Laurence Merle, AM3c(T), V6
MC CORKLE, William Hurvey, RdM2c(T), SV6
MC CREADY, Jesse Alfred, S1c, SV6
MC CUTCHEN, Arthur (n), StM1c, SV6
MC DONALD, Melvin Mac, S1c(AOM), USN
MC DONALD, William Dwain, SM3c, USN
MC DOWELL, Virgil Harold Eugene, CMM(T), USN
MC DUFFIE, Robert Sampson, Ck2c(T), V6
MC GAUGH, Dewey Alfred, S1c, SV6
MC GHEE, Raymond Darrell, AMMH1c(T), USN
MC GRAW, Fred Houston, Cox(T), V6
MC GREGOR, Norval Eldon, Cox(T), V6
MC GREGOR, Norval Eldon, Cox(T), V6
MC HUGH, William James, Jr., S1c(AOM), V6
MC INTOSH, Forrest (n), Cox(T), V6
MC KAIN, Rex LaVerne, EM1c(T)(GY), SV6
MC KATHAN, Garnel Cross, SSML3c(T), V6
MC KINNEY, James Edgar, F1c, V6
MC KINNEY, Raymond Scott, S1c, SV6
MC VAY, Kenneth Leroy, F2c, V6
MEADORS, Bernice Jefferson, S1c, SV6
MECHE, August Roland, GM3c(T), SV6
MEDLIN, Weaver Ferrell, SK3c(T), SV6
MEGISON, Herman Eugene, RdM3c(T), SV6
MEISENBURG, Franklin Joseph, Bkr3c, V6
MEREDITH, GERAL Glenn, SSM2c(T), SV6
MIDDLETON, James Clarence, AM3c(T), SV6
MIKESKA, John Robert, Jr., S1c, SV6
MILLER, Noah (n), S2c, SV6
MILLER, Norman John, S2c(RdM), V6
MILLER, Vernon "J", S2c(RdM), V6
MINYARD, Fred Lafayette, S1c, SV6
MIRANDA, Manuel Soto, S1c, V6
MITCHELL, Arnold Edward, PhM3c(T), USN-I
MODICA, Salvatore (n), S2c, V6
MOLINA, Gregorio (n), S1c, SV6
MOLLS, Fred James, CPhM(AA)(T), USN
MOODY, Reuben "F", S1c, V6
MOORE, Derrell Alfred, WT2c(T), SV6
MOORE, Doyle Vernon, FC2c(T), SV6
MOORE, William Warden, AM2c, V6
MORGAN, Donald Lee, S1c, USN
MORGAN, Ralph Wesley, CBM(AA)(T), USN
MORRIS, Arvin Eugene, MM1c(T), SV6
MORRIS, Joseph Newby, S1c(SM), SV6
MORRIS, Robert Owen, AMMP2c(T), V6
MORRISSEY, John Mereden, SF1c(T), V6
MOSLER, John Courtland, S1c(GM), SV6
MOYERS, James Vincent, S2c, SV6

MURRAY, Donald Francis, S1c(AOM), V6
MURRAY, Leon Thorpe, F2c, SV6
MYSLICKI, Raymond Michael, S1c, USN

NAGEL, Merle Sylvester, F1c(EM), SV6
NEAL, Joseph Leo, S2c, V6
NEESE, Harold Edwin, F2c, SV6
NEITZLER, Leo George, S2c, V6
NEVILLE, John Thomas, CGM(AA), USN
NEVILLE, William Green, Y1c, V6
NEWMAN, Vance Cornelius, PR3c, SV6
NIEMANN, Paul Ernest, S1c, SV6
NOLAN, Louis James, Jr., S1c(SM), USN
NOYES, John (n), Jr., S1c, V6

O'BRIEN, Francis Xavier, ABM(AG)3c(T), V6
O'BRIEN, James George, S1c(GM), SV6
OGE, Richard Irvin, F1c, USN
OLSON, John Albert, S2c, SV6
OLSON, Robert Alfred, S1c, SV6
OSTMAN, Roy Clarence, SF3c(T), SV6
OSTRANDER, LeRoy (n), CEM(AA)(T), V6
OUTLAW, Hood (n), Ck3c(T), SV6
OVERBY, Robert Charles, S1c, V6
OWENS, Walter Edmond, S2c, SV6

PARKER, William Lawrence, RdM3c(T), SV6
PARKS, Denver Rollin, S2c(RdM), SV6
PARKS, Elton Leroy, S1c(RM)(LC), SV6
PARSONS, Donald Wilber, ABM(CP)2c(T), V6
PATTON, Ralph Byrd, SK3c(T), V6
PEARSON, Eugene Oliver, S1c(AEM), V6
PEDERSEN, Roy Melvin, GM1c(T)(HD), SV6
PELVIT, George Herman, CWT(AA)(T), USN
PERDUE, Jesse Oscar, St1c, V6
PERRIN, Richard Aloysius, AM3c(T), SV6
PERRONI, Anthony (n), EM1c, V6
PERZEKOW, Henry (n), S1c(QM), SV6
PETERSEN, Soren Eske, ART1c(T), V6
PETERSON, Bernard Clifford, SM1c, V3
PETERSON, Vernon LeRoy, ART1c(T), V6
PEVELER, James Ishmul, PtrV2c(T), V6
PFEL, Charles Bernard, ART2c(T), V6
PHILLIPS, Sterling Hernandez, F2c, V6
PIERCE, Clinton Albert, S2c, SV6
PIERCE, Joe Raymond, S1c(FC), V6
PIGGOTT, Basil Junior, S2c(GM), USN
PILDIS, Basilus (n), MMR3c(T), SV6
PORTER, Vergean (n), S2c, SV6
PRESLEY, Roger Randolph, S2c, V6
PROTZ, Alvin Fred, RdM3c(T), SV6
PRUSEY, Victor (n), Jr., AOM3c, SV6
PURYEAR, John Douglas, SK2c(T), SV6
PUTNAM, William Jerome, S1c(RM)(LC), V6

QUINTANA, Charlie Alfonso, S2c, SV6

RAMIREZ, Ruben (n), S2c, SV6
RAMIREZ, Senobio Gevara, S2c, SV6
RANDALL, Alfred Norman, S2c, SV6
RASH, John Terry, S2c, V6
RAY, William Herbert, S1c, SV6
RED, Oscar Leroy, S2c, SV6
REIMER, Arthur Gordon, MM1c(T), V6
REED, Harvey Everett, AMM3c, V6
REED, Oswald Dawl, SK3c(T)(LC), SV6
REESE, John Benjamin, S2c, SV6
REID, Glenn William, MM2c(T), SV6
RENNER, Clifford Everett, RdM3c(T), SV6
RESER, Howard Foster, CPhM(AA)(T)(CA), V6
REYNOLDS, Durward Mark, S2c, SV6
REYNOLDS, Willie Taylor, Jr., RT2c(T), SV6
RICHARDSON, Donald Murdock, RT1c(T), V6
RICHARDSON, Linn Gene, S1c(AM), V6

RICHMOND, Frank Sidney, S1c, SV6
RIDLEY, Robert Eugene, S2c, V6
REEPER, Floyd Kenneth, SKV3c(T), SV6
RITCHIE, Thomas Frank, S2c, SV6
RIVETTE, Walter John, F2c, V6
ROBB, Donald Albert, F2c, V6
ROBBINS, Stanley Elwyn, RM2c(T), SV6
ROBERT, Curtis Anthony, S2c, V6
ROBERTS, James Gettis, RdM2c(T), SV6
ROBERTS, Robert Homer, S1c(RM)(LC), SV6
ROBERTS, Rupert Leon, S1c(RM)(LC), SV6
ROBERTSON, Earl (n), BM1c(T), V6
ROBINSON, Archie (n), StM2c, SV6
ROBINSON, Edward Ford, CCS(T), USN
ROESSLE, Robert Alfred, AOM3c, V6
ROGER, Shirley (n), S2c, SV6
ROMAN, Joe (n), Jr., SSMT3c(T), SV6
RONEMUS, Lewis Clifford, SC2c(T), V6
ROSE, Ralph Raymond, S2c, SV6
ROSEBERRY, Joseph (n), Jr., F1c, SV6
ROSENBERGER, Albert Harry, MM1c(T), USN
ROSS, Eugene Harvey, F2c, SV6
ROTH, Rollin Richard, Jr., S1c, SV6
ROZNOSKY, Tommy Tony, Jr., S2c, SV6
RUBIO, Gilbert Leon, S2c, SV6
RYMUT, Henry Francis, WT2c(T), V6

SAINT, Gaylord (n), AEM2c(T), V3
SALLIS, Wayne Looper, S2c, V6
SANDERS, Garacial Maurice, SC1c, V6
SANDS, Jesse Howard, S2c, SV6
SATTERLEE, Marion Lucien, Jr., S2c, SV6
SAYLOR, Clarence Richard, S1c(AMM), SV6
SCARLETT, Samuel Arthur, S2c, V6
SCHERE, Jack Arnold, S1c(RdM), USN-SV
SCHERSCHER, George Charles, RM3c(T), V6
SCHIERLING, Verlon Lyle, S1c(RM)(LC), SV6
SCHILLING, Arthur Raymond, AerM3c(T), V6
SCHINDLER, Forrest Jay, S2c, SV6
SCHLUMBRECHT, Alfred Paul, S2c, V6
SCHNEIDER, Gerald Henry, Jr., S1c(RM), V6
SCHOTZ, Albert Stanley, S2c, V6
SCHULER, Reinhart Joseph, S1c(GM), SV6
SCHWARTZ, Robert Louis, AMM2c(T), SV6
SCOTT, Cyril Walter, AMM1c, V2
SEALS, Hoyet (n), M1c(DT), V6
SEARS, Rayful Darold, F2c, V6
SEDBERRY, Dick Allen, AMM3c(T), V6
SEGOVIA, Trinidad Chavez, Jr., S2c, SV6
SEMEL, Stanley (n), HA2c, V6
SHAMBURG, Leo Edwin, F2c, SV6
SHARKEY, Glenn Jackson, S2c, SV6
SHAW, Henry Thomas, Jr., MM3c(T), SV6
SHEKELS, Wesley Moore, S2c, SV6
SHELL, John Marvin, SSML3c(T), SV6
SHERWOOD, Cecil Wayne, S2c, SV6
SHERWOOD, John Delwin, S2c, SV6
SHOCK, Norris Odvil, S2c, V6
SHURON, Wilbert Matthews, StM2c, SV6
SHURTLIFF, Dick Green, S2c, SV6
SIDES, Melvin Earl, S1c(AMM), USN
SIEGEL, Daniel Merle, PhM3c(T), SV6
SIEGEL, Morris (n), WT3c(T), SV6
SIMERLINK, David James, Cox, USN
SIMMS, William Wallace, StM2c, SV6
SIMPSON, Oliver (n), S1c, SV6
SINGLETON, James Thomas, SK3c(T), SV6
SLATER, Frank Raymond, S1c, V6
SLUYTER, Winfield Josiah, AMM2c, V6
SMITH, Allen Wilbur, F1c, V6
SMITH, Calvin Elton, S1c, SV6
SMITH, Carl Everett, S2c, SV6
SMITH, Charles Connally, S2c, SV6

ENLISTED MEN (Continued)

SMITH, Donald Edward, StM1c, SV6
 SMITH, Donald La Verne, RM3c(T), SV6
 SMITH, Earl Louis, S2c(QM), V6
 SMITH, Elgin Lee, RM2c(T), V6
 SMITH, Eugene "I." Jr., S2c, V6
 SMITH, George Winfield, S2c, SV6
 SMITH, Harold Melford, AEM2c(T), V6
 SMITH, Leslie Malvern, MaM2c(T), USN
 SMITH, Robert Allen, StM2c, V6
 SMITH, Willie Gray, StM2c, V6
 SNEAD, Ernest Lee, StM2c, SV6
 SNYDER, Edward Thatcher, S1c(SM), V6
 SONNABEND, Lindy Leroy, S2c, V6
 SORESEN, Raymond (n), RM3c, USN
 SPAULDING, William Charles, S1c, SV6
 SPEAR, James Winston, S2c, V6
 SPERRY, Glenn Herbert, S2c, SV6
 SPRINGMAN, Bright Naugle, S1c(AMM), SV6
 SPRINGMEYER, Henry Lee, S1c, SV6
 STALEY, Vincent Allen, AM2c, V2
 STANCHFIELD, Lee Wayne, S2c, USN
 STANTON, Odis Garnet, S2c, SV6
 STAPLE, Jack William, S1c, V6
 STATON, Harold Amos, S2c, SV6
 STEARLY, Robert Otto, F1c(EM), SV6
 STEELE, Denton Leo, AMM2c(T), V6
 STENROOS, Edward Clarence, S1c(AOM), V6
 STEPHENS, Joe Bob, S1c, SV6
 STEWART, Johnny Everette, S1c, SV6
 STEWART, Robert Lee (S1c, V6
 STOGSDILL, Vernon (n), PhM3c, V6
 STOVER, Ray Chester, AOM3c, SV6
 STROHECKER, George Robert, AerM3c(T), SV6
 STRZYZEWSKI, Leonard Joseph, SSMB3c(T), SV6
 STULL, Arthur Eugene, S1c(FC), SV6
 STULTS, Howard Charles, S1c(AM), V6
 STUMPFF, Leonard Paul, SCB2c, SV6
 STUTZ, Eugene Fredrick, S1c, SV6
 SUDDOCK, Joe (n), Jr., F1c, SV6
 SULLIVAN, Albert Ehlers, S2c, V6
 SULLIVAN, Gilbert Richard, AOM3c, USN
 SUTTERFIELD, Ivan Melton, S2c, V6
 SVENSK, Paul Gustave, RdM3c(T), V6
 SWENSON, Robert Allen, S2c, V6

TAFOYA, Alfred Bruno, S2c, SV6
 TARTAKOV, Milton (n), AMM2c(T), USN-I
 TATE, Robert Elmer, S1c(AMM), V6
 TAYLOR, James Hollie, S2c, SV6
 TAYLOR, Ross Duncan, S2c, V6
 TERRALL, Paul Copley, S2c, V6
 THACKER, Glen "B.", F2c, V6
 THERRIEN, George Louis, CB(AA)(T), V6
 THEURER, Myron LeRoy, SSMB2c(T), SV6
 THIESEN, Robert Stanley, S1c(AMM), V6
 THOMASON, Ralph Alvin, S1c, SV6
 THOMASSON, Charles Dale, PhM2c, V6
 THOMPSON, Alvin "B.", S2c, SV6
 THOMPSON, Arlie Loyd, S2c, SV6
 THOMPSON, George William Lawrence, Jr., S2c
 THOMPSON, James McLaurin, RT3c(T), SV6
 THOMPSON, Marshall Junior, S1c, USN
 THOMPSON, Richard Gene, S1c, SV6
 THOMPSON, Thomas Haskell, S2c, SV6
 THURSBY, Robert Ashby, S2c, SV6
 TICE, James Henry, S1c, SV6
 TIPTON, Glen Collins, AM3c(T), SV6

TITLER, Gilbert Everett, S1c, V6
 TODD, Gordon "E.", F1c, SV6
 TOMLIN, William Henry, S2c, SV6
 TONE, Joseph Fredrick, MM3c(T), SV6
 TONER, Stanley Lawrence, HA1c, V6
 TOOMEY, Raymond Robert, WT2c(T), V6
 TORRENCE, John Fletcher, SKD3c(T), SV6
 TORRENCE, Thomas Mitchell, S1c, SV6
 TRAXLER, Kermit Mack, F1c, SV6
 TRIMBLE, Kenneth Cecil, GM3c(T), SV6
 TRIMMER, Richard Martin, S2c, SV6
 TURNER, Willie Cornelius, StM1c, SV6
 TURNER, Floyd (n), StM1c, SV6
 TYLER, James Bryce, S1c(AOM), V6

UNTINEN, George Armas, S2c, SV6
 URIBE, Jose Dionisio, S2c, V6
 USHER, Jack Holland, Y2c(T), SV6
 USZLER, Frank Eugene, S1c(AMM), SV6

VACCARO, Joseph James, AMM1c, V6
 VACULIK, Edwin John, S2c, SV6
 VACULIK, Eugene Joe, S2c, SV6
 VALERIO, Emidio Joseph, SCB3c, V6
 VAN EYK, Edward (n), S2c, V6
 VARELA, Apolonio (n), F2c, V6
 VASTBINDER, James William, S2c, SV6
 VAUGHT, Bill Bolden, S2c, SV6
 VICTOR, Joseph Ernest, S1c(RM)(LC), SV6
 VICTORY, Jack Milam, S2c, V6
 VITER, Richard Dale, S1c(SM), USN
 VOGLEIN, Nick (n), S1c(SM), SV6
 VOSLOH, Karl Jacob, Jr., EM3c(T), V6

WAGNER, Lyle Henry, S2c, V6
 WALESKY, Harry John, F2c, SV6
 WALKER, Thomas Michael, S1c(AMM), V6
 WALKER, Wilber Lee, StM1c, SV6
 WALLACE, Pete (n), AMMC3c(T), V6
 WARD, Clifton Duren, ABM(CP)3c(T), SV6
 WARD, Dewey Buford, S1c, V6
 WARD, Ed Ford, S1c, V6
 WARD, John Ed, S1c, SV6
 WARD, Lewis (n), S1c(RM), V6
 WARD, Thomas Madison, Cox(T), SV6
 WARDEN, Marvin Edward, S2c, USN-I
 WAREHAM, Harry William, S2c, V6
 WARNER, Charles Richard, S2c, V6
 WATERS, Jerrold Leonard, S1c, USN-SV
 WEBB, Melvin Hardy, F2c, SV6
 WEBER, Joseph Tilden, S2c, SV6
 WEINHOLD, Reynard Erwin, Y3c, V6
 WELBORN, Julius (n), EM2c(T), SV6
 WELCH, Arnold (n), S1c, SV6
 WELKER, Bud Eugene, ABM(AG)3c(T), V6
 WELLING, Clair Woodrow, S1c, SV6
 WELLS, Claude Ray, F2c, V6
 WELLS, Johnnie William, S2c, SV6
 WELLS, Raymond Leo, S1c, V6
 WENDLING, Thomas Victor, S1c(AOM), SV6
 WENDT, Hilbert (n), S2c, V6
 WENNER, Charles Robert, S1c, SV6
 WENTZ, Lowell Anderson, S2c, V6
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 WHITE, William Richard, S1c(AOM), V6
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 WILLHITE, Robert William, S2c, USN
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 WILLIAMS, James Vernie, EM2c(T)(GY), USN
 WILLIAMS, Lawrence Eugene, S2c, SV6
 WILLIAMS, Nathan Lyle, S1c(AMM), SV6
 WILLIAMS, Norris Percy, S1c, V6
 WILLIAMS, Travis Harland, S1c, SV6
 WILLIAMSON, Roy Edward, F2c, V6
 WILLMOTT, Boone (n), Jr., F2c, V6
 WILMOT, Joseph Carl, S1c, SV6
 WILSON, Donald Louis, F1c(EM), SV6
 WILSON, George Edward, StM1c, SV6
 WILSON, George Leland, ABM(PH)3c(T), V6
 WILSON, George Thomas, S1c, SV6
 WILSON, Grady Oliver, StM1c, SV6
 WILSON, Hannibal Hiawatha, Ck3c(T), SV6
 WILSON, James William, Jr., SF3c(LC), SV6
 WILSON, Leonard Elmer, S1c, V6
 WILSON, Royce Burnell, S1c, SV6
 WILSON, Willard Harrison, S1c, SV6
 WILSON, William "E.", S1c(AOM), SV6
 WILSON, Woodrow (n), S2c, V6
 WILTZ, Harry Lee, S2c, SV6
 WINIARSKI, Eugene Anthony, F1c(EM), V6
 WING, Lewis Oliver, Jr., S2c, V6
 WINKLER, Carl Anthony, GM3c(T), V6
 WINN, Benjamin Franklyn, S2c, V6
 WINN, Robert Carroll, S1c(AOM), V6
 WINTZ, Leo John, S2c, V6
 WIRTH, Henry Fred, MMS2c(T), SV6
 WISE, Orville Glick, S1c, SV6
 WOOD, Fredrick Nicholas, EM2c, V6
 WOODALL, Robert Eugene, MMS2c(T), SV6
 WOODS, Edward Lee, Jr., S2c(RdM), V6
 WORLEY, Eugene Sherwood, MM3c(T), SV6
 WORTHEN, Harlen Lewis, ARM2c(T), USN
 WRIGHT, Frank Lewis, AEM3c, V6
 WRIGHT, James Carl, S1c, SV6
 WRIGHT, Robert Lloyd, S2c, V6
 WYNKOOP, Paul Glenn, F2c, SV6

YATES, Franklin Parker, Jr., S1c(RM)(LC), V6
 YATES, James Bernet, S2c, SV6
 YINGER, Ervin Edward, Bkr3c(T), USN
 YOCUM, Morris Carey, S1c, V6
 YOUNG, Curtis Allan, S1c(AOM), SV6
 YOUNG, Joseph Augustus, II, F2c, V6
 YOUNG, Norman Ray, S2c, SV6
 YOUNG, Stanley Travis, S1c, V6
 ZANDER, Walter Henry, S1c, SV6
 ZIEGLAR, John Edward, AerM3c(T), USN-I
 ZOWADA, Paul (n), S2c, V6

BITTER BENEDICTION

I've already precipitated on the Padre's shoulder; but if you've heard this one before, just try to stop me!

It seems there was a traveling sailor, and one night he was given ten days to throw together some sort of a ship's history.

Now, said "Sad Sack" already was bed-ridden and suffering from mattress burns. Furthermore, he had a number of unread detective stories to solve, an "Acey-Ducey" tournament to play off, and he was hellishly arrears in poker and answering his mail (responses from Lonely Hearts, Incorporated).

Soon he felt a bit diapered-off at guys who either wouldn't pose for pictures, or who had previously departed with the only prints available—of themselves and ship's activities. If your likeness wasn't herein, that's the nude truth, so help me.

Well, about midnight of the last day out from Pearl, he rolled over and patted a firmed, resilient hump of photographs. This, he decided, was the time to do or die—so he tossed eleven cans of alphabet soup around the photographs and decided to charge you a helluva price for the whole damn mess.

After all, he had 53 points and one foot across the brow on *terra civiliana*, so what the . . . !

However, as the farmer's daughter told the traveling seaman, "You gave out with a lot of tale in such a short time!"

I blush in modesty—no fan mail, please, except mebbby a French postcard from Sally Rand.
BOGEY BEN

AND NOW THAT THIS CRUISE IS FINISHED, HERE ARE THE SHIPMATES

WHO HELPED LOG IT FOR THE EDIFICATION OF YOUR GREAT-GRANDCHILDREN



YEOMANSHIP
"Bat" Battistini at the piano; "Crack-pot Pete" Burtis kibitzing.



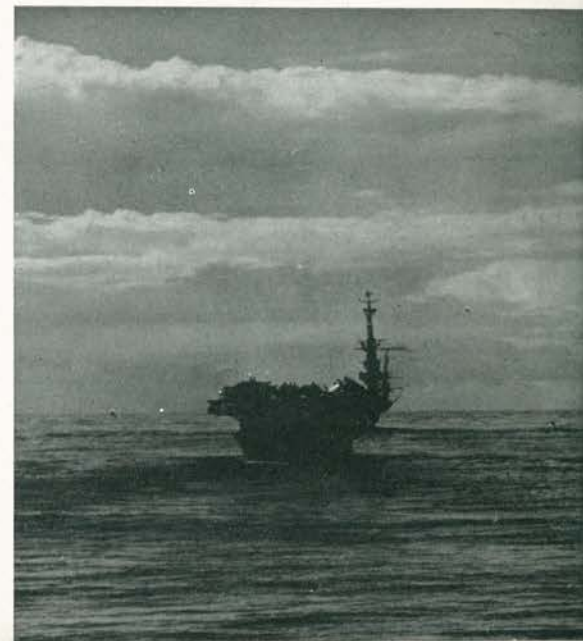
RESEARCH
"Larry" Giles researching; "Honolulu" Lucas reaching; "Mother" Carey searching; "Massa" Boze concentrating; "Bogey" Benton posing.



TRAVEL-LOG
"Don" Reed smirking; "Cupid" Littlejohn kissing; "Bob" Johnson snarling.



*Pillow my head on your breast,
Wife;
Soft arms hold me tight;
Ports that are half way 'round
the world
Will be calling me tonight.*



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234 Main Street Baton Rouge, Louisiana

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Benton, Brautford B.
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LEGEND

INDICATIONS	DESCRIPTION
---	FERRY TRIPS
----	COMBAT MISSIONS
-----	OCCUPATION MISSION
-----	RETURN TO U.S.

COMBAT DUTIES

(A)	PALAU LANDINGS
(B)	2ND SEA BATTLE of PHILIPPINES
(C)	LEYTE LANDINGS
(D)	CONVOY of SHIPPING To LEYTE
(E)	CONVOY of LANDING TROOPS To MINDORO
(F)	LINGAYEN LANDINGS
(G)	SUBIC BAY AIR COVERAGE
(H)	OKINAWA LANDINGS
(I)	SAKISHIMA STRIKE
(J)	OMINATO OCCUPATION

CHINA

FORMOSA

PHILIPPINE IS.

F

G

E

C

B

A

PALAU IS.

ULITHI

GUAM

CAROLINE IS.

WAKET.

MOJO

NEW

GUINEA

MANUS

GUADALCANAL

ESPIRITO SANTO

A U S T R A L I A

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